City of Oregon City

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

Meeting Agenda

Planning Commission

Monday, August 24, 2015 | **7:00 PM** | **Commission Chambers**

1. Call to Order

2. Public Comments for Items Not on the Agenda

3. Public Hearing

3a. Meyers Road Extension Corridor Plan (Planning File: L 15-04)

Attachments:
- Commission Report
- L 15-04 Staff Report
- Exhibit 1a: Meyers Road Extension Alignment
- Exhibit 1b: Meyers Road Typical Street Section
- Exhibit 1c: Meyers Road Extension Alternatives Baseline Conditions Report
- Exhibit 1d: Meyers Road Alternatives Analysis Memorandum
- Exhibit 2a: Land Use Application
- Exhibit 2b: Narrative and Code Criteria
- Exhibit 2c: Planning Commission Work Session Responses
- Exhibit 2d: PA 15-21 Pre-App Summary Notes
- Exhibit 2e. Neighborhood Meeting sheet
- Exhibit 3: Public Comment
- Exhibit 4: Public Notice

3b. Boulder Run Development Application: Zone Change file ZC 15-01, Subdivision file TP 15-02 & Natural Resource Overlay District Verification file NR 15-04

Attachments:
- Commission Report
- ZC 15-01, TP 15-02 and NR 15-04 Staff Report and Recommendation
- Exhibit 1: Vicinity Map
- Exhibit 2: Land Use Application Form
- Exhibit 2: Application Narrative
- Exhibit 2: Plans
- Exhibit 2: Tax Maps
- Exhibit 2: Neighborhood Association Meeting Information
- Exhibit 2: NROD Report and Associated Documents

Exhibit 2: Storm Report and Addendum

Exhibit 2: Transportation Analysis Letter and Addendum

Exhibit 2: Receipt

Exhibit 2: Title

Exhibit 2: Original Application 04.15.2015

Exhibit 3: Letter from John Replinger of Replinger and Associates, City Consultant

Exhibit 4: Comments from Greg Peterson of 18865 Shenandoah Drive, Oregon City

Exhibit 5: Comments from Mayor Dan Holladay

Exhibit 6: Comments from Todd Last

Exhibit 7: Comments from Wes Rogers, Director of Operations for the Oregon City School District

Exhibit 8: Comments from Scott Archer, Community Services Director

Exhibit 9: Letter from Gigi Cooper at David Evans and Associates

Exhibit 10: Excerpts from AN 07-07

3c. Pavilion Park III Development Application: Zone Change file ZC 15-02 & Subdivision file TP 15-03

Attachments: Commission Report

Updated ZC 15-02 and TP 15-03 Staff Report and Recommendation

Exhibit 1: Vicinity Map

Exhibit 2: Land Use Application Form

Exhibit 2: Application Narrative

Exhibit 2: Plans

Exhibit 2: Neighborhood Association Meeting Information

Exhibit 2: Storm Report

Exhibit 2: Transportation Analysis Letter

Exhibit 2: Receipt

Exhibit 2: Title

Exhibit 2: Information which has been Updated

Exhibit 3: Letters from John Replinger of Replinger and Associates, City Consultant

Exhibit 4: Comments from Dan Neils of 19652 McCord Road, Oregon City

Exhibit 5: Comments from Wes Rogers, Director of Operations for the Oregon City School District

Exhibit 6: Comments from Scott Archer, Community Services Director

Exhibit 7: Excerpts from Annexation file AN 14-01

4. Communications

5. Adjournment

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

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

Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site(oregon-city.legistar.com).
Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at www.orcity.org and is available on demand following the meeting.
ADA: City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City staff member prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

City of Oregon City

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

Staff Report

File Number: PC 15-195

Agenda Date: 8/24/2015

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:
Meyers Road Extension Corridor Plan (Planning File: L 15-04)

RECOMMENDED ACTION (Motion):
Staff recommends that the Planning Commission recommend approval of planning file L15-04 to the City Commission.

BACKGROUND:
The applicant, Oregon City Public Works Department, has requested legislative review of the Meyers Road Extension Corridor Plan. The consultant, David Evans Associates, has completed the final draft of the plan for Planning Commission and City Commission review.

Planning staff has completed its review of the Legislative File L15-04 and has provided findings for adoption by the Planning Commission in the attached Staff Report.

The Meyers Road Extension Corridor Plan establishes a concept for connecting Meyers Road from Highway 213 to High School Lane. The plan includes a preferred alignment for the street, a proposed section and design, and includes new connections and recommended intersection changes. This is a legislative item that will come before the Planning Commission for a public hearing on August 24th as an amendment to the Transportation System Plan and Comprehensive Plan.

The initial City Commission public hearing on this matter is scheduled for September 2, 2015. The Planning Commission held a work session on this matter on August 10, 2015.

BUDGET IMPACT:
Amount:
FY(s):
Funding Source:

OREGON CITY

Community Development – Planning

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

STAFF REPORT AND RECOMMENDATION
August 14, 2015

FILE NO.:	L 15-04: Meyers Road Extension Corridor Plan
APPLICANT:	City of Oregon City 625 Center Street, Oregon City, Oregon 97045
REQUEST:	Adopt the Meyers Road Extension Corridor Plan as an amendment to the Oregon City Transportation System Plan (2013), an Ancillary Document to the Oregon City Comprehensive Plan.
LOCATION:	Meyers Road Extension from Highway 213 to High School Avenue.
RECOMMENDATION:	Approval
REVIEWER:	Tony Konkol, Community Development Director Kelly Moosbrugger, AICP, Assistant Planner

17.50.170 - Legislative hearing process.
A. Purpose. Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use must begin with a public hearing before the planning commission.
B. Planning Commission Review.
1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The community development director shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.
2. The community development director's Report. Once the planning commission hearing has been scheduled and noticed in accordance with Section 17.50.090(C) and any other applicable laws, the community development director shall prepare and make available a report on the legislative proposal at least seven days prior to the hearing.
3. Planning Commission Recommendation. At the conclusion of the hearing, the planning commission shall adopt a recommendation on the proposal to the city commission. The planning commission shall make a report and recommendation to the city commission on all legislative proposals. If the planning commission recommends adoption of some form of the proposal, the planning commission shall prepare and forward to the city commission a report and recommendation to that effect.
C. City Commission Review.

1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.
2. Notice of Final Decision. Not later than five days following the city commission final decision, the community development director shall mail notice of the decision to DLCD in accordance with ORS 197.615(2). IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT 503-722-3789.

Proposed Project
The proposed Meyers Road Extension Corridor Plan further refines the Oregon City Transportation System Plan (TSP) by determining the general location and design of Meyers Road from Highway 213 to High School Avenue (Exhibit 1). The plan is proposed to be adopted as an ancillary document to the Oregon City Transportation System Plan, which itself is an ancillary Document to the Oregon City Comprehensive Plan.

The Meyers Road Extension Corridor Plan was created by a partnership between the Oregon Department of Transportation (ODOT), the Oregon City School District, Clackamas Community College and the City of Oregon City. The creation of the plan included a traffic study conducted by David Evans and Associates, a City consultant as well as significant public involvement. The plan does not include amending the Capital Improvements Plan. The timeframe for implementing the $4.5-$10 million dollar plan is dependent on the availability of funding.

Figure 1: Proposed Meyers Road Extension

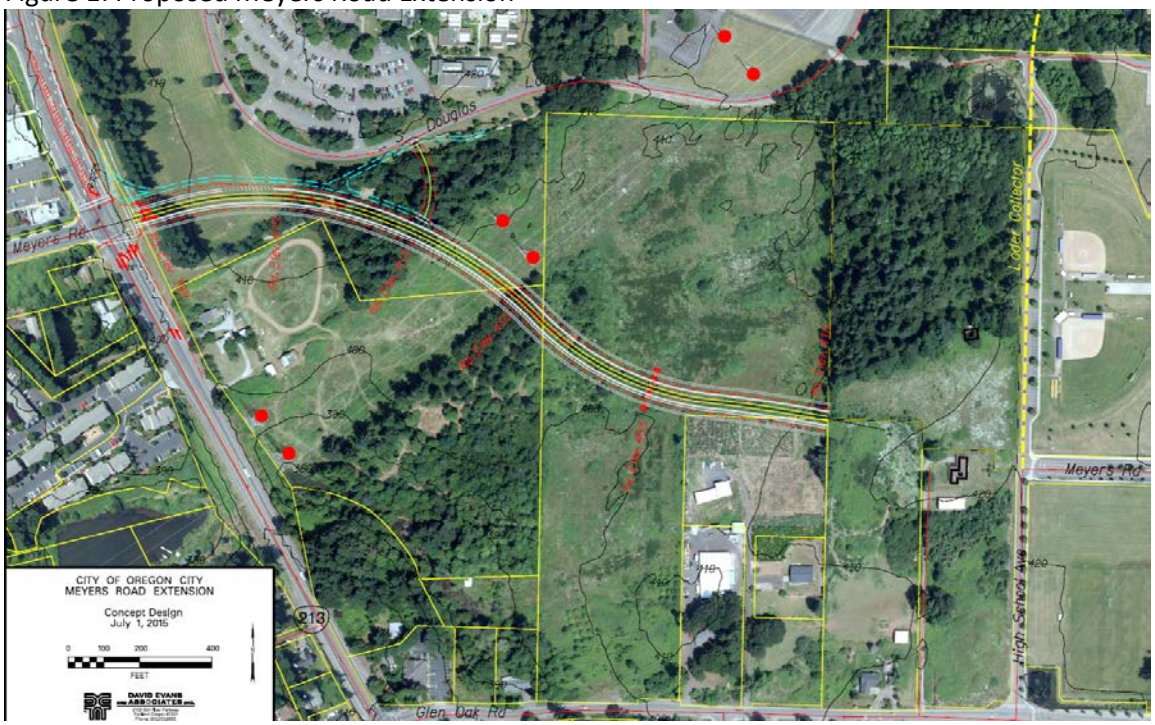
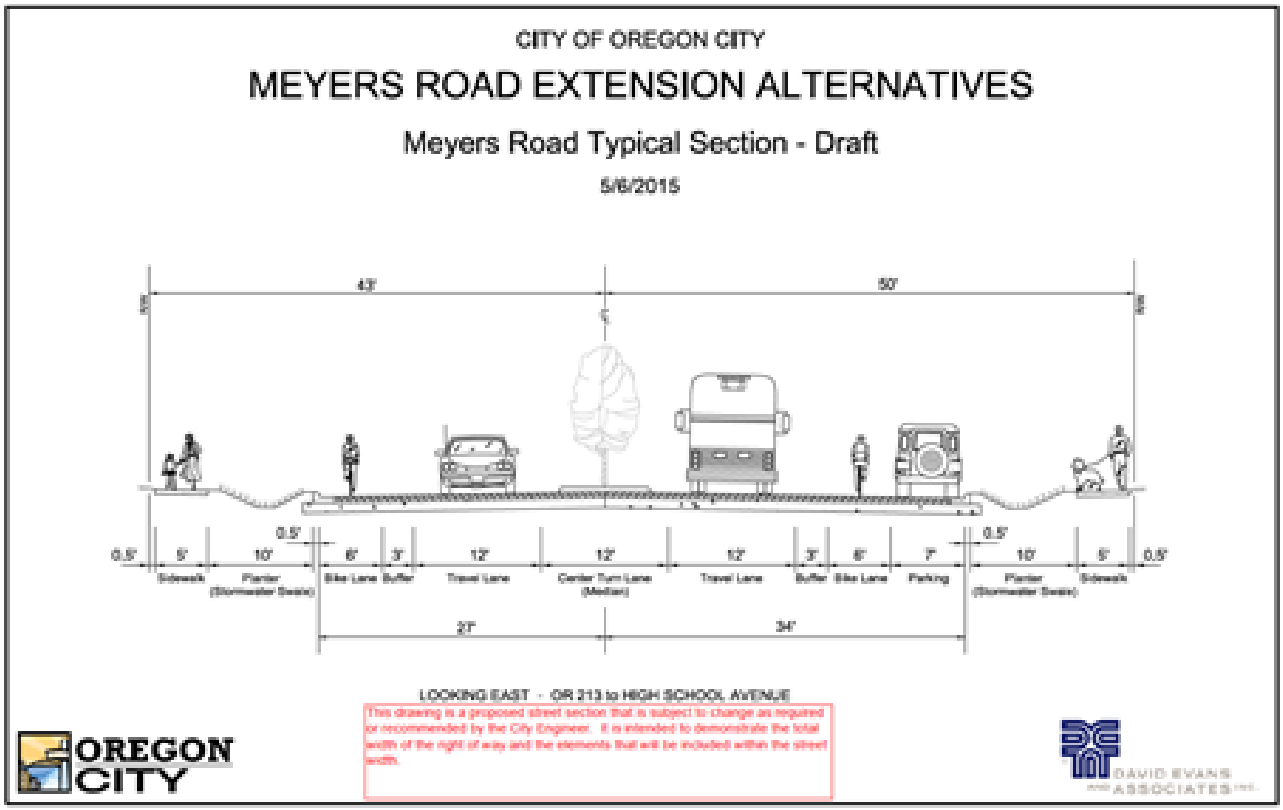


Figure 2: Proposed Meyers Road Typical Street Section



According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

The Oregon City Water Distribution System Master Plan is a "public facilities plan", which is defined in the administrative rules implementing Goal 11, OAR 660-011-0005(1), and provides:

> "A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans within an urban growth boundary containing a population greater than 2,500. Certain elements of the public facility plan also shall be adopted as part of the comprehensive plan, as specified in OAR 660-11-045."

The Meyers Road corridor, is identified as a planned minor arterial in the TSP between OR 213 and High School Avenue just south of the Clackamas Community College (CCC) Campus and north of Glen Oak Road. Meyers Road currently includes two separate segments: the western segment providing access from Leland Road to Highway 213; and the eastern segment running from High School Avenue east to Beavercreek Road. The Meyers Road Extension Corridor Plan will identifies a general design and location

for the roadway between these segments to improve connectivity for freight, transit, auto, pedestrian, and bicycle travel.

The Meyers Road extension will foster future development of jobs in the region by providing direct access to over 30 acres of large undeveloped and underdeveloped properties zoned Campus Industrial that have been targeted for redevelopment as part of an Enterprise Zone. The Enterprise Zone Program provides business incentives through property tax abatement to build a new facility, expand an existing facility, and/or invest in machinery and hire new employees at higher than average wages. In addition, the Meyers Road Extension Corridor Plan improves through traffic on OR 213 by planning for an additional northbound travel lane on OR 213 near Meyers Road. The Meyers Road/OR 213 intersection will have complete signal for all four legs to facilitate safe and efficient movement of freight, automobile, pedestrian, and bicycle travel. The road extension will accommodate additional residential growth in the southern part of Oregon City by providing a parallel route for traffic that is currently served only by Glen Oak Road for east-west movements. In addition, water and sewer facilities are to be provided within the roadway.

The new connection will provide an arterial road connection with sidewalks and bike lanes between OR 213 and High School Avenue by connecting two Meyers Road segments. In keeping with the multi-modal commitment specified in the TSP, the corridor plan provides for the continuation of the sidewalks on the north side of the western segment, and the sidewalks and bike paths on both sides of the eastern segment. In addition, the plan will provide an improved multi-use path in the northwest section connecting to CCC and OR 213. The plan will connect important features along the road including the Clackamas Community College, Oregon City High School facilities, a new Oregon City School District bus facility, and a new 9-acre public park, Glen Oak Park. The proposed design promotes safe routes for bicyclists and pedestrians to the schools in the vicinity. In addition, the plan will provide a local street connection to the Clackamas Community College consistent with the college's master plan and the TSP.

The corridor plan refines the location for the extension of Loder Road on the west side of Beavercreek Road. Though Loder Road currently terminates at Beavercreek Road, the TSP identified the Loder Road corridor extending from its current western terminus at Beavercreek Road to Meyers Road and Glen Oak Road. The general location of the corridor identified in the TSP provided for Loder Road to intersect with Meyers Road approximately midway between High School Avenue and OR 213. The corridor plan refines the location of the Loder Road corridor resulting in Loder Road intersecting with Meyers Road at the existing intersection of Meyers Road and High School Avenue.

The extension will develop the City's preferred street section for an arterial roadway with significant safety and multimodal features in two phases. The first phase of the extension will be developed between the Oregon City School District bus facility and the Parks Property. The second phase will continue west through three private lots and CCC property. The roadway design was developed with a 30-mile per hour reduced design speed, six-foot bike lanes with a three-foot buffer, ten-foot planter strips, and five-foot sidewalks on each side of the street. On-street parking is proposed only on the south side of Meyers Road. This on-street parking will help provide needed parking for activities at the planned Glen Oak Park in the southwest quadrant of Meyers Road and High School Avenue. On-street parking will not be included on the north side of Meyers Road near the bus facility to improve visibility for buses accessing Meyers Road and to discourage Glen Oak Park patrons from parking on the north side of Meyers Road and jaywalking to access the new park. The intersection of Meyers Road and High School Avenue will have a four-way stop sign configuration with painted crosswalks.

Public Involvement and Public Comment
The creation of the Meyers Road Extension Corridor Plan provided opportunities for public involvement in the Legislative decision making process through the public hearing process, newspaper noticing, meetings with the Transportation Advisory Committee, Historic Review Board and Citizen Involvement Committee, affected agencies such as the School District, and work sessions with the Planning Commission and City Commission.

The public involvement and public comment process included: placing project information on the City's website, three meetings with the Caufield Neighborhood Association, one meeting with the Gaffney Lane Neighborhood Association, two meeting with the four private property owners that would be directly affected by the construction of the roadway, one meeting with Oregon City School District Board, two meetings with the Transportation Advisory Committee, two meetings with the Planning Commission, and two meetings with the City Commission.

In addition, Oregon City convened a Meyers Road Extension Project Management Team (PMT) which included: participants from three Oregon City departments (Public Works, Planning, and Parks); the Oregon Department of Transportation; the Clackamas Community College (CCC); Oregon City School District (OCSD), and the consultant team to guide the development of the project to reflect the needs of the key stakeholders. The PMT met four times over the course of the project. In addition, TriMet was invited to PMT meetings and consulted with regarding the project and in particular, circulation through the college and the corridor area.

The Meyers Road Extension Corridor Plan has been available for review on the Oregon City website at the following address: http://www.orcity.org/publicworks/meyers-road-extension-corridor-plan. In addition, Clackamas Community College has provided a link to the webpage on its website.

Public Comments
The following public comments were received prior to issuance of this staff report:

> Kathy Berge – Owner of 19842 S Highway 213 submitted comments in Exhibit 3. Ms. Berge wrote a letter dated August 7th, 2015 to express concern over the impact of the new road. She is concerned that the three lane section will not accommodate bus and truck traffic and that the roadway is not compatible with the zoning of the adjacent properties, in that it will limit the effective use of these properties.

Public Notice
Notice of the first Planning Commission and City Commission public hearing dates was published in the newspaper on July 1, 2015. Notice of the public hearings was mailed to affected property owners and residents within 300 feet of the corridor plan area on July 31, 2015.

In accordance with ORS 197.610 and OAR 660-018-0020, a Notice of Proposed Amendment to the Oregon City Comprehensive Plan was provided to the Oregon Department of Land Conservation and Development 35 days prior to the first noticed Evidentiary Hearing on July 20th, 2015 (Exhibit 4).

Notice of the proposed amendment was provided to the following affected agencies: South Fork Water Board (SFWB), Clackamas River Water (CRW), Clackamas County, Clackamas Fire District #1, Oregon City School District, Tri-City Services District, Metro, TriMet, and Oregon Department of Transportation (ODOT).

DECISION-MAKING CRITERIA:

Oregon City Comprehensive Plan
According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

The Meyers Road Extension Corridor Plan is a special purpose plan which will be adopted as an ancillary document to the Oregon City Transportation System Plan (TSP). The TSP is an adopted ancillary document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review.

Chapter O. Comprehensive Plan Maintenance and Update
Regular Review and Update. Another method of Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

- ***Plan implementation process;***

Finding: Complies as Proposed. The Oregon City Public Works Department presented the update to the residents, affected agencies, Citizen Involvement Committee, Neighborhood Associations, Planning Commission and City Commission for input in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

- ***Adequacy of the Plan to guide land use actions, including an examination of trends.***

Finding: Complies as Proposed. The Meyers Road Corridor Plan provides refines a transportation connection identified in the Transportation System Plan. The Corridor Plan includes an analysis of existing conditions and direction for future development, funding and needs. The plan provides a comprehensive review of the corridor system for all modes of transportation and provides an adequate guide for future land use actions and the development of criteria to be utilized in land use actions. The update includes phased construction cost estimates and contingencies for the planning and design of recommended system facilities for the corridor (See Chapter VI, Implementation).

- ***Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.***

Finding: **Complies as Proposed.** The 2013 Transportation System Plan identified the Meyers Road Extension Corridor Plan as a necessary planning document for addressing the need to accommodate access to key facilities by multiple modes (vehicles, pedestrian, bicycles, freight, transit and motorcycles), and to accommodate future growth. As part of this planning effort, the consultant conducted existing conditions analysis (Chapter II) of the existing transportation system, a future needs assessment (Chapter III), and an analysis of alternatives (Chapter IV), within the planning area. In addition, the creation of the plan included a significant public engagement effort.

The City recently completed an update in 2013 to the Transportation System Plan (TSP). The TSP projected motor vehicle travel growth for year 2035 and the corridor plan identifies roadway geometry and safety needs, vehicle capacity needs, pavement needs, multi-modal capacity needs, and project needs initially identified in the TSP and also the City's Trails Master Plan. The TSP includes an analysis of changing demographic patterns and economics (using TAZ methodology or Transportation Area Zone modeling) to account for changing community conditions within and outside of the city's Urban Growth Boundary which affect the city's transportation system. In addition, the Meyers Road Extension Corridor Plan reflects the City and region's desire to foster job growth in the Enterprise Zone which the roadway extension will directly serve.

- ***Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.***

Finding: **Complies as Proposed.** The creation of the plan included a traffic study conducted by David Evans and Associates, a City consultant. The Meyers Road Extension Corridor Plan provides updated factual information from a traffic impact analysis including demonstrating the current and forecast traffic operations at the key intersections in the corridor area. It includes projected traffic counts (conservatively estimated on the high end) to demonstrate the necessary design for the Meyers Road extension to serve the travel demand anticipated in 2035. It also includes cost estimates for extension of the facility.

Section 1 Citizen Involvement

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 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.
Finding: Complies as Proposed. Development of the plan included an extensive public involvement effort. The Oregon City Public Works Department presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Planning Commission and City Commission. Documentation produced during development of the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The Legislative review process includes an additional opportunity for public review and comment.

Section 2: Land Use

Goal 2.1 Efficient Use of Land
Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development
Policy 2.1.3 Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks,

with shared parking and landscaping areas. Allow development to vary from prescriptive standards if planned and approved under this provision.
Policy 2.1.4 Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.
Goal 2.6 Industrial Land Development
Ensure an adequate supply of land for major industrial employers with family-wage jobs.
Policy 2.6.7 Establish priorities to ensure that adequate public facilities are available to support the desired industrial development.
Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan will provide a new multimodal connection to Campus Industrial lands that are located in an Enterprise Zone intended to foster development of family-wage jobs. The roadway extension will support future development of the large parcels through infill development on underdeveloped and vacant land.

Section 5: Natural Resources
Goal 5.4 Natural Resources
Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.
Policy 5.4.1 - Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.
Policy 5.4.2 - Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources within the Urban Growth Boundary and incorporate the information into the Urban Growth Management Agreement with Clackamas County.
Policy 5.4.4- Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.
Policy 5.4.8 - Conserve natural resources that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.
Policy 5.4.9 - Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.
Policy 5.4.12 - Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.
Finding: Not Applicable. Portions of the Meyers Road Extension Corridor Plan area fall within the Natural Resource Overlay District due to the presence of regulated wetlands which are anticipated to be impacted by the roadway extension. The design of the roadway extension was configured to avoid and minimize the amount of wetlands and other natural resources affected. If any extensions / expansions or the right-of-way are proposed within an adopted City overlay district such as a Natural Resource Overlay District then applicable overlay review processes will be reviewed prior to construction of the facilities proposed.

Section 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 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Policy 6.3.3 Employ practices in City operations and facilities, including street lighting, which increases safety and reduces unnecessary glare, light trespass, and light pollution.

Finding: Complies as Proposed. The installation of sidewalks, bike lanes, street lights and connecting transportation facilities will encourage travel via walking and bicycling, thus reducing automobile trips and out of direction travel. The construction of the intersection improvements at the OR 213/Meyers Road intersection will increase capacity and reduce idling vehicles, thus improving air quality. The Meyers Road extension may reduce congestion associated with Glen Oak Road by providing an alternative parallel route. The intersection of Meyers Road/High School Avenue will include a four-way stop sign control and crosswalks. The plan includes provisions to establish paths as well as pedestrian and bicycle crossings.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

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

Finding: Complies as Proposed. Goal 11 requires that public facilities and services be provided in a timely, orderly and efficient manner in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. The Meyers Road Extension Corridor Plan will provide a design for public facilities as well as a means to obtain future funding.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

• Transportation infrastructure

Finding: Complies as Proposed. Meyers Road Extension Corridor Plan will provide a design for public facilities. In addition, the design will provide increased opportunities to obtain future funding.

Policy 11.1.2

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

Finding: Complies as Proposed. As demonstrated within this report the Meyers Road Extension Corridor Plan provides guidance for transportation facilities within the existing city consistent with the relevant goals, policies and implementing measures of the Comprehensive Plan. The proposed Corridor Plan is consistent with this policy.

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.

Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The extension of Meyers Road will continue bicycle and pedestrian improvements constructed on the eastern segment of Meyers Road and the proposed northbound through lane on OR 213 will be consistent with the configuration of OR 213 north and south of the area.

Poli cy 11.1.7

Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.
Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan refines the design and provides a cost estimate for provision of public facilities. The street section will be used to facilitate new development along the corridor as well as allow the City to pursue grants to construction the improvements. The plan includes cost estimates to complete the construction of the corridor plan. The plan will not resulting in amending the Capital Improvements Plan.

Goal 11.6 Transportation Infrastructure
Optimize the City's investment in transportation infrastructure.
Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan provides specificity about the extension of Meyers Road in the TSP. Consistent with the TSP's focus on multi-modal streets, the concept plan specifies the configuration of the roadway and intersections and includes bike lanes and sidewalks. The planned configuration of Meyers Road provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The Meyers Road Extension Corridor Plan also provides for the planned local street connection to the Clackamas Community College as specified in the college's master plan and the TSP.

Policy 11.6.1
Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.
Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan includes solutions related to walking, biking, shared-use paths, family-friendly facilities, transit, and crossings along an arterial street.

Policy 11.6.2
Advocate for local, state, and regional cooperation in achieving an integrated connected system such as for the Amtrak station, light rail, and bus transit.
Finding: Complies as Proposed. TriMet, as the city's only public transportation provider, was consulted and their comments were incorporated into the plan.

Section 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 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.
Finding: Complies as Proposed. The Meyers Road Corridor Extension Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a

variety of multi-modal travel options. The plan refines the location and design of the Meyers Road corridor identified in the Transportation System Plan.

Goal 12.2 Local and Regional Transit

Promote regional mass transit (South Corridor bus, Bus Rapid Transit, and light rail) that will serve Oregon City.

Finding: Complies as Proposed. The proposed plan supports mass transit by providing a complete transportation facility with pedestrian and bicycle infrastructure which will allow safe access for mass transit users that start their trips as pedestrians or bicyclists.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon
City residents.
Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.
Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.
Policy 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.
Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.
Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.
Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.
Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and sup- ports the environmental integrity of the Oregon City community.
Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility and new options for travel routes. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The street extension connects important destinations (schools, residences, and employment) with multi-modal options. It also provides freight access to vacant and underdeveloped Campus Industrial lands. The plan was created in conjunction with other affected agencies.

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.

Finding: Complies as Proposed. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial.

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 creation of the plan included a traffic study conducted by David Evans and Associates, a City consultant. The suggested improvements will serve existing and projected travel demands identified in the TSP. The Meyers Road Extension Corridor Plan identified capacity improvements that meet the needs of pedestrians and bicyclists by completing sidewalks and bicycle lanes throughout the corridor, and a multi-use path in the northwest corner of the corridor. The street extension connects to existing sidewalks, paths and bicycle lanes in the surrounding areas of the corridor, linking parks, schools, churches and other destination locations. It will provide a major connection to the new Glen Oak Park being planned. In addition, the plan will improve the intersection of Meyers/OR 213 with a four way signal and associated crosswalks. The intersection improvements will ease delays and increase the capacity of the intersection for vehicles as well as pedestrians and bicyclists. The corridor plan specifies that the Meyers Road/High School Avenue intersection will have four-way stop control and painted crosswalks. The new intersection with the connector street to Clackamas Community College and Meyers Road will include a stop sign on the connector street.

Goal 12.7 Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.

Finding: Complies as Proposed. The proposed plan will allow for a complete transportation network for all modes of transportation. The improved intersection will also improve air quality by reducing the number of vehicles that sit at the intersection idling while waiting for the traffic signal to change, and promoting alternative transportation through excellent design.

Goal 12.8 Implementation/Funding

Identify and implement needed transportation system improvements using available funding.

Policy 12.8.1 - Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, wit out adversely impacting neighboring jurisdictions and facilities.

Finding: Complies as Proposed. The proposed projects in the corridor plan will maximize the efficiency of the transportation system by providing multi-modal connectivity throughout the corridor and the surrounding areas. By combining several projects into a more detailed analysis and study, the plan, when adopted, leverages developer requirements, grant funds and local funds for more comprehensive and planned projects.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. Development of the plan included an extensive public involvement effort. The Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District Board, Planning Commission and City Commission. Documentation prepared in the development of the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The Legislative review process provides additional opportunity for public review and comment at a series of Planning Commission and City Commission hearings.

STATEWIDE PLANNING GOAL 2:
To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.
Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the plan is an ancillary document to the City's Transportation System Plan and Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 5:
To protect natural resources and conserve scenic and historic areas and open spaces.
Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 5 of the Oregon City Comprehensive Plan: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Oregon City Municipal Code contains review criteria for uses within overlay districts to assure that designated Goal 5 resources are appropriately considered when development is proposed. In particular, the Natural Resource Overlay District provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. Development within the Natural Resource Overlay District will be reviewed prior to construction as identified in the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 6:
To maintain and improve the quality of the air, water and land resources of the state.
Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 6 of the Oregon City Comprehensive Plan: Quality of Air, Water and Land Resources. By planning system improvements based on projected demand and land use patterns, the plan will ensure that land suited for development will be served efficiently.

The improvements recommended in the plan will reduce pollution by providing a safe opportunity for pedestrian and bicycle travel. The new sidewalk construction will incorporate the use of curb cuts and ten-foot wide landscaped swales to treat stormwater runoff. The intersection improvements will also improve air quality by greatly reducing the number of vehicles that sit at the intersection idling while waiting for the traffic signal to change.

STATEWIDE PLANNING GOAL 11:
To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve

as a framework for urban and rural development.
Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated under the analysis of the City's Comprehensive Plan goals and policies for Section 11, the transportation infrastructure in Oregon City is governed by the Oregon City Transportation System Plan (Oregon City TSP). The relevant Public Facilities goals and policies and findings are discussed in greater detail above.

STATEWIDE PLANNING GOAL 12:
To provide and encourage a safe, convenient and economic transportation system.
Finding: Complies as Proposed. This goal is implemented at the local level through the applicable Goals and Policies in the updated TSP, Section 2 (The Vision). This goal is also implemented at the state level through the Transportation Planning Rule (TPR), OAR 660-012. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor, a 30 mile per hour design, and context sensitive on-street parking. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial.

STATEWIDE PLANNING GOAL 13: To conserve energy.
Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.
Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 13 of the Oregon City Comprehensive Plan: Energy Conservation. The multimodal transportation system and improvements proposed will support efficient use of land and encourage walking and biking by providing a cohesive transportation system for a variety of modes.

Oregon Transportation Plan (2006)
The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for city transportation system planning are provided below.

POLICY 1.2 – Equity, Efficiency and Travel Choices
It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.
Finding: Complies as Proposed. The plan will increase safety by providing a safe place for motorists, bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial and improvements associated with transit stops.

POLICY 2.1 - Capacity and Operational Efficiency
It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.
Finding: Complies as Proposed. The plan will improve capacity by providing safe routes for motorists, pedestrians and bicyclists along the corridor as well as interconnectivity of sidewalks, paths and bicycle lanes to features surrounding the corridor. Capacity and operational efficiency of the Meyers/OR 213 and the Meyers/High School Avenue intersections will also be increased by the construction of intersection improvements.

POLICY 4.1 - Environmentally Responsible Transportation System
It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.
Finding: Complies as Proposed. The construction of sidewalks and bicycle lanes along the corridor and surrounding facilities will encourage usage of these facilities thus reducing traffic which will improve air quality by reducing vehicle exhaust. The design will allow for curb side stormwater treatment by usage of landscaped swales which will improve water quality in the area's streams. In addition, the construction of an intersection improvement at the Meyers Rd/OR 213 intersection will allow vehicles to move through the intersection quicker, thus reducing the amount of vehicle idling. Development within the Natural Resource Overlay District will be reviewed for compliance with the Oregon City Municipal Code prior to construction.

POLICY 5.1 – Safety
It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.
Finding: Complies as Proposed. The creation of the plan included a traffic study conducted by David Evans and Associates, a City consultant. The Meyers Road Extension Corridor Plan was designed to improve the safety of pedestrians and bicyclists through the corridor by connecting safe vehicular, bicycle and pedestrian routes to major destinations including CCC and Oregon City High School. The design includes a multi-use path in the northwest section of the extension, sidewalks the entire length of the project, and bicycle lanes the entire length of the project.

The Minor Arterial extension was designed with a 30 mile per hour design to slow traffic, and parking was restricted on the north side of the extension near the bus facility to protect site distance for buses and to discourage jaywalking by people parking on the roadway extension and then crossing to access the new Glen Oak Park. The construction of the intersection improvements at the Meyers/OR 213 intersection will improve the safety of pedestrians, bicyclists and vehicles with signals and painted crosswalks. The construction of the Meyers/High School Avenue intersection will provide a four-way stop sign control and painted crosswalks improving pedestrian and bicycle crossing of the Minor Arterial.

POLICY 7.1 – A Coordinated Transportation System
It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.
Finding: Complies as Proposed. The Oregon City Public Works Department met with representatives from OC School District and consulted with TriMet to present the project and gather feedback. The OC School District was an active member of the Project Management Team and was consulted throughout the project.

POLICY 7.3 – Public Involvement and Consultation
It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.
Finding: Complies as Proposed. Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have

been integrated into the final product. In addition, the Legislative review process includes a series of public hearings before the Planning Commission and City Commission.

POLICY 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding: Complies as Proposed. Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The Legislative review process provides additional opportunity for public review and comment at a series of Planning Commission and City Commission hearings. The improvements to the pedestrian and bicycle facilities as well as the intersection improvements and multiuse path will aid all citizens of Oregon City and any other individual(s) that travel through the corridor regardless of their race, sex, color, national origin or income level.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Oregon City TSP are addressed below.

Policy 1G *(Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.*

Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan will improve both safety and efficiency of the corridor by addressing the needs of alternative transportation users with paths, sidewalks and bicycle lanes and construction of intersection improvements at the Meyers/OR 213 and Meyers/High School Avenue intersections.

Policy 2B *(Off-System Improvements) helps local jurisdictions adopt land use and access management policies.*

Finding: Complies as Proposed. Improvements recommended in the Meyers Road Extension Corridor Plan include installation of turn lanes and intersection improvements, sidewalk construction, bike lane striping, installation of crossings and curb ramps, and Safe Routes to Schools. These local system improvements will help to reduce traffic and improve conditions on State roadways in the city.

Policy 2F *(Traffic Safety) improves the safety of the highway system.*

Finding: Complies as Proposed. The creation of the plan included a traffic study conducted by David Evans and Associates, a City consultant. The addition of the northbound through lane for approximately 600 feet north and 600 feet south of Meyers Road on OR 213 will improve the transition for motorists. Further, the addition of the complete (four-way) traffic signal, additional right turn lane from Meyers

Road onto OR 213, and four crosswalks at the intersection of OR 213 and Meyers Road will improve safety for motorists, pedestrians, and bicyclists using and crossing the highway.

Policy 4B (Alternative Passenger Modes) *It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.*
Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan supports alternative passenger transportation systems by recommending solutions related to walking, biking, shared-use paths, family-friendly facilities, safe routes to schools, transit and crossings.

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: Complies as Proposed. The Meyers Road Extension Corridor Plan is in compliance with the TPR. The Corridor Plan refines the design and location for a roadway extension identified in the Oregon City Transportation System Plan.

Regional Transportation Plan
The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.
Finding: Complies as Proposed. The Meyers Road Extension Corridor Plan has identified projects listed in the TSP. The TSP is consistent with and implements the policies within the RTFP.

Transportation System Plan
Finding: Complies as Proposed. The Transportation System Plan was used as the source to identify the improvement projects recommended in the Meyers Road Extension Corridor Plan.

The Meyers Road Extension Corridor Plan affects eight projects identified in the 2013 TSP as shown in the following table.

Project #	Project Name	Location	Description	How Proposed Corridor Plan Impacts Project
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial. Create a local street to Douglas Loop	Refines project design with multimodal features.
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Removes roundabout from TSP. Proposed intersection is 4-way stop.

D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	The corridor plan refines the location of the Loder Road corridor identified in the TSP. Instead of Loder Road intersecting with Meyers Road approximately midway between OR 213 and High School Avenue, the concept proposes that Loder Road intersect with Meyers Road where Meyers Road and High School Avenue currently intersect. The original TSP proposal for a roundabout is replaced with a four-way stop (per project D45.)
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street (included in project D77)	The corridor plan will improve the multi-use path adjacent to OR 213, and include sidewalk ramps at the Meyers Road intersection. It will not preclude the development of sidewalks on OR 213 as part of future projects.
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	The corridor plan will add a shared use path on the north side of the Meyers Road extension through part of the CCC property. It will provide bike lanes and sidewalks the length of the Meyers Road extension and will not preclude a future multi-use path in the area.
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	The corridor plan includes adding a northbound lane on OR 213 from approximately 600 feet south of the Meyers Rd. to approximately 600 feet north of Meyers Rd, where it currently transitions to two northbound through lanes and a left-turn lane for the intersection OR 213 with Molalla Ave.
C13	Meyers Road Extension/Loder Road Extension Shared Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers rd.	The corridor plan includes Loder Road connecting into High School Avenue, rather than Meyers Rd. The intersection of Meyers Road and High School Road would include a four-way stop sign and crosswalk.

RECOMMENDATION

Based on the findings identified above, the Meyers Road Extension Corridor Plan appears to comply with the review criteria. Staff recommends approval of Planning file L 15-04.

EXHIBITS

1) Draft Linn Avenue/Leland Road/Meyers Road Corridor Plan 2014 – 8/12/2014
2) Legislative Application
3) Public Comments
4) Public Notice

Meyers Rd

S Douglas Loop

Loder Collector

High School Ave

Meyers Rd

Glen Oak Rd

213

Rd. Elev. 410

Rd. Elev. 415

Rd. Elev. 410

Rd. Elev. 410

Rd. Elev. 403

Rd. Elev. 386

CITY OF OREGON CITY
MEYERS ROAD EXTENSION

Concept Design
July 1, 2015

0 100 200 400

FEET

N

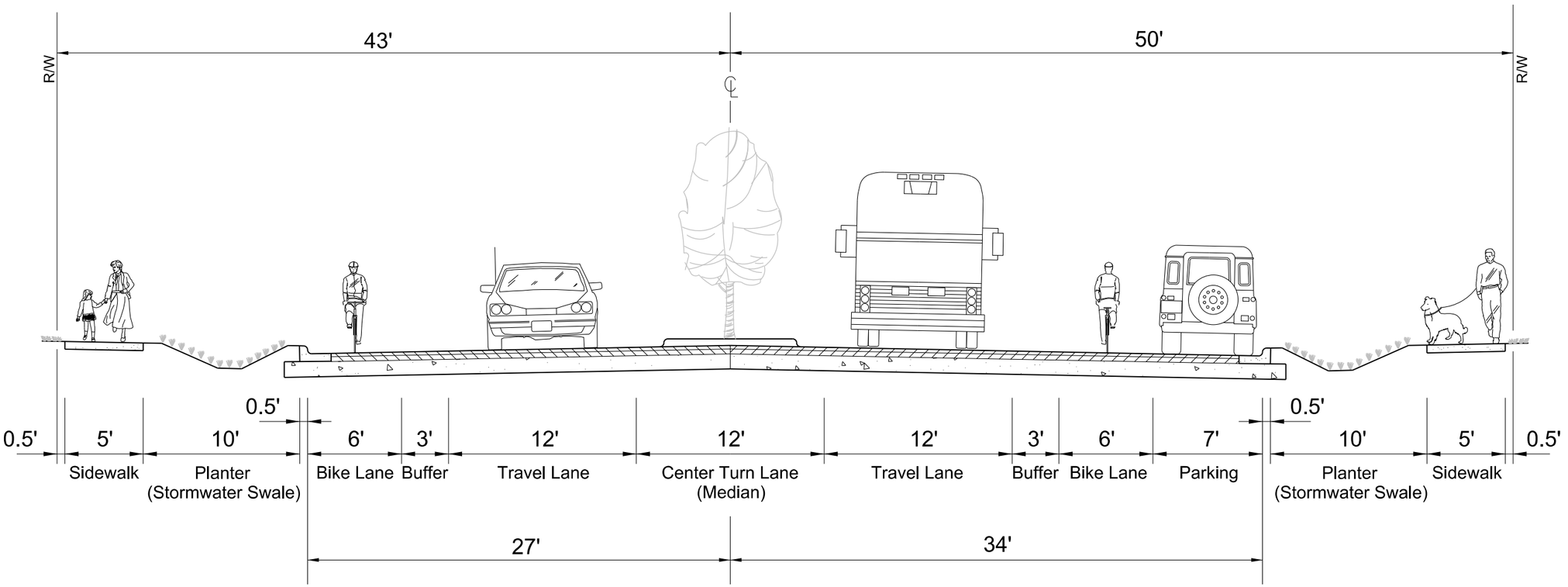
DAVID EVANS AND ASSOCIATES INC.
2100 SW River Parkway
Portland Oregon 97201
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CITY OF OREGON CITY

MEYERS ROAD EXTENSION ALTERNATIVES

Meyers Road Typical Section - Draft

5/6/2015



LOOKING EAST - OR 213 to HIGH SCHOOL AVENUE

This drawing is a proposed street section that is subject to change as required or recommended by the City Engineer. It is intended to demonstrate the total width of the right of way and the elements that will be included within the street width.

OREGON CITY

DAVID EVANS AND ASSOCIATES INC.

MEYERS ROAD EXTENSION ALTERNATIVES BASELINE CONDITIONS REPORT





Prepared for

City of Oregon City
625 Center Street
Oregon City, Oregon 97045

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

JUNE 2015

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INTRODUCTION

This memorandum summarizes the inventory of existing conditions within the study area. The existing conditions assessment is divided into the following sections:

- Key Considerations: This section provides a matrix with key considerations, by topic, to help inform the conceptual alternatives development process.
- Land Use Analysis: This section reviews existing land uses and development in the study area and regional and local plans and designations.
- Transportation Analysis: This section assesses the existing multimodal transportation network and reviews planned projects in the study area. Appendix A includes a Traffic Operations Technical Memorandum with more detail regarding traffic operations in the study area.
- Environmental Analysis: This section provides an overview of natural resources in the study area including information based on site visit reconnaissance by the project Ecologist, April 27, 2015.

DESIGN CONSIDERATIONS SUMMARY MATRIX

This memo identifies baseline resource information from a "visual windshield validation" perspective derived from plans, a site visit, and web sources and from Stakeholder Meetings and interviews (included in Appendix A). Additional detailed studies may be needed for potential design constraints such as for hazardous materials and archaeological resources of specific areas to determine design limitations for specific proposed projects. In addition, the baseline data identifies several other land use and environmental conditions that could potentially be affected by transportation improvements.

Table 1 summarizes the primary design considerations applied when developing alternatives based on existing conditions. These consideration areas are also reviewed in more depth in subsequent sections of this memorandum and in the appendices, as applicable.

Table 1. Existing Conditions Key Considerations

Topic	Description	Key Considerations
Transportation Facilities - Oregon City TSP & RTP		
Road Classification/Cross Section	• Meyers Road – Industrial Arterial • Loder Road – Industrial Collector • Both roads planned local truck routes	• Cross section standards
Alignment Location	• Varies from TSP, RTP, CCC Plan, OCSD	• Consistency across plans
Intersections	• Planned roundabout Meyers and Loder Road	• Intersection type and use of road
Bike/Ped Connections	• Planned shared use path along Loder Road • Park trail facilities connections • CCC trail connections	• Trail connectivity and crossings.
Transit	• Future transit facilities as part of CCC	• Potential for future transit access and stops
Land Use		
Zoning	• Most of area is zoned campus industrial. CCC and Park are institutional. Adjacent residential zoning of varying densities.	• Parcel fragmentation and future development potential of parcels for larger uses.
Comprehensive Plan	• Mostly consistent with zoning except high school area is designated public/semipublic.	• Parcel fragmentation and future development potential of parcels for economic development.
CCC Master Plan	• The concept plan establishes a framework for future development, and focuses on infrastructure. The concept plan extends through 2020. • Adopted by Oregon City in 2008 (Section 17.65.050 of development code)	• Meyers Road proposed extension alignment. • Parking access • Stormwater improvements • Future transit center • Vehicular circulation route • Master Plan boundary
OCSD Transportation and Maintenance Facility	• Proposed facility on the school district property. • Development application submitted	• Cross section and alignment consistency with other plans. • Development timing • Bus accommodations
Glen Oak Park	• Approximately 9 acre park planned.	• Meyers road alignment and master plan coordination • Pedestrian and bicycle connections coordination
Powerline	• BPA corridor runs through project area with powerlines, towers, and easements.	• Easement issues? • Tower placement.

Environmental		
Wetlands	A string of wetlands runs diagonal northwest to southeast through site.	• Impacts to wetlands will likely require JPA. Impacts to buffer regulated under NROD. Both require mitigation.
Streams	According to FEMA maps, no floodplains associated with streams in project area.	• Impacts to any water resource buffers are regulated under NROD and may require mitigation.
Habitat/Species	Trees and wetlands likely provide habitat and wildlife corridors and connectivity.	• Data still being collected on species in project area.
Floodplain	No FEMA mapped floodplains	• None.
Hazmat	Permitted hazmat generator sites and underground storage tanks in project vicinity.	• None at this phase of project. Future project phases should conduct detailed hazmat survey.
Geologic	No areas of concern according to OC webmaps.	• None at this phase of project.

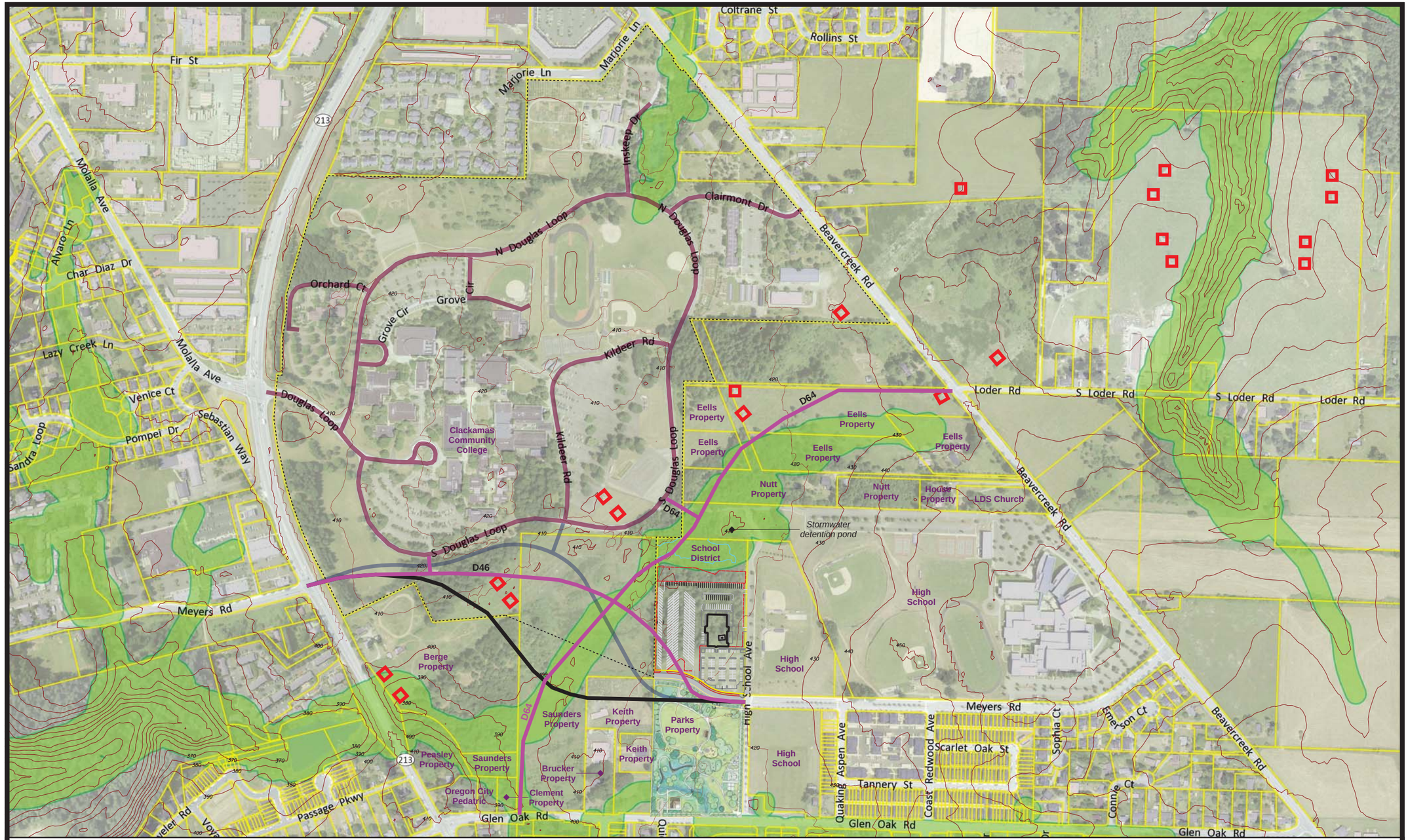
LAND USE ANALYSIS

EXISTING LAND USES

The project area is close to the southern edge of the Portland Metropolitan UGB in Oregon City, in the Caufield Neighborhood Association area. The project area generally encompasses the area south- southeast of Clackamas Community College between S Beavercreek Road and OR 213 and north of Glen Oak Road (See Figure 1, Existing Conditions Map). The area north of the Community College and northwest of OR 213 includes auto dependent commercial uses a subdivision south of the commercial area and a nursery and John Inskeep Environmental Learning Center south of the commercial area to the east. Clackamas Community College (CCC) is south of the subdivision.

South of CCC, in the area that Meyers Road would extend through, a BPA corridor approximately 200 feet wide bisects the project area. The rest of the immediate area where Meyers Road would extend is mostly rural residential uses that are on lots that are largely undeveloped. One of the lots grows Christmas trees. Oregon City high school is just southeast of CCC and includes a large area for sports fields east of High School Road. The Oregon City School District is planning on developing the lot west of the high school and High School Road as a bus facility shown on Figure 1. Glen Oak Park will be developed south of the bus facility. Figure 2 generally reflects the existing nature of development in the project area and vacant lands.

A medium-density residential subdivision is south of the high school and residences are also the primary use south of Glen Oak. Oregon City Golf Club is east of Beaver Creek Road south of Meyers Road. The area east of Beaver Creek Road is generally undeveloped although the Beavercreek Road Concept Plan outlines a vision for development of the area with a mix of land uses. The area west of OR 213 within the UGB is largely developed with residential development.



Data on this map is derived from multiple sources including but not limited to the City of Oregon City online webmaps, the City of Oregon City Transportation System Plan (TSP) (Effective 8/16/2013), Clackamas Community College (CCC) Master Plan (Approved 6/23/2008), and the Oregon City School District (OCSD) Transportation and Maintenance Facility improvement plans. This information was developed at multiple scales and accuracies. No warranty is made with this map. This map is for informational purposes only and is not suitable for legal, engineering, or surveying purposes.

Legend

- Transportation System Plan (Street Extensions)
- Regional Transportation Plan (Projects)
- Clackamas Community College Master Plan Alignment (6/23/2008)
- Clackamas Community College Master Plan Vehicular Circulation Routes (6/23/2008)
- D# Transportation System Plan Project Number
- Powerline Tower
- Natural Resource Overlay District
- Clackamas Community College Master Plan Boundary (6/23/2008)

Meyers Road Extension Alternatives

Figure 1. Existing and Planned Conditions Map

May 27, 2015

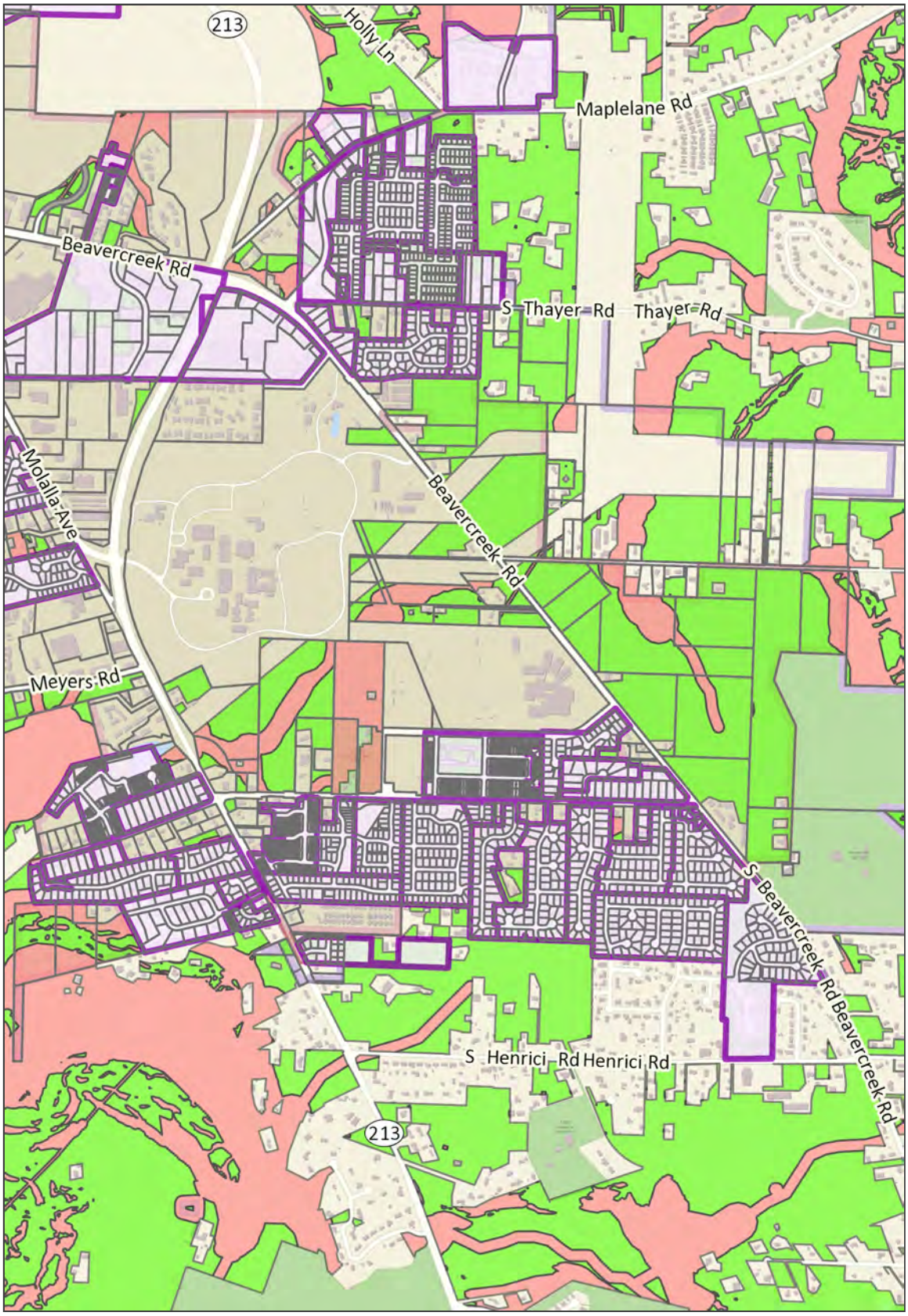
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DAVID EVANS AND ASSOCIATES INC.

OREGON CITY

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Figure 2. OR City GIS Vacant Lands Map

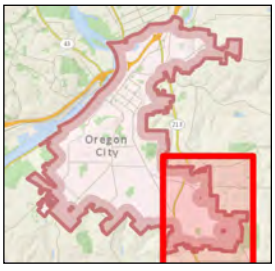


Legend

- Taxlots
- Unimproved ROW
- Subdivisions
- Vacant Lands - Constrained
- Vacant Lands - Unconstrained
- City Limits
- UGB
- Basemap

Notes

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.

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City of Oregon City
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Map created 4/25/2015

REGIONAL PLANNING

The 2040 Growth Concept is a long-range plan growth management plan for the Portland metropolitan area that was adopted by the Metro Council in 1995. Policies in the 2040 Growth Concept include and encourage:

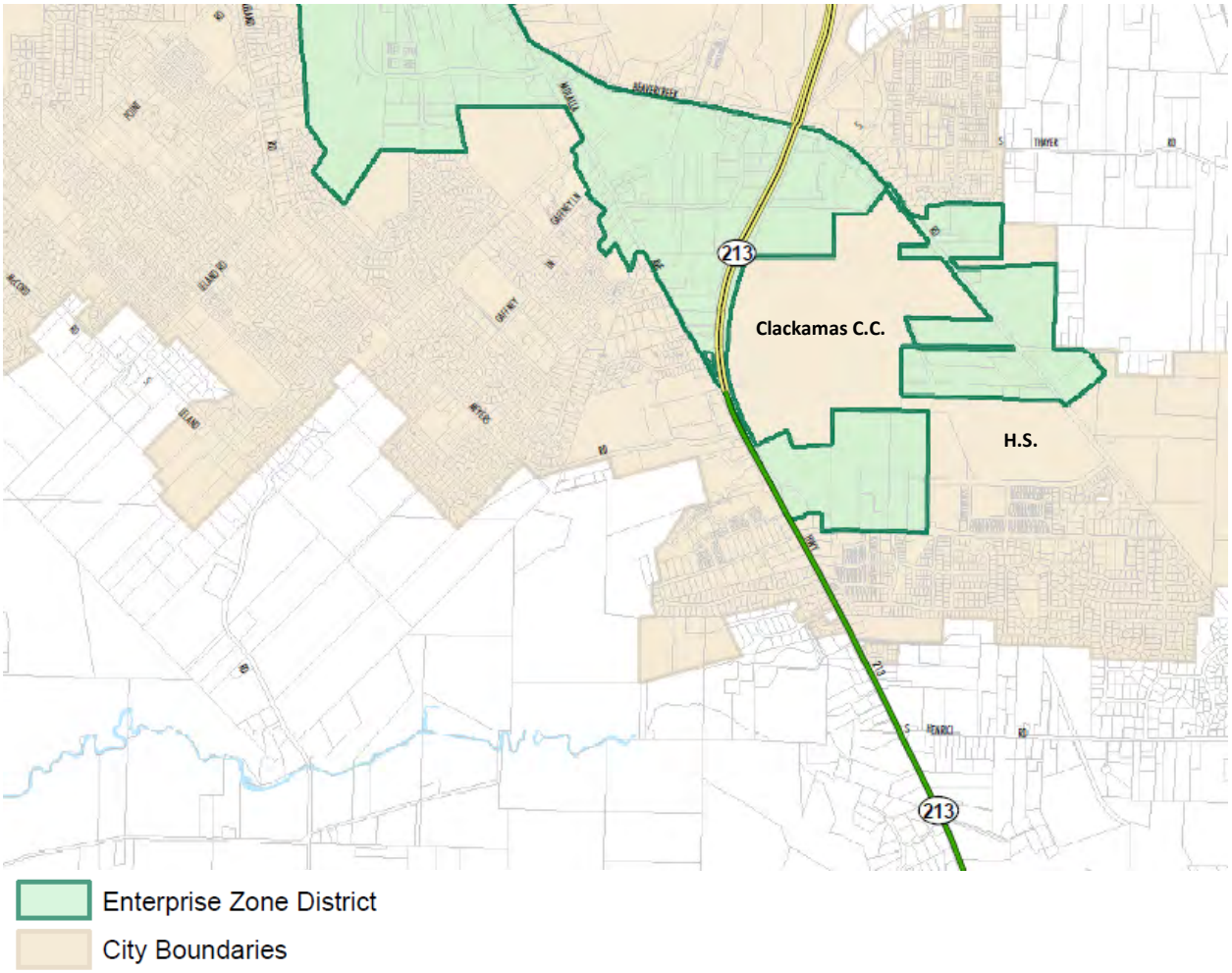
- safe and stable neighborhoods for families
- compact development that uses land and money efficiently
- a healthy economy that generates jobs and business opportunities
- protection of farms, forests, rivers, streams and natural areas
- a balanced transportation system to move people and goods
- housing for people of all incomes in every community.

The project area is designated as an Employment land area on the Metro 2040 Growth Concept Map (September 2014). The Urban Growth Management Functional Plan (Section 3.07 of the Metro Code) provides tools to meet goals of the 2040 Growth Concept. Title 4 provides provisions for protection of industrial and other employment areas by limiting the types and scale of non-industrial uses and provide provisions to encourage the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Additionally, Title 4 seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services.

ENTERPRISE ZONE

The state of Oregon designated portions of the project area as an Enterprise Zone in December 2014 (shown on Figure 3 below). The primary purpose of the Enterprise Zone is to stimulate new investments that create jobs and advance economic development. This designation provides incentives to businesses to invest in relocating, expanding, or starting a new business in the area. Cities that establish enterprise zones can temporarily abate taxes on businesses' capital investments for companies located within the zones. Eligible new investments within the Zone can be exempted from property taxes for a period of three years, and up to five years.

Figure 3. Oregon City Enterprise Zone District



Source: Clacakams County Geogrphic Informatin Systems.

CITY OF OREGON CITY COMPREHENSIVE PLAN

Oregon City's Comprehensive Plan provides a vision for the future growth and development of the city. This vision is based on the following principles:

- Promote sustainability and sustainable development.
- Contain urban development.
- Promote redevelopment.
- Protect natural resources.
- Foster economic vitality.

- Provide efficient and cost-effective services.
- Ensure a sense of history and place.

The Plan is broken up into sections which include goals and policies to guide implementation of the plan. Some of the key sections and goals for the project area are identified below; all applicable goals and policies are too lengthy to include herein, but will be considered as the project advances: Goals and policies:

Section 1 Citizen Involvement

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.

Goal 2.6 Industrial Land Development

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

Section 5

Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 5.4 Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Section 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.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Most of the project area is designated on the Comprehensive Plan map as Industrial except for CCC and the Oregon City High School which are designated as Public Facility. Glen Oak Park is

designated as a Park. There areas designated high density residential along Glen Oak, and OR 213 west, industrial east of Beavercreek Road to the City Limits.

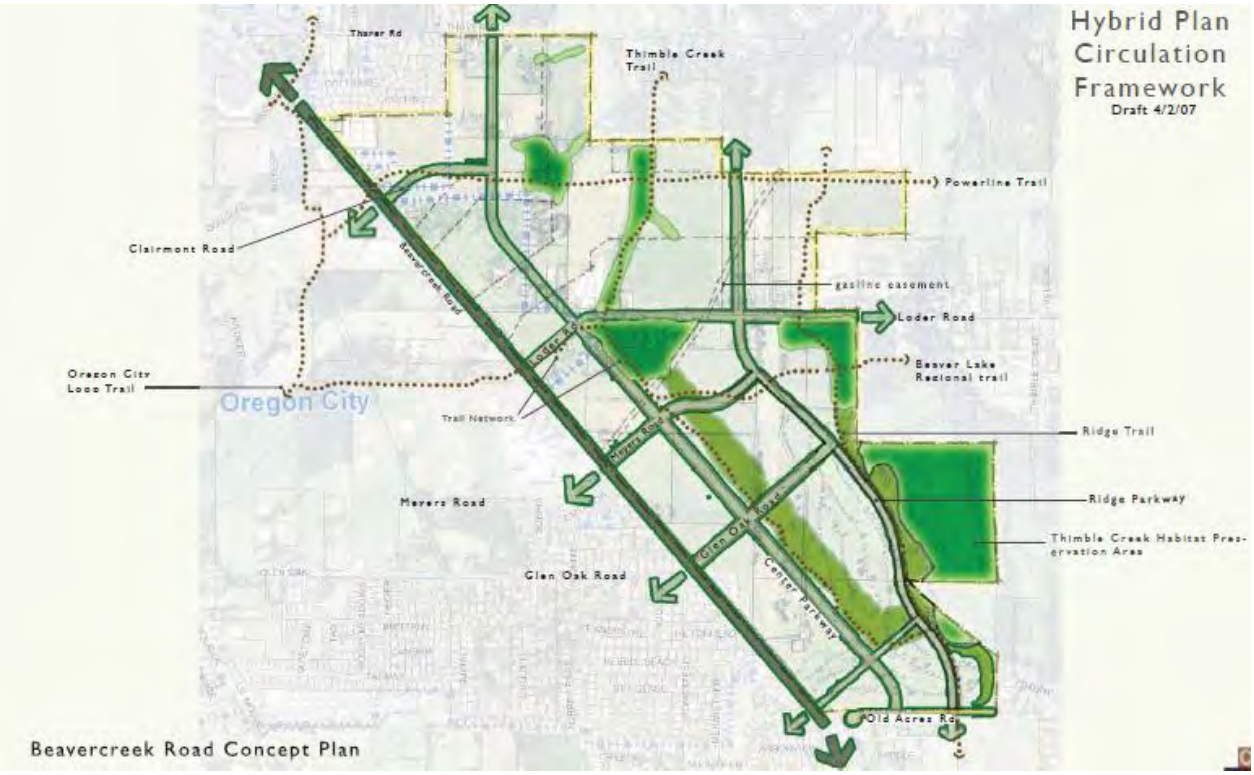
BEAVER CREEK ROAD CONCEPT PLAN

The Beavercreek Road Concept Plan covers an area just west of the project area. It provides a development framework for a community with a diverse mix of uses (an employment campus north of Loder Road, mixed use districts along Beavercreek Road, mixed use neighborhoods, and transit-oriented land uses) connected by open space, trails, and a network of green streets. Most of the 453-acre Concept Area site along Beavercreek Road was added to the regional urban growth boundary by Metro in 2002 and 2004. In general, the key concepts of the plan are:

- A complete mix of land uses;
- Policy support for employment and program connections with Clackamas Community College;
- Sustainability strategies;
- A trail framework that traverses all sub-districts and connects to city and regional trails;
- A street framework that provides for a logical and connected street pattern, parallel routes to Beavercreek Road, and connections at Clairmont, Meyers, Glen Oak, and the southern entrance to the site; and
- A draft Beavercreek Road Zone development code to implement the plan.

Although the Beaver Creek Road plan boundary is west of Beaver Creek Road, it identifies key travel corridors such as Loder Road, Meyers Road and trails, which connect to and influence the project area to connect with the College.

Figure 4. Circulation Framework



Source Beavercreek Road Concept Plan

The Concept Plan considers future transit that will support the area, but not a specific transit plan. However, three options were identified for future transit service in the Beavercreek area as excerpted below:

1. A route modification is made to existing bus service to Clackamas Community College (CCC) that extends the route through CCC to Beavercreek Road via Clairmont, then south to Meyers or Glen Oak, back to HWY 213, and back onto Molalla to complete the normal route down to the Oregon City Transit Center. To date, CCC has identified Meyers Road as a future transit connection to the college.

2. A new local loop route that connects to the CCC transit center and serves the Beavercreek Road Concept Plan area, the High School, the residential areas between Beavercreek and OR 213, and the residential areas west of OR 213 (south of Warner Milne).

3. A new "express" route is created from the Oregon City Transit Center, up/down OR 213 to major destinations (CCC, the Beavercreek Road Employment area, Red Soils, Hilltop Shopping Center, etc.).

OREGON CITY MUNICIPAL CODE

The Oregon City Municipal Code is a compilation of the applicable ordinances (rules, regulations or standards) of the municipality. Although development must be consistent with all sections of the code, only those most pertinent for the Meyers Road Extension Alternatives project are reviewed herein. A Pre Application meeting will be held with the Community Development Department to determine specific land use permitting requirements.

TITLE 12 - STREETS, SIDEWALKS AND PUBLIC PLACES

This section of the municipal code guides construction and implementation of streets, sidewalks and public places consistent with the TSP. The following sections are most applicable to Meyers Road at this stage of the design:

12.04.007 - Modifications. : This provides a process to make changes to roadways if at the time of design, they do not fit the context. An example of a design change would be reducing maximum design standards through a Type II review.

12.04.170 - Street design – Section 12.04.265: Provides the parameters for design based on the roadway classification as well as standards for access, pedestrian and bicycle safety, and mobility standards.

TITLE 17 ZONING

The zoning code purpose is *"...to promote public health, safety and general welfare through standards and regulations designed to provide adequate light and air; to secure safety from fire and other dangers; to lessen congestion in the streets; to prevent the overcrowding of land; to assure opportunities for effective utilization of land; to provide for desired population densities; and to facilitate adequate provision for transportation, public utilities, parks and other provisions set forth in the Oregon City Comprehensive Plan and the Oregon Land Conservation and Development Commission Statewide Planning Goals."*

The following sections of the zoning code are most applicable in considerations for developing alternatives for Meyers Road.

Chapter 17.04 - Definitions

17.04.1312 - Transportation facilities.

"Transportation facilities" shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit

> *stops, landscaping, and related improvements located within rights-of-ways controlled by a public agency, consistent with the City Transportation System Plan.*
>
> *TRANSPORTATION FACILITIES ARE TO BE IDENTIFIED AS A PERMITTED USE IN ALL ZONING DESIGNATIONS WITH THE ADDITION OF THE FOLLOWING CODE SECTIONS:...*

Most of the area that Meyers Road would extend through is zoned Campus Industrial (CI) *(17.37* (See Figure 5). There is no minimum lot size in the CI zone *(17.37.040.A).* The purpose of the zone is described below.

> *The campus industrial district is designed for a mix of clean, employee-intensive industries, and offices serving industrial needs. These areas provide jobs that strengthen and diversify the economy. The uses permitted on campus industrial lands are intended to improve the region's economic climate and to protect the supply of sites for employment by limiting incompatible uses within industrial and employment areas and promoting industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters.*

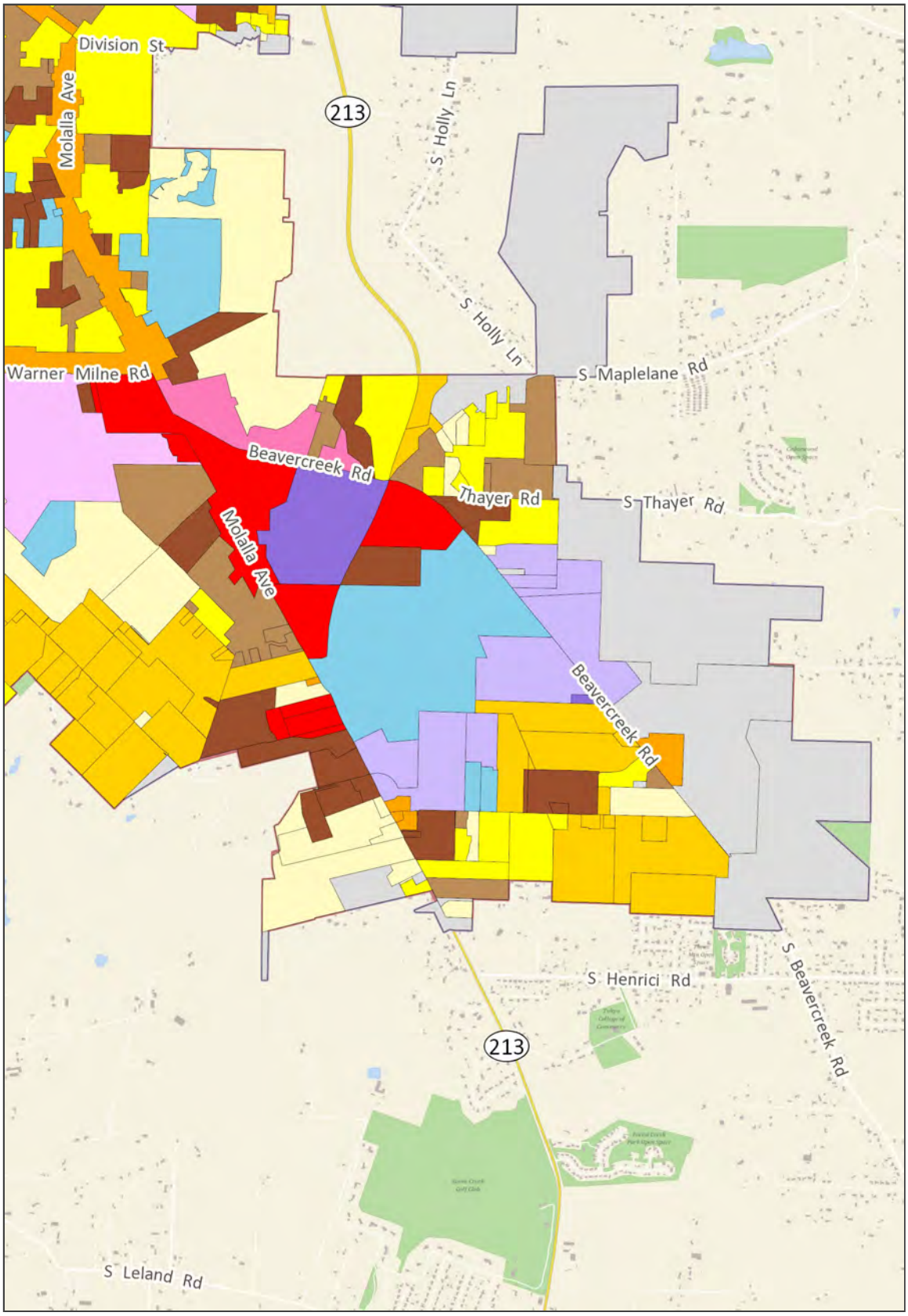
CCC, Glen Oak Park, and the Oregon School District Bus Facility are all Zoned Institutional 17.39. The main purpose of this district is

> *to facilitate the development of major public institutions, government facilities and parks and ensure the compatibility of these developments with surrounding areas. The Institutional zone is consistent with the public/quasi public and park designations on the comprehensive plan map.*

There is residential zoning of varying densities nearby, but not in the path of the Meyers Road extension alternatives. A natural resource overlay district (NROD) area bisects the Meyers Road extension area from northeast to southwest. The boundary generally follows a string of wetlands as reviewed in the Environmental section. The purpose of the NROD (Chapter 17.49) is:

> *The Natural Resource Overlay District designation provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. It is intended to resolve conflicts between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps...*

Figure 5. City of Oregon City Zoning



Legend

Zoning

ZONE

- R-10 - Single Family Dwelling
- R-8 - Single Family Dwelling
- R-6 - Single Family Dwelling
- RC-4 - McLoughlin Conditiona
- RD4-MDP - Manufactured Dw
- R-3.5 - Medium Density Resic
- R-2 - Multi-Family Dwelling
- C - General Commercial
- MUC-2 - Mixed Use Corridor
- MUC-1 - Mixed Use Corridor
- LO - Limited Office
- NC - Neighborhood Commerc
- HC - Historic Commercial
- WFDD - Willamette Falls Dow
- MUD - Mixed Use Downtown
- MUE - Mixed Use Employmer
- GI - General Industrial
- CI - Campus Industrial
- I - Institutional
- FU-10 - County Zoning
- County

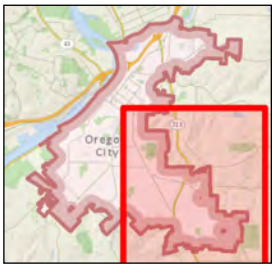
City Limits

UGB

Basemap

Notes

Overview Map



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Map created 4/9/2015

Roads and creek crossings are allowed in the NROD under prescribed conditions pursuant to a Type II process (Section 17.49.060) and mitigation. Mitigation for vegetated corridor impacts occurs at two-to-one ratio of mitigation area for disturbance area. (17.49.180 - Mitigation standards) If there is an area designated as NROD that may not have a resource, a verification can be processed by either a Type I or Type II process.

GLEN OAK PARK MASTER PLAN

Glen Oak Park Master Plan is a plan for an approximately 9-acre public park between Glen Oak and Meyers Road adjacent to the Meyers Road extension The master plan identifies 15 on-street parking spaces across from the Oregon School District Bus Facility on Meyers Road and access to a parking lot off of Meyers Road with 24 parking spaces. There are also stormwater planting and swales along Meyers Road. There will also be a small parking lot with 5 spaces along Glen Oak Road. The plan provides a concrete pathway network to provide bicycle and pedestrian access from Meyers Road to Glen Oak Road. Other features of the park include an: open lawn area; play area; basketball court; skate spot; and natural area with a boardwalks and wildlife viewing overlook, wetland and stream (Caufield Creek) planting areas.

OREGON CITY SCHOOL DISTRICT BUS FACILITY

The Oregon City School District has submitted a development application for the construction of a new Transportation Maintenance Facility and associated vehicle parking and sitework adjacent to the Meyers Road extension. The facility is a permitted use in the Campus Industrial (CI) zone. Per the development application, the project includes:

- New offices, shop areas and support facilities for the School District's Transportation and Maintenance Departments. The total building area equals 30,525 square feet.
- Parking for Staff and Visitors: 138 spaces including 5 accessible spaces will be provided. Larger and Mid-Size Bus Parking: 96 spaces for standard size buses will be provided. Small Buses, Vans and Miscellaneous Maintenance Vehicles: 96 (plus 6 after hour driver) spaces for small buses, vans and other maintenance vehicles (mowers, etc.) will be provided.
- Fencing: The bus/van/equipment storage compound area (illustrated on accompanying Site Plan) shall be fenced for security purposes. Proposed fencing is 8 feet high to provide effective security and Applicant requests allowance of the use of black vinyl coated cyclone fencing and gates. (Cyclone fencing currently is used around the perimeter of the adjacent Oregon City High School Site.)

- Off-Site Improvements in the Public Right-of-Way: A partial extension of Meyers Road is proposed as indicated on the attached Site Plans. Configuration of the extension will be coordinated with the City Parks Department which owns the neighboring property to the south. Lot line adjustments at the south end of the site will be required to create the public right-of-way for this extension.

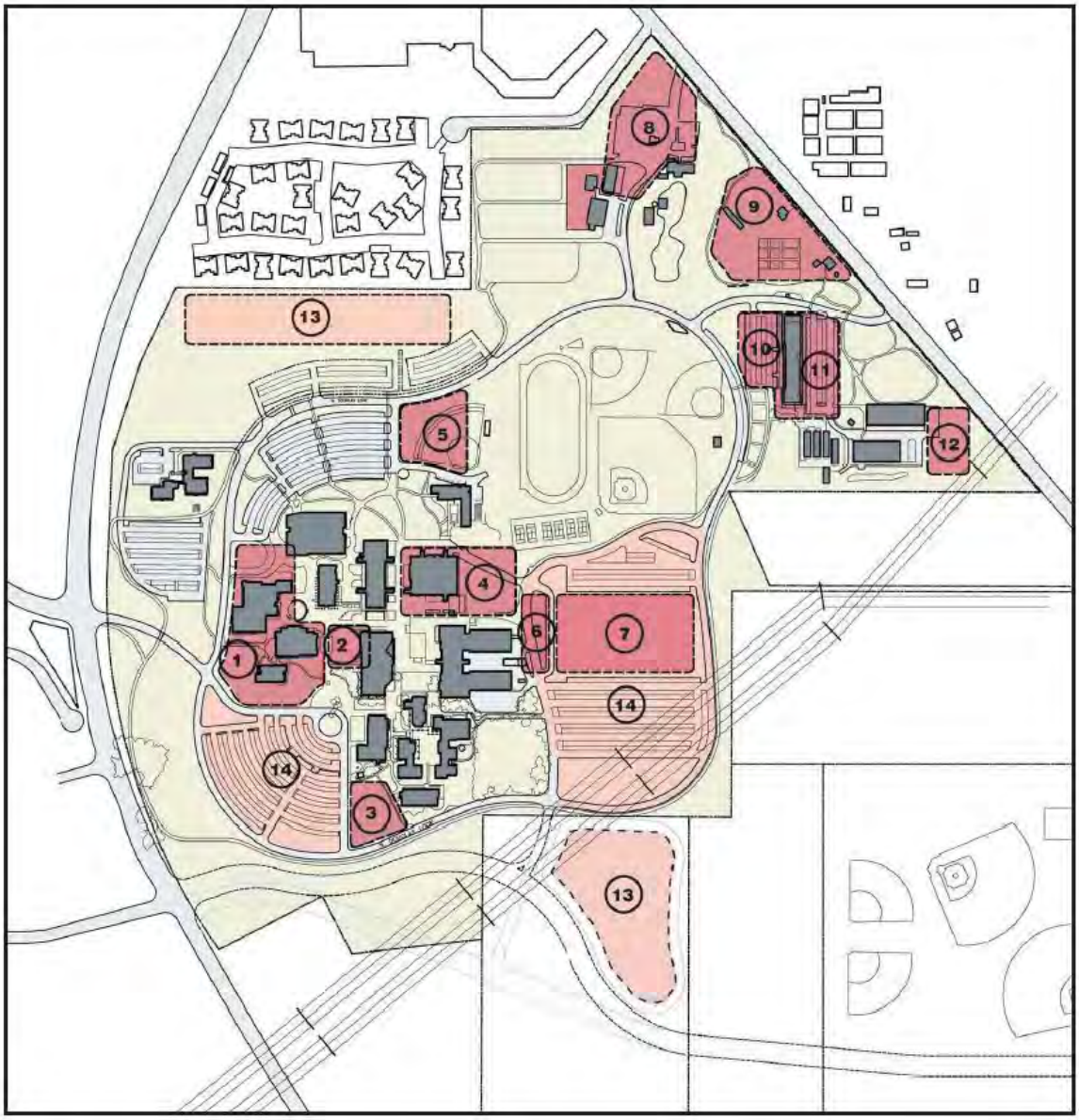
- The storm water management system for site runoff will be complete including storm detention areas.

CLACKAMAS COMMUNITY COLLEGE MASTER PLAN (CP 07-01)

On June 23, 2008 the Oregon City Planning Commission approved CP 07-01, a "Concept Development Plan" (Section 17.65.050) for the college that extends through 2020, through a Type III public process. The plan is currently being updated and anticipated development and access plans may change. However, this Meyers Road extension project is being developed in coordination with CCC to maintain consistency.

The concept plan establishes a framework for future development of the CCC Oregon City campus which plans for long-term growth, and to addresses impacts of the growth will have on neighboring properties and public infrastructure. The master plan identifies: reconstruction and rehabilitation of the Environmental Learning Center area; physical infrastructure necessary to expand existing programs and to accommodate increasing enrollment. The master plan has planned for future college expansion of up to 300,000 additional square feet of floor space up to 2020. The potential future development and the parking and access areas identified in the plan are shown in Figure 6 and Figure 7 below. .

Figure 6. Areas of Potential Future Development at CCC



Area	Potential Future Development
1-5	Campus Core
6	Transit Hub
7	Parking Structure
8	E.L.C. and Maintenance Yard
9-12	Beavercreek Cluster
13	Athletic and Recreation Use
14	Parking and Stormwater Retention

Key transportation features of the CCC Master Plan are identified below in Figure 7.

Figure 7. Potential Future Access and Parking Improvements



Number	Potential Future Improvement
1	Meyers Road Extension
2	Potential New Campus Entry
3	Surface Parking Improvements
4	Multi-Story Parking Structure
5	Future Transit Center
6	Improved Pedestrian Connections

TRANSPORTATION SYSTEM ANALYSIS

Meyers Road is an important east-west corridor in the southern part of Oregon City. Its western terminus is at Leland Road and extends to the city's eastern urban growth boundary. Meyers Road is complete and fully developed between Leland Road and Oregon Highway 213. The segment between High School Avenue and Beavercreek Road is also fully developed. The following section provides a review of the transportation system in the project area. Additional details about the calculations of the intersection performance can be found in the Traffic Operations Technical Appendix B.

ROADWAY SUMMARY

The segment of Meyers Road between OR 213 and High School Avenue, which is subject of this study, is a planned project specified in the city's adopted Transportation System Plan (TSP). It is specified in the TSP as project D46. The segment of Meyers Road to the east of Beavercreek Road is also planned. The first short segment of this easterly extension of Meyers Road will be implemented by a developer as part of a recently-approved land use action.

The two most important north-south roadways in the southern part of Oregon City are OR 213 and Beavercreek Road. Meyers Road is one of two important east-west corridors in this part of the city, the other being Glen Oak Road. Glen Oak Road is parallel to Meyers Road, but terminates at Beavercreek Road and OR 213.

The jurisdiction, functional classification, street type, truck route designation, and important attributes of the major roadways in the study area are summarized in Table 2.

Table 2. Major Roadways in Study Area

Road	Jurisdiction	Functional Classification[1]	Street Type[2]	Local Truck Route[3]	Attributes
OR 213	ODOT	Major Arterial (classified as expressway north of Molalla Ave.)	Commercial, industrial and residential depending on location	Meyers Road to I-205	Four lanes to the north then transitions to two lanes with turn lanes to the south.
Beavercreek Road	Clackamas County	Major Arterial	Commercial, industrial, residential and mixed use depending on location	Fir Street to Meyers Road	Two lanes with turn lanes in most areas. Transitions to 3 lanes plus turn lanes north of Clairmont Drive and 4 lanes plus turn lanes north of S Maplelane Road.
Meyers Road	Oregon City	Minor Arterial	Commercial, industrial, residential and mixed use depending on location	OR 213 to Loder Road	Two lanes with bike lanes plus some left turn lanes west of Hwy 213; two-lane boulevard configuration between High School Avenue and Beavercreek Road. School zone designation east of High School Avenue.
Glen Oak Road	Oregon City	Collector	Mostly residential with sections of industrial and mixed use	No	Two lanes with turn lanes at three key intersections. Terminates at Beavercreek Road at the east. Terminates at OR 213 at the west, though Caufield Road extends about ¼ mile further to the west.

Road	Jurisdiction	Functional Classification[1]	Street Type[2]	Local Truck Route[3]	Attributes
High School Avenue	Oregon City	Collector	Residential south of Meyers Road; industrial to the north	No	The collector designation applies between Glen Oak Road and Meyers Road. North of Meyers Road it is classified as a local street.
Loder Road	Oregon City	Collector	Industrial from Beavercreek Road to Glen Oak Road; otherwise mostly residential	Glen Oak Road to Meyers Road extension (east, near urban growth boundary)	Two lanes east of Beavercreek Road; conceptual alignment shown in TSP for remainder of road.

[1] *Functional classification specified in Oregon City Transportation System Plan, Figure 8*
[2] *Street type specified in Oregon City Transportation System Plan, Figure 8*
[3] *Local truck route specified in Oregon City Transportation System Plan, Figure 11*

BICYCLISTS AND PEDESTRIANS

The table below indicates existing facilities and planned facilities based on standards in the Oregon City Transportation System Plan.

Table 3. Existing and Planned Facilities

Road	Existing Facilities	Planned Facilities
OR 213	Shoulder bike lanes	On-street bike lanes and sidewalks when upgraded to urban standards
Beavercreek Road	Shoulder bike lanes	On-street bike lanes and sidewalks when upgraded to urban standards
Meyers Road	On-street bike lanes and sidewalks in developed sections west of Hwy 213 and between Beavercreek Road and High School Ave	On-street bike lanes and sidewalks
Glen Oak Road	On-street bike lanes and sidewalks	On-street bike lanes and sidewalks
High School Avenue	Sidewalks on east side only	On-street bike lanes and sidewalks for collector segment; sidewalks in all locations
Loder Road	None currently	Planned shared use path parallel with Loder Road shown in TSP Figure 10

KEY STUDY AREA PROJECTS SPECIFIED IN THE TRANSPORTATION SYSTEM PLAN

The table below provides the basic description for key projects in the study area contained in the TSP.

Table 4. Key TSP Projects

TSP Proj. #	Project Description	Project Extent	Project Elements	Priority
D44	Beavercreek Road/Loder Road Extension Operational Enhancement	Beavercreek Road/Loder Road Extension	Install a roundabout	Short-term
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Short-term
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial. Create a local street connection to Douglas Loop.	Short-term
D47	Meyers Road East extension	Beavercreek Road to the Meadow Lane Extension	Extend Meyers Road from Beavercreek Road to the Meadow Lane Extension as an Industrial Minor Arterial. Between the Holly Lane and Meadow Lane extensions, add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S19. Modify the existing traffic signal at Beavercreek Road	Medium-term
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	Short-term
S18	Loder Road Shared-Use Path	Glen Oak Road to Holly Lane Extension	Add a shared-use path on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension.	Long-term

Source: TSP, Table 2: Likely to be Funded Transportation System

KEY INTERSECTIONS IN STUDY AREA

For this study, six key intersections were identified where performance could be affected by the completion of Meyers Road between OR 213 and High School Avenue. These intersections and their attributes are summarized in the following table.

Table 5. Intersections in Study Area

Intersection	Traffic Control	Existing Configuration	Planned Configuration[1]
OR 213/ Molalla Ave/ Clackamas Community College Entrance	Signalized with protected left turn phases for all approaches	Four leg intersection	Four leg intersection
OR 213/ Meyers Road	Signalized with protected left turn phase for northbound approach	T-intersection (no westbound approach leg)	Four leg intersection (part of TSP Project D46)
OR 213/ Glen Oak Road/ Caufield Road	Signalized with protected left turn phases for north- and south-bound approaches	Four leg intersection	Four leg intersection
Beavercreek Road/ Loder Road	Stop-controlled for Loder Road	T-intersection with stop-control on minor street approach; single approach lane for Loder Road	Four leg intersection with roundabout (TSP projects D44 and D64)
Beavercreek Road/ Meyers Road	Signalized with protected left turn phase for northbound approach	T-intersection (no westbound approach leg)	Four leg intersection with left-lane and protected left turn phasing for all approaches (TSP Project D47)
Beavercreek Road/ Glen Oak Road	Stop-controlled for Glen Oak Road	T-intersection with stop-control on Glen Oak Road; separate left and right turn lanes on Glen Oak Road; northbound left turn lane on Beavercreek Road	Four leg intersection with roundabout (TSP Project D47)
Loder Road/ Meyers Road	Does not currently exist	Does not currently exist	Four leg intersection with roundabout (TSP Project D45)

[1] *Oregon City Transportation System Plan, June, 2013*

CITY OPERATIONAL STANDARD FOR INTERSECTIONS

Oregon City, Metro and the Oregon Department of Transportation base their operational standard for intersections on the volume-to-capacity (v/c) ratio. This allows for a systematic and quantifiable approach to evaluating intersection performance.

The City of Oregon City's mobility standard for intersections is specified in the Oregon City Municipal Code (OCMC) section 12.04.205. Because both OR 213 and Beavercreek Road are on the regional "Arterial and Throughway Network," all of the six key intersections in the study area are subject to the subpart B of that section of the code. It specifies that "a maximum v/c [volume-to-capacity] 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."

EXISTING INTERSECTION PERFORMANCE

All six existing study area intersections have been shown to meet the adopted mobility performance standard. The performance of each of the six intersections has been analyzed using recent traffic counts performed for land development applications, the Transportation System Plan and other studies. The results are summarized in Table 5 below.

Table 6. Intersections Mobility Performance

Intersection	Mobility Standard	Calculated AM Peak Hour v/c	Calculated PM Peak Hour v/c
OR 213/ Molalla Ave/ Clackamas Community College Entrance	0.99	0.67	0.76
OR 213/ Meyers Road	0.99	0.77	0.55
OR 213/ Glen Oak Road/ Caufield Road	0.99	0.70	0.70
Beavercreek Road/ Loder Road	0.99	0.591	0.27[1]
Beavercreek Road/ Meyers Road	0.99	0.61	0.81
Beavercreek Road/ Glen Oak Road	0.99	0.42[2]	0.52[2]

[1] *v/c of northbound lane on Beavercreek Road at Loder Road*

[2] *v/c of northbound thru lane on Beavercreek Road at Glen Oak Road*

Additional details about the calculations of the intersection performance can be found in the Traffic Operations Technical Appendix A.

FUTURE CONDITIONS

Further analysis will be undertaken relating to development within the study area consistent with the city's comprehensive plan and applicable zoning. The establishment of a maintenance facility for the Oregon City School District's bus operation is among the anticipated developments in the study area. A land use action for that facility is currently pending as of April 2015. Various materials in support of the application including a Traffic Impact Study have been submitted and will be considered during the development of the Meyers Road Concept Plan.

ENVIRONMENTAL ANALYSIS

Potential natural resource-related permitting constraints within the various project alignments were analyzed at a reconnaissance level suitable for highlighting potential issues for each alternative and providing a fair comparison between alternatives. Review focused on streams, wetlands, riparian areas, and, potentially, upland habitats that may be regulated by the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Oregon Department of Fish & Wildlife, Oregon Department of Environmental Quality, Oregon Department of State Lands, and/or Oregon City. A review of potential sensitive species and their habitats (aquatic and terrestrial), and this review will be supported by data from the Oregon Biodiversity Information Center (ORBIC) database. Research included a review of publicly-available datasets and mapping, including National and Local Wetland Inventory data and Oregon City Natural Resource Overlay District (NROD) maps. A site reconnaissance field visit was conducted on April 23, 2015 on public properties and on private properties, where permission was granted for site verification.

WILDLIFE HABITAT, WETLANDS AND WATERS

Wetland, upland, and waters habitats were mapped in the project area as shown on Figure 8. A discussion of each habitat type, whether it is regulated, and an avoidance priority recommendation is provided below[1].

Wetlands, Potential Wetlands, and Streams: Wetlands are typically regulated by the U.S. Army Corps of Engineers and the Oregon Department of State Lands. Regulations protecting wetlands require that impacts be avoided to the extent practicable. If impacts cannot be avoided, then they must be minimized and mitigated.

[1] REFERENCE "Oregon Department of Fish and Wildlife. 2006. Oregon Conservation Strategy. Oregon Department of Fish and Wildlife, Salem, Oregon."

Wetlands in the project area are shown on Figure 8 and are divided into delineated, recon, and potential categories. The delineated wetland has been formally delineated by Pacific Habitat Services (PHS) as part of the development proposal for a new Oregon City School District bus yard facility. This is a forested wetland dominated by Oregon ash and is of high quality due to the relatively low percent cover by non-native plants and a mature Douglas fir forest buffer. A pair of great horned owls was observed using the forested buffer area. A cacophony of bird songs was also noted, as well as deer and raccoon tracks. The wetland extends to the north and was mapped as "recon" were it extended beyond the study area for the PHS delineation and where site access was available for the Meyers Road reconnaissance visit. Further to the north the wetland was mapped as "potential" wetland where site access was not available, but conditions were observed from publicly accessible points. The distinction between "recon" versus "potential" wetland is that the "recon" designation carries a higher certainty that the feature would be considered a jurisdictional wetland since site access was available for direct observation and wetland indicators were very prominent. On the other hand, the "potential" wetland designation has a lower degree of certainty either because direct site access was not available or field indicators were marginal and additional formal delineation inspection is required to determine if the feature would qualify as a jurisdictional wetland. No stream was observed in this general location.

The above described wetlands are consistent with Local Wetland Inventory Mapping and the Oregon City NROD mapping. NROD mapping shows the wetlands and an associated drainage continuing to the southwest and joining with Caufield Creek. However, based on the April 2015 reconnaissance visit, there is no hydrologic surface connection between the above described wetlands and wetlands and creek mapped in the far southwest corner of the study area. The area between these two wetland areas is almost entirely upland, dominated by the non-native pasture and shrubland habitat described further, below. A few small potential wetland pockets were observed and a larger pasture wetland mapped as "recon" due to its more distinct wetland characteristics was also mapped. The small potential wetlands and recon wetlands within the larger area of upland non-native pasture and shrubland habitat are of low quality due to high presence of non-native species.

The large wetland area in the southwest corner of the study area is a relatively high quality Oregon ash and red alder forested wetland similar in character to the forest wetland in the northeast corner of the study area. It is also bordered by Douglas fir forest habitat. Caufield Creek flows through this wetland. Beaver activity was observed, in addition to deer and raccoon tracks. A small tributary to Caufield Creek was observed flowing out of a pipe along a fenceline that followed the edge of the wetland habitat and non-native pasture habitat. It is possible that a drainfield is situated in the pasture area and discharges from this pipe.

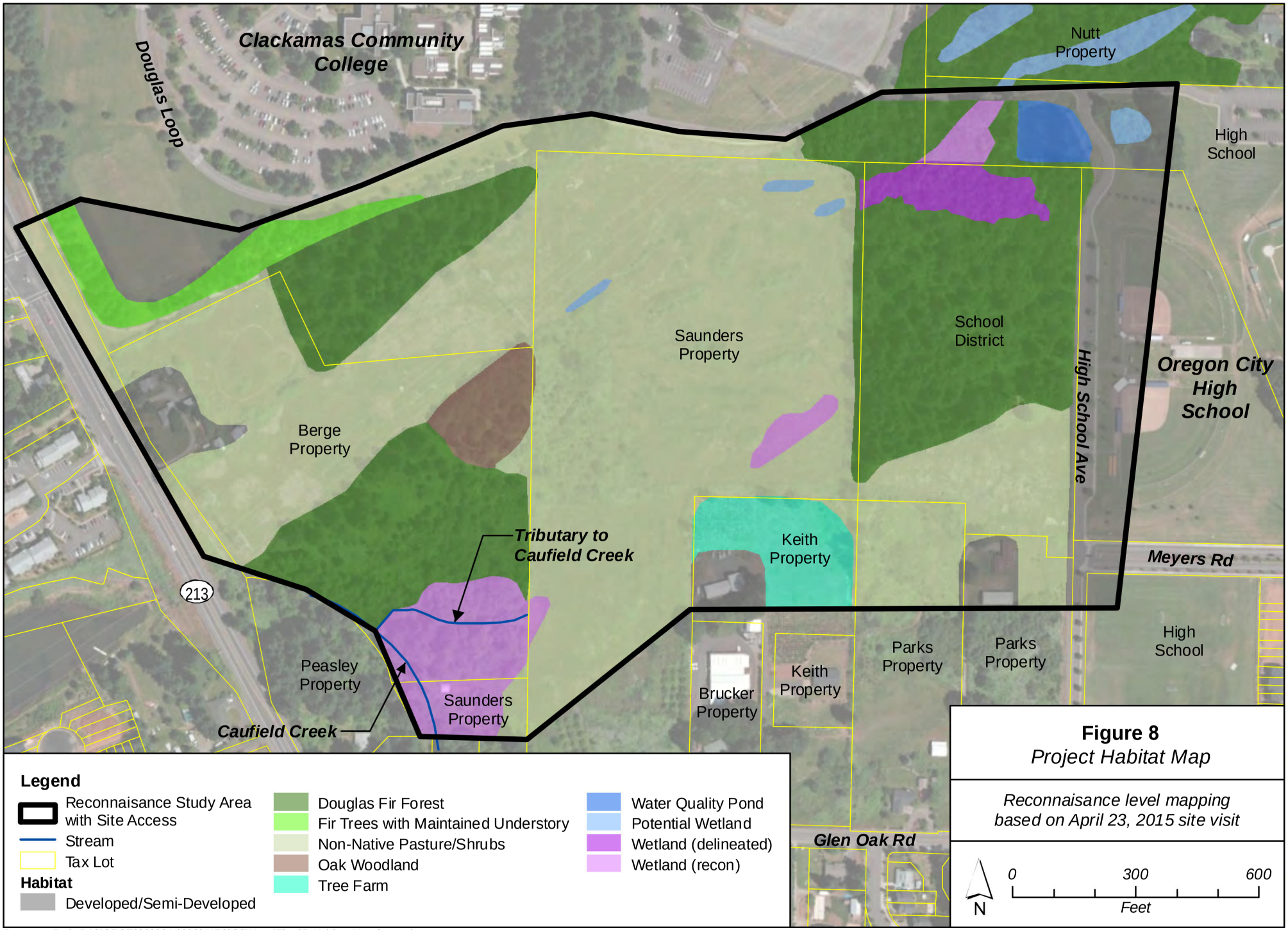


Figure 8
Project Habitat Map

Reconnaisance level mapping based on April 23, 2015 site visit

Document Path: P:\O\ORCT00000041\0600INFO\GS\Maps\Fig_07_Habitat_Mapping.mxd

Oak Woodland

A small, but still relevant patch of Oak Woodland was mapped in the study area. Oak woodland is not a regulated habitat; however, it is considered a Strategy Habitat by the Oregon Conservation Strategy (ODFW 2006), which is administered by ODFW. The patch of Oak Woodland habitat in the project area contains mature Oregon oak. The understory contains a mix of native and non-native shrubs and herb cover. Although not required, it is recommended that this habitat be avoided or impacts minimized to the extent practicable.

Douglas Fir Forest

Douglas fir forest habitat is mapped in three areas in the project study area. The habitat is characterized by Douglas fir trees estimated to be between 40 and 80 years old, with a mix of high quality native understory to highly degraded understory dominated by non-native shrubs, primarily Himalayan blackberry. This habitat is not regulated, nor is it considered a Strategy Habitat by the Oregon Conservation Strategy as its age is far too young to be considered late-successional Douglas fir forest (i.e. hundreds of years old). An exception to the non-regulated status is where the forest occurs within the NROD buffer, which is typically 50 feet from the edge of wetlands and streams, unless steep slopes are present in which case the buffer can be up to 200 feet. Although not required beyond the NROD buffer, it is recommended that this habitat be avoided or impacts minimized to the extent practicable.

Non-native pasture and shrubland

Much of the project area consists of non-native pasture and shrubland habitat, including the majority of the proposed Meyers Road alignments. This habitat type is not regulated, except where it may occur within the NROD buffer, nor is it an Oregon Conservation Strategy priority habitat. This habitat consists of disturbed areas that are dominated by non-native pasture grasses, such as tall fescue and orchard grass, and invasive shrub species including Himalayan blackberry and Scotch broom. Although wildlife will use this habitat, it is of generally lower habitat quality than the forested wetland and upland habitats previously described. That said, it does provide a corridor for wildlife movement between higher quality habitat areas. This habitat type is not recommended for avoidance or minimization of impacts by the Meyers Road project; however, if a wildlife corridor can be maintained between the higher quality forested upland habitats, that would be welcomed. The BPA corridor could potentially serve this purpose, as it is unlikely to be fully developed in the future.

Tree Farm

This area consists of a small patch of Christmas trees in the south portion of the project. It is not a protected habitat type. And it is not recommended for avoidance or minimization of impacts by the Meyers Road project.

Fir Trees with Maintained Understory

This habitat type consists of rows of fir trees where the understory is either lawn, mulch, or similarly maintained. The habitat occurs along an access road for the Community College Campus. It is not a protected habitat type, and, from an ecological perspective, it is not recommended for avoidance or minimization of impacts by the Meyers Road project.

Developed/Semi-developed

Developed/semi-developed areas refer to areas that contain roads, dwellings, ball fields, and similarly maintained areas. This is not a protected habitat type, and from an ecological perspective, it is not recommended for avoidance or minimization of impacts by the Meyers Road project.

THREATENED AND ENDANGERED SPECIES

The Oregon Natural Heritage Information Center (ONHIC) database documents the federally listed and state listed threatened and endangered (T&E) species. The State of Oregon and the federal government maintain separate lists of T&E species. These are species whose status is such that they are at some degree of risk of becoming extinct.

Under state law (Oregon Revised Statutes 496.171 to 496.192) the Fish and Wildlife Commission, through the ODFW, maintains the list of native wildlife species in Oregon that have been determined to be either threatened or endangered according to criteria set forth by rule (Oregon Administrative Rule [OAR] 635-100-0105). Plant listings are handled through the Oregon Department of Agriculture, while most invertebrate listings are conducted through the Oregon Natural Heritage Program.

Under federal law, the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973 (Public Law 93-205, 16 United States Code (USC) § 1531), as amended. In general, USFWS has oversight for land and freshwater species and NOAA for marine and anadromous fish species. In addition to information about listed species listed, the USFWS Oregon Field Office maintains a list of Species of Concern.

Table 7. ONHIC-Identified Federal and State Listed Threatened or Endangered Species

Common Name	Scientific Name	Location	Status	
			Federal[1]	State[2]
Vertebrate Animal				
Steelhead (Lower Columbia River ESU, winter run)	*Oncorhynchus mykiss pop. 27*	Abernethy watershed	LT	SC
Painted Turtle	*Chrysemys picta*	Abernethy watershed/CCC	-	SC
Western Turtle	*Actinemys marmorata*	Abernethy watershed/CCC	SOC	SC

Acronyms: SOC = Species of Concern; LT = Listed Threatened; SV = Sensitive-Vulnerable; SC = Sensitive-Critical; C Candidate for Listing as Threatened or Endangered)
Source: Oregon Natural Biodiversity (ORBIC) database, 2015

Once it is listed as T&E, a species is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise "taking" a species. In some instances, the listing of a species can be avoided by the development of Candidate Conservation Agreements that may remove threats facing the candidate species.

A species is listed as one of two categories, endangered or threatened, depending on its status and the degree of threat it faces. An "endangered species" is one that is in danger of extinction throughout all or a significant portion of its range. A "threatened species" is one that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range. "Species of Concern" is an informal term under the federal listing that is not specifically defined in the federal ESA. The term commonly refers to species that are declining or appear to be in need of conservation.

Under Oregon's Sensitive Species Rule (OAR 635-100-040), a "sensitive" species classification was created that focuses fish and wildlife management and research activities on species that need conservation attention. "Sensitive" refers to naturally reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats. Implementation of appropriate conservation measures to address the threats may prevent them from declining to the point of qualifying for threatened or endangered status.

Sensitive species are assigned one of two subcategories. "Critical" sensitive species are imperiled with extirpation from a specific geographical area of the state because of small population sizes, habitat loss or degradation, and/or immediate threats. Critical sensitive

species may decline to the point of qualifying for threatened or endangered status if conservation actions are not taken. "Vulnerable" sensitive species are facing one or more threats to their populations and/or habitats. Although not currently imperiled with extirpation from a specific geographical area of the state, vulnerable species could, however, become so with continued or increased threats to populations and/or habitats. For plants, there are no sensitive species candidates for listing as threatened or endangered.

APPENDIX A – STAKEHOLDER INTERVIEWS AND MEETING SUMMARIES

Baseline Conditions Report Appendix A

- Stakeholder Interviews
- Project Management Team Meeting (PMT) Agenda and Minutes for: PMT Meeting #1, PMT Meeting #2, and PMT Meeting #3
- Preapplication Conference Notes (To Be Held)
- Caufield Neighborhood Meeting Summary (Available by request from Oregon City Community Development Department)
- Oregon City TAC Meeting #1 Summary (Available by request from Oregon City Community Development Department)

DAVID EVANS AND ASSOCIATES INC

Meyers Road Project
Property Owner Interviews Summary

The owners of three properties were separately interviewed on April 7, 2015 by KC Cooper of David Evans and Associates. Interviewees were asked to respond to a prepared list of questions that 1) provided information for a memo of baseline conditions for the area of potential alignment for the new Meyers Road Extension, and 2) elicited their opinions on the optimal alignment, for their individual properties, related to the road extension. Interviews began with a briefing on the process to get to the alternative selection. The interviewees were told that they would be contacted once the alternatives were designed so they could weigh in before the final alternative selection. The property owners were given copies of the workplan, a map of the area, and all signed consent forms to allow project team members to enter each property, with advanced notice, for surveying and other activities related to developing the baseline conditions report for the project.

During the interviews, there were some common themes:

1) The owners are in support of the road extension, have been following this project for some time and are ready to see it happen.

2) Owners are open to alternatives, even those that may impact their properties. However, reduction of remnants or unbuildable portions should be avoided.

3) None of the owners are pursing sales or development options until the extension is built.

4) All would like to be included in discussion about property access points along the new extension.

5) There are few obstructions (wells, vaults, utilities) within the project area that would affect alternatives.

6) Current zoning is a concern related to future development of the properties. Owners would like the city to review.

7) The location of the intersection of the new Loder Road extension is of interest to the owners and they would like to be included in the stakeholder outreach for that project.

The following pages summarize the results of the individual interviews.

Meyers Road Property Owner Interviewee: Ron Saunders, tax lots 3-2E-09C -00200, 3-2E-09C -00602

1) Do you have decision-making authority for what happens to your property, or are there other entities responsible as well? If so, who?

- Saunders is the owner

2) Do you have plans to sell your property either in the near or distant future?

- No plans at this time. He purchased the property many years to hold for 30-50 years.

3) How is the property currently used?

- No current uses. No revenue generated from it, it's mostly not maintained.

4) How do you currently access your property?

- Two gates, one off the CCC loop drive, the other off Glen Oaks Rd.

5) Do you have plans to redevelop your property in the near future? Long term?

- No real plans. He says he has made overtures to the college as a possible site for student housing. Turnover in college staff left this issue without conclusion. He said he discussed selling an eastern portion to the school district for as bus barn location for $3 million which was rejected. He had offered to make the southern portion of the property to the City for use as a dog park. He didn't get a positive response.
- He is waiting for Meyers Road to be extended before determining what development could occur. He would like a compatible use with the other properties in the area, perhaps student housing or a YMCA or other public facility.

6) Are there issues with the property that we should be aware of? (environmental, utility, etc.)

- None that he knows of. (Note: another property owner commented that he thought there were drainage pipes within the property but wasn't certain)
- Water drains through his property from northeast to southwest, but it isn't near as much as what used to drain through his property before the school's retention facility was built. He estimates he gets only 25% of the original flow.

7) (looking at map) What do you think is the optimal alignment(s) for your property?

- He would like the end result to provide usable parcels. He would like to know why the City hasn't considered running the road along the south side of CCC, then align between the Nut and church properties to connect to Beavercreek Road.
- For his own property, he indicated an alignment that would enter his property where it meets the Berge Property, head slightly south then directly east through the Keith and parks property to Meyers road.

8) What issues you see related to the property that the Project team should take into consideration when developing alternatives?

- He wants assurance that the project will treat the private property owners fairly. Other than that, he is willing to accept the results of the alternative selection.
- He is concerned that large trucks will use the road and won't be able to negotiate the turns at High School Road. Also concerned about poor driving habits by students. Road needs to be safe.
- There are conflicts in zoning that need to be looked at (he did not elaborate).

9) Do you have any other comments, questions or concerns about the project?

- He would like the road to be cost effective and efficient (criteria)
- He would like the School District to consider using the north portion of his property for the bus barn, to avoid tree removal.
- He would like the CCC to acknowledge the possibility of an alignment just south of their campus

Meyers Road Property Owner Interviewees: Rocky and Lavona Keith, tax lot 3-2E-09C -00300

1) **Do you have decision-making authority for what happens to your property, or are there other entities responsible as well**
   - The Keiths are the sole owners

2) **Do you have plans to sell your property either in the near or distant future?**
   - No

3) **How is the property currently used?**
   - They grow Christmas trees around the east and north perimeter of the property. The trees generate income; they don't take a tax credit for this business.
   - There is a large shed on the northwest part of the property. They use it to store paint supplies (they own a painting business) as well as the equipment for managing the tree farm. They include the shed as part of their business expenses.
   - The property was partitioned and their son owns a parcel to the NE (note: likely not affected by the road alternatives)

4) **How do you currently access your property?**
   - There is a driveway from Glen Oaks between their property and their son's property.

5) **Do you have plans to redevelop your property in the near future? Long term?**
   - No

6) **Are there issues with the property that we should be aware of? (environmental, utility, etc.)**
   - There is an underground electrical line to the shed from the south.

7) **(looking at map) What do you think is the optimal alignment(s) for your property?**
   - They would prefer that the alignment run along the edge of the property so that they would not need an easement to access the road through the Saunders property. They are not opposed to the road going through the north end of the property.

8) **What issues you see related to the property that the Project team should take into consideration when developing alternatives?**
   - None given

9) **Do you have any other comments, questions or concerns about the project?**
   - They would like to be kept informed about the alternatives for the Loder Road extension as it develops.

Meyers Road Property Owner Interviewees: Kathy Berge, Dan Berge, Terry Emmert, tax lot 3-2E-09C -00700

1) **Do you have decision-making authority for what happens to your property, or are there other entities responsible as well**
    - The property is owned jointly and equally by Kathy Berge and Terry Emmert. They have owned the property for over 20 years.

2) **Do you have plans to sell your property either in the near or distant future?**
    - Once the road is built they will consider it, unless they chose to do their own development

3) **How is the property currently used?**
    - There are two rental homes on the property. One is vacant; the other will be vacant in May of this year. They haven't decided whether they will rent them out, partially because of potential impacts to the property by the extension.

4) **How do you currently access your property?**
    - There are two driveways off of Hwy 213

5) **Do you have plans to redevelop your property in the near future? Long term?**
    - They have discussed several options including senior community (single family dwellings, commercial space (strip mall, or businesses to support housing if they build it), student housing, or a housing subdivision. The two owners do not have agreement on a development option.

6) **Are there issues with the property that we should be aware of? (environmental, utility, etc.)**
    - There is a well just north of the westernmost rental. It serves both dwellings.
    - There is a septic system that serves both homes which they think is between the two rentals but aren't certain.

7) **(looking at map) What do you think is the optimal alignment(s) for your property?**
    - Mr. Emmert had a previous alternative map with him showing how the alternative cut into two corners of their property. If this is the chosen alignment he would like the City and CCC to consider swapping the land they need from the owners for the remnants of CCC land that would be to the south of the alignment. Those parcels would be likely useless to the college, and they could have a straight boundary line against the road.

8) **What issues you see related to the property that the Project team should take into consideration when developing alternatives?**
    - Mr. Emmert assumes that ODOT will eventually force them to close the driveways off of Hwy 213. When Meyers is built they would like 2-3 curb cuts along the extension to access their property.

9) **Do you have any other comments, questions or concerns about the project?**
    - Mr. Emmert has concerned about the zoning of the area and would like the city to review and work with the property owners in making adjustments.

Meyers Road Extension Alternatives (OREGON CITY)

Kickoff Meeting Agenda

City Hall, Commission Chambers, 625 Center Street, Oregon City

Thursday, March 12th, 2015

1:00 PM – 4:00 PM

(Linking Education and the Community)





Invitees:

John Lewis, City PM	Mike Hickey, Consultant PM
Kelly Moosbrugger, City Planner	Elizabeth Mros, Lead Planner
Martin Montalvo, City Operations Manager,	Anneke Van der Mast, Asst. Planner
Aleta Froman-Goodrich, City Engineer	KC Cooper, Public Involvement
Abraham Tayar ODOT	
Bob Cochran, Dean CCC	
Wes Rogers, OCHS	
Seth Burmley, Planner ODOT	
Scott Archer, Parks	

PROJECT OVERVIEW (HICKEY & LEWIS)

- History and Key Issues –general scope
- Process and outcomes
- Keep elected (decision makers informed)
- Definition of Success

CURRENT DESIGN, STATUS AND SCHEDULE (HICKEY & LEWIS)

- Review roles and responsibilities
- Base Map/Aerial Review – Project Limits

- Schedule – program expectations

Received NTP	February 12, 2015
PMT meeting #1	March 12 -Thursday
PMT meeting #2	April 2-Thursday
Pre-application conference	TBD
PMT meeting #3	April 30-Thursday
City TAC briefing	May 12-Tuesday
PMT meeting #4	June 25-Thursday
Presentation to CCC and OCSD	July 21-Tuesday
Attend City Planning Commission meeting	August 11-Tuesday

PLAN FOR ON-GOING COMMUNICATIONS (HICKEY)

- Monthly (or as required) design coordination meetings
- Frequent e-mail updates
- Consultant project manager to be 'copied' on all DEA internal email & written communications
- Project Leader and Client (John and Martin) to be copied on all external email and written communications
- Regular meeting time and place
- Public information distribution
  - ✓ Stakeholder interviews
  - ✓ Neighborhood meeting
- Stakeholder outreach

PROJECT EXISTING CONDITIONS

- BPA line
- Wetlands and water quality facilities
- CCC master plan
- OCHS plans
- Private land development plans
- Transportation System Plan (TSP)
- Glen Oak Park master plan
- Other

PROJECT SCREENING CRITERIA (ISSUES, OPPORTUNITIES AND CONSTRAINTS)

(examples)

- Cost of project should be in line with the benefit provided
- Minimize environmental impact
- Options should meet the needs of most stakeholders

ACTION ITEMS / OTHER

Meyers Road Extension Alternatives (OREGON CITY)

PMT #1 (Kickoff) Meeting

City Hall, Commission Chambers, 625 Center Street, Oregon City

Thursday, March 12th, 2015

1:00 PM – 3:00 PM

(Linking Education and the Community)





Invitees:

John Lewis, City PM, Director of Public Works	Mike Hickey, Consultant PM DEA
Kelly Moosbrugger, Planner	Elizabeth Mros, Senior Planner DEA
Martin Montalvo, Public Works Operations Manager,	Anneke Van der Mast, Asst. Planner DEA
Abraham Tayar ODOT Development Review Engineering Lead	KC Cooper, Communication Strategist DEA
Bob Cochran, Dean of Campus Services CCC	Seth Burmley, Planner ODOT
Wes Rogers, Director of Operations OCSD	Scott Archer, Community Services Director (Parks contact)

PROJECT OVERVIEW (HICKEY & LEWIS)

- *History and Key Issues* –scope of work collectively developed by City, CCC and OCHS.
- *Process and outcomes* – a series of meetings is planned to address concerns and develop opportunities
- *Keep elected (decision makers informed)*
- *Definition of Success*

Collaboration, reach consensus, address Meyers and Loder Rd., develop adopted plan and obtain dedicated R/W, improve traffic, obtain financing , meet schedule, bus circulation, reduce congestion, develop 213 and Meyers intersection, park development, one planning commission meeting, break ground in July, safety.

CURRENT DESIGN, STATUS AND SCHEDULE (HICKEY & LEWIS)

- *Review roles and responsibilities* – John is very busy Martin will function as the City PM. Each representative from the PMT will keep their decision makers informed.

- *Base Map/Aerial Review – Project Limits*

Bergs not yet contacted (co-owned with Terry Emmert, Keith interested in access)
Loder quick response grant awarded for streetscape design
Pacific Habitat has done some wetland delineation.
Martin will provide owner contact info from GIS.
Bob has strategic assessment update for campus.
Scott provided map of parks master plan for viewing.
An apartment complex for students is planned east of Beavercreek Rd.
A roundabout takes more room but requires less maintenance.
TSP classification for Meyers is minor arterial.

- *Schedule – program expectations*

Received NTP	*February 12, 2015*
PMT meeting #1	*March 12 -Thursday*
PMT meeting #2	*April 9-Thursday*
Pre-application conference	*probably June (Kelly & Martin)*
Caufield neighborhood mtg.	*April 28 - Tuesday*
PMT meeting #3	*April 30-Thursday*
City TAC briefing	*May 12-Tuesday*
PMT meeting #4	*June 25-Thursday*
Presentation to CCC and OCSD	*July 21-Tuesday*
Attend City Planning Commission meeting	*August 11-Tuesday*

PLAN FOR ON-GOING COMMUNICATIONS (HICKEY)

- Monthly (or as required) design coordination meetings
- Frequent e-mail updates
- Consultant project manager to be 'copied' on all DEA internal email & written communications
- Project Leader and Client (John and Martin) to be copied on all external email and written communications
- Regular meeting time and place will be at city hall Thursday afternoons
- Public information distribution
  - ✓ Stakeholder interviews
  - ✓ Neighborhood meeting
- Stakeholder outreach

1. Tight Timeline – targeted -focus is on the most affected stakeholders

2. Set up and update a project page on the City's website

3. We'll also help develop talking points for the PMT to keep boards/electeds informed

4. During alternatives development we'll meet with the property owners and major stakeholders for input—future development, property owner issues, etc. We expect to follow up 2-3 times as we move thru process

5. We will also meeting with the Caufield NH association and the CIC to gather their feedback, both for the alternatives developed and the preferred alternative. Promote these meetings to attract others who might be interested.

6. Presentation to CCC and OC School board – important to keep them in the loop as we progress.

PROJECT EXISTING CONDITIONS

- BPA line
- Wetlands and water quality facilities –overview from GIS only
- CCC master plan- several years old, a strategic plan is also available
- OCHS plans, School will provide additional plans
- Private land development plans are unknown or non-existent
- Transportation System Plan (TSP) plan is just a line on a map, does not show accurate location of planned improvements
- Glen Oak Park master plan
- Other

PROJECT SCREENING CRITERIA (ISSUES, OPPORTUNITIES AND CONSTRAINTS)

(draft)

a. Cost of project should be in line with the benefit provided
b. Minimize environmental impact
c. Options should meet the needs of most stakeholders
d. Consistent with current plans (TSP, School Dist, Parks)
e. Meet street functional classification requirements (minor arterial)
f. Manage access to properties
g. Safety-multimodal
h. Minimize land remnants
i. Connection to Loder Road
j. Maximize developable land

ACTION ITEMS / OTHER

- Martin will provide owner contacts
- DEA will provide FTP site to house information
- DEA will request CCC strategic plan, OCHS delineation and plans, Parks master plan
- KC will initiate property owner contact,
- City will provide permission of entry for wetland reconnaissance
- DEA to update schedule.
- DEA to update contact list and email to everyone.
- Kelly to upload background data onto FTP site- School District Plan, Maps, CCC Master Plan, Parks Plan, and anything else relevant.
- Bob to send any updates to the CCC plan.

Meyers Road Extension Alternatives (OREGON CITY)

PMT #2 Meeting Agenda

City Hall, Commission Chambers, 625 Center Street, Oregon City

Thursday, April 9th, 2015

1:00 PM – 3:00 PM

(Linking Education and the Community)







Invitees:

John Lewis, City PM	Mike Hickey, Consultant PM
Kelly Moosbrugger, City Planner	Elizabeth Mros, Lead Planner
Martin Montalvo, City Operations Manager,	Anneke Van der Mast, Asst. Planner
Scott Archer, Parks	KC Cooper, Public Involvement
Abraham Tayar ODOT	
Bob Cochran, Dean CCC	
Wes Rogers, OCHS	
Seth Burmley, Planner ODOT	

MEETING PURPOSE (HICKEY)

- Review project findings from stakeholder interviews and existing conditions analysis
- Review and confirm project screening criteria
- Review and refine project alternatives based on 1 and 2

PROJECT PROGRESS (HICKEY, COOPER)

- FTP site
- Stakeholder interviews
- Caufield Neighborhood Association meeting

CURRENT DESIGN, STATUS AND SCHEDULE (HICKEY & LEWIS)

- Base Map/Aerial Review – Project Limits

- Schedule – program expectations

Received NTP	February 12, 2015
PMT meeting #1	March 12 -Thursday
PMT meeting #2	April 9-Thursday
Pre-application conference	June?
PMT meeting #3	April 30-Thursday
City TAC briefing	May 12-Tuesday
PMT meeting #4	June 25-Thursday
Presentation to CCC and OCSD	July 21-Tuesday
Attend City Planning Commission meeting	August 11-Tuesday

PROJECT EXISTING CONDITIONS – REVIEW FINDINGS (VAN DER MAST)

- BPA line
- Wetlands and water quality facilities
- CCC master plan
- OCHS plans
- Private land development plans
- Transportation System Plan (TSP)
- Glen Oak Park master plan
- Other

PROJECT SCREENING CRITERIA (ISSUES, OPPORTUNITIES AND CONSTRAINTS) (HICKEY/COOPER)

- Design Criteria- Typical Section, Design Speed
- Consistent with current regional plans (TSP, School Dist, Parks, CCC masterplan)
- Meet street functional classification requirements (minor arterial or major collector)
- Optimize access to properties
- Design maximizes safety for all modes
- Options should meet the needs of most stakeholders
- Minimize environmental impacts
- Cost of project should be in line with the benefit provided
- Maximize multimodal environment
- Maximize developable land and minimize land remnants
- Provide options for connecting to (future) Loder Road extension
- Provide access to (future) park

WORKING SESSION (ALL)

Review and refine existing alternatives
(for drawing preview see ftp://ftp2.deainc.com/2015-04-07 Plan - 36x38L.pdf)

ACTION ITEMS / NEXT STEPS

Meyers Road Extension Alternatives (OREGON CITY)

PMT #2 Meeting Notes

City Hall, Commission Chambers, 625 Center Street, Oregon City
Thursday, April 9th, 2015
1:00 PM – 3:00 PM

Attendees:

John Lewis, City PM	Mike Hickey, Consultant PM
Kelly Moosbrugger, City Planner	Elizabeth Mros, Lead Planner
Martin Montalvo, City Operations Manager,	KC Cooper, Public Involvement
Bob Cochran, Dean CCC	Scott Archer, Parks
Wes Rogers, OCHS	Abraham Tayar ODOT

MEETING PURPOSE (HICKEY)

- Review project findings from stakeholder interviews and existing conditions analysis
- Review and confirm project screening criteria
- Review and refine project alternatives based on 1 and 2

PROJECT PROGRESS (HICKEY, COOPER)

The graphic used to discuss the alternatives is available at:

ftp:\\ftp2.deainc.com\2015-04-07 Plan - 36x38L.pdf

- **Stakeholder interviews:** KC provided a summary of her interviews with the property owners of three properties potential affected by the road alignment:
  - The owners were open to alternatives and none are pursuing sales or development plans until the road is constructed.
  - They mentioned that the road should be safe, cost efficient and fair to all owners. There are no major physical (main made) obstacles on the properties that would affect design, other than a storage shed on the Keith property.
  - **Saunders:** The project should avoid creating remnants and maximize developable parcels.
  - **Keith:** Would prefer that the alignment run along the edge of his property, and doesn't want it to be farther north, so that he would need an easement from Saunders to access the road. He is ok if the road needs to go through the northern part of the property.
  - **Berge/Emmert:** Wants the City and CCC consider a "land swap" –trading what the City needs for the road for the CCC remnants adjacent to their property that would be caused by the road alignment. This would give them a continuous property line along the road.

- **Caufield Neighborhood Association meeting:** John, Kelly and Martin are attending the April 28 Caufield meeting to discuss the project and get feedback on what they would like to see in road design and alignments.

CURRENT DESIGN, STATUS AND SCHEDULE (HICKEY & LEWIS)

- **Base Map/Aerial Review :**
  - The group reviewed a base map that included information and potential alignments referenced in several documents including the TPS, RTP, CCC Master Plans and results of the PMT #1 discussions.
  - The multi-story parking indicated on the CCC campus should be removed.
  - There is a planned transit stop; TriMet should be included in the discussions in the future. The City expects transit service to increase in the next few years. Bus layover locations need to be considered at this site.
  -
- **Road Design issues**
  - The group agreed to reducing speed on the new section of Meyers to 30 mph. The City will look at improving signage for the school zone.
  - The currently planned road ROW is 94' feet. Alternative cross-sections should include the possibility of a multi-use path on the north side, instead of separate bike lanes and sidewalks. Multiuse paths normally range from 12-16 feet depending on the environment. A minimum of 100' right of way will likely be needed to accommodate the path.
  - The road provides a missing link to the trail system in the area, so design should consider the placement of pedestrian and bike facilities to optimize connections. It's expected that bike traffic will increase when the road comes in from those using the trail system and accessing the high school, park and CCC.
  - The design needs to consider where crossing areas should be located from the north side of Meyers to the park on the south, and from the south side off Meyers to the CCC campus.
  - Consider using design (eg curves, bulb outs, medians) to naturally reduce speed off vehicle traffic near the school zone.
  - The bus barn includes a single entrance and single exit onto Meyers Road.
  - The assumption is that the road needs to follow the property boundaries off the park and school bus barn property. Parks may not be able to do adjustment to the property line to allow for straightening the curve. City charter stipulates that they cannot sell, donate, swap City land with another property owner without a public vote. Scott will check into this. Designers need to look how to optimize this section and not affect the current boundaries by placement of drainage, access points and other methods.
  - The High school has designed the bus barn site but is willing to look at the potential of dedicating some of the land to improve the road safety. However, their design is going to bid April 22, so discussions need to happen at their next design meeting.
  - The CCC wants the connection from the Meyers extension to link to Kildeer Rd on their campus.

- **Selection Criteria review**
  - Change “Cost of project should be in line with the benefit provided” to “Be cost effective
  - Change “Options should meet the needs of most stakeholders” to “Consider the objectives of all stakeholders.”
  - Change “Maximize multimodal environment” to Maximize multimodal opportunities”

- **Outreach:**
  - An article about the project will be in the next Trail News coming out in Early May.
  - Martin will attend both the April 28 and July 28 Caufield neighborhood meetings to get feedback on alternatives.
  - The public will be invited to the July 21 TAC meeting (6 pm) for a discussion on the preferred alternatives, before the final recommended alternative is selected

- **Next PMT meeting – April 30**
  - Draft alternatives Summary Maps and Performance matrix
  - Additional feedback from Caufield Neighborhood
  - Action item responses. (see below)

- **Action Items**
  - Scott to upload the park plan to the FTP site.
  - All PMT members are to review the list of Existing Conditions/Design Considerations to ensure everything is included. CCC to provide any master plan updates.
  - Mike to remove the planned CCC multi story parking structure from the map, and add contours. Typical to be revised to include a shared path on the north side and 100’ right of way and median.
  - Martin to invite Vanessa Vissar (TriMet) to the April 30 PMT meeting.
  - Scott will double check the Charter interpretation that may prevent adjusting the property lines to straighten out the curve at High School Road.
  - Mike will talk to designers about the boundary issue between Parks and School District and look for ways to design to the current boundaries.
  - Mike and John are to attend the next (4/14) Parks/school district design meeting to discuss the boundary and design issue at the east end of the road extension
  - Martin to contact Caufield neighborhood to get on the July 28 agenda, and to put the alternatives discussion on the July 21 TAC agenda.
  - Mike to add July 21st TAC meeting to the calendar.

Meyers Road Extension Alternatives (OREGON CITY)

PMT #3 Meeting Agenda

City Hall, Commission Chambers, 625 Center Street, Oregon City

Thursday, April 30th, 2015

2:00 PM – 4:30PM

(Linking Education and the Community)





Invitees:

John Lewis, City PM	Jake Johnston, Engineering
Kelly Moosbrugger, City Planner	Elizabeth Mros, Lead Planner
Martin Montalvo, City Operations Manager,	Anneke Van der Mast, Asst. Planner
Scott Archer, Parks	KC Cooper, Public Involvement
Abraham Tayar ODOT	Vanessa Vissar TriMet
Bob Cochran, Dean CCC	John Replinger, Traffic
Wes Rogers, OCHS	
Seth Burmley, Planner ODOT	

MEETING PURPOSE – SELECT PREFERRED ALTERNATIVE

Review alternatives in consideration of project evaluation criteria and select Preferred Alternative.

AGENDA ITEMS

WEBSITE AND OUTREACH UPDATE (MARTIN)

- Review status of website and process for updating website.

BASELINE CONDITIONS UPDATE (JOHN & ANNEKE)

- John Replinger will provide update on traffic findings. Anneke will provide update on wetland reconnaissance.

CAULFIELD NEIGHBORHOOD MEETING SUMMARY (KELLY)

- Summary of Caulfield Neighborhood Association being held on April 28, 2015.

PARKS/SCHOOL DISTRICT SUMMARY (JOHN)

- Update on design at east end of project along Park and School District property.

ROUNDABOUT DESIGN (JAKE)

- Discuss implications of including a roundabout in alternatives

REVIEW EVALUATION CRITERIA (ANNEKE)

- Evaluation criteria were further refined to provide for opportunities of measureable differences. These will be reviewed with the group.

WORKING SESSION – SELECTING THE PREFERRED ALTERNATIVE (ALL)

- Review updated alternatives and alternatives map
- Assess alternatives in consideration of project evaluation criteria
- Select Preferred Alternative or determine what additional information or process is needed.

MATERIALS

- Workplan
- Evaluation Criteria Worksheet
- Typical Section
- Alternatives Maps

ACTION ITEMS / NEXT STEPS

- Further refine Preferred Alternative

Meyers Road Extension Alternatives (OREGON CITY)

PMT #3 Meeting Notes

City Hall, Commission Chambers, 625 Center Street, Oregon City

Thursday, April 30th, 2015

1:00 PM – 4:30PM

(Linking Education and the Community)





Attendees: Invitees:

John Lewis, City PM	Jake Johnston, Engineering
Kelly Moosbrugger, City Planner	Elizabeth Mros, Lead Planner
Martin Montalvo, City Operations Manager,	Anneke Van der Mast, Asst. Planner
Scott Archer, Parks	KC Cooper, Public Involvement
Abraham Tayar ODOT	Vanessa Vissar TriMet
Bob Cochran, Dean CCC	John Replinger, Traffic
Wes Rogers, School District	Dana Webb, Engineering (OC)
Seth Burmley, Planner ODOT	

MEETING PURPOSE – SELECT PREFERRED ALTERNATIVE

Review alternatives in consideration of project evaluation criteria and select Preferred Alternative.

AGENDA ITEMS

WEBSITE AND OUTREACH UPDATE (MARTIN)

- Website is ready to go live. KC will confer with Martin after the meeting on what items to load up. It should include the selection criteria and the roadway x-section. Other maps to be loaded when they are edited

BASELINE CONDITIONS UPDATE (JOHN & ANNEKE)

- John Replinger provided information on traffic/existing conditions

- John stated that it is ideal to keep the roads as narrow as we can to meet the needs identified. A dedicated westbound right-turn lane at the intersection of Meyers Rd and Highway 213 may be merited. Additional analysis will need to be performed to determine the configuration of the intersection. This would mean adding another lane onto Meyers at the intersection. John Replinger will review volumes to assess whether it's warranted. A fourth lane at the intersection of new Meyers Extension and Hwy 213 may have impacts.
- The most likely scenario is a stop sign at the extension of Kildeer Rd. at the intersection with Meyers.
- All intersections (5) currently meet city and ODOT performance standards.
- Intersection of Glen Oak/Hwy 213 does not appear to operate as well as predicted by the traffic operations analysis software. ODOT and the City are aware of this. Performance issues at this intersection cannot be addressed in this project process. The construction of Meyers Road, however, can be expected to have a positive impact on operations at Glen Oak/213. He will take into consideration the performance today when he develops future traffic volumes for Meyers Road.
- The City has determined that Loder Road will connect to High School Road. A typical section needs to be determined at a later date. The right of way would include part of the parking and ball field to the east. It would be a 60' collector with an off-set center alignment. Will need to look at how this will intersect with Meyers Road.

- Anneke summarized the Environmental baseline conditions
  - No fatal flaws. A field survey for wetlands found only small intermittent areas of potential wetlands along the possible roadway routes.
  - Look at moving alignment south into Keith property to avoid the adjacent wetland
  - Keep the corners of the park in the public right of way, no remnants
  - There is a grove of Oak Trees that is good habitat but not regulated located on the Berge property.
  - Some areas that were on the wetlands map appear to be dry. Could be due to the new drainage area that the school district put in place at the north end of High School Avenue.

CAULFIELD NEIGHBORHOOD MEETING SUMMARY (JOHN)

- The neighborhood is supportive of and eager for the project to move forward. There was discussion about the School Districts new plans. Attendance included one of the private property owners. The attendees were supportive of campus industrial development and somewhat concerned about bus traffic.

PARKS/SCHOOL DISTRICT SUMMARY (JOHN)

- Wes and John Replinger reported on the design of the school bus maintenance facility. The group looked at issues related to the east end of the project (near HS road). There was concern the typical roadway section in this area would encourage people to park on the north side and jaywalk to reach the park. In addition, parking adjacent to the bus facility could reduce visibility and create conflicts between buses and cars.
- **After much discussion the group concluded that the 7' parking lane on the north side of the new extension would be eliminated and that a 3' bike lane buffer would be added to the south side of the road.** This would shrink the right-of-way width down to 93'. Access to the park would still be maintained, the sight lines for buses entering/leaving the bus lot would be improved. A half-street section is being built as park off the school district's development and will define the east end of Meyers Road.

ROUNDABOUT DESIGN (JAKE/JOHN R)

- Discuss implications of including a roundabout in alternatives:
    - Roundabouts need to be designed to the largest vehicles expected. Meyers Road is designated for freight. The larger the roundabout, the straighter the lanes, therefore large roundabouts don't encourage drivers to slow down.
    - A 250' diameter roundabout takes about one acre of land. More property would need to be taken from Saunders - assuming the connection to CCC is Killdeer Rd.
    - Roundabouts work best when the traffic from all legs is about equal. That would probably not be the case for access to CCC.
    - There are often concerns about pedestrian safety at roundabouts because motorists are good about noticing pedestrians and cyclist when they are entering the roundabout, but not when they are exiting.
    - Knowing what the land use will be helps to determine volumes to determine if an intersection should be a roundabout, stop control (1, 2 or 4-way) or a signalized intersection.
    - During the A.M. peak, it is expected that approximately 115 cars heading north on Hwy 213 may turn on Meyers to connect to the new road to CCC.
    - John noted that a for the intersection of Meyers Road and the connector to CCC, a standard intersection with turn lanes and with stop-control for the connector to CCC would be a reasonable starting point for the evaluation. All-way stop-control, a roundabout or a signalized intersection could be evaluated depending on the performance of the first option.

WORKING SESSION – REVIEWING THE ALTERNATIVE (ALL)

- Reviewed updated alternatives and alternatives map: The north alignment (alt. 1) green, a middle alternative (alt. 2) red, and a south alignment (alt.3) black were presented. The three alternatives were studied by the group and the selection criteria were evaluated against each alternative.

- The group looked at how each alignment would be connected to an entrance to CCC. Some require more private property acquisition.
- BPA may require perpendicular entry across their corridor. This needs to be checked.
- South (black) alternative may stimulate a remnant swap between CCC and the Berge to have both properties front the new road. The CCC is willing to consider this. The property owner mentioned this as an option as well.
- The location of the shared use path on the north needs to be determined (related to CCC access. Engineering needs to look at the intersection at Hwy 213 to see how the path is placed there.
- Select Preferred Alternative or determine what additional information or process is needed.
- Middle alignment (red) would leave a remnant for Saunders, but it is under the BPA lines so land use options are limited—maybe parking or stormwater treatment.
- Consider using remnants for wetland mitigation. It won't be useful for habitat impacts though.
- Keeping the impact to the Oak forest habitat to one side is better than cutting through the middle.
- While all the alternatives would work, each have drawbacks related to the criteria. The PMT was polled for their preferences
    - Martin: Prefers middle (red) alignment
    - John: Prefers south (black) alignment
    - Bob: Red alignment, or Black alignment with land swap
    - Wes: Red alignment adjusted slightly south
    - Kelly: Red and black alignments – if we realign the middle alignment we'll need to check the curve off of Hwy. 213
    - No one preferred the northern alignment
- **The Group decided that it was worth looking at a 4th alternative—a hybrid of the middle and south alignments.** Jake will do a hybrid, and check curves, etc. to see how this would work and present to the group. BPA will need to be contacted as well to see if it is acceptable.
- Martin will consider adding an extra PMT meeting, or, sharing the information via email and getting further comment.
- KC and Martin will discuss meeting with the private property owners to walk through the alignments and discuss the consensus of the PMT.

MATERIALS

- Workplan
- Evaluation Criteria Worksheet
- Acreage worksheets
- Typical Section
- Alternatives Maps

ACTION ITEMS / NEXT STEPS

- KC/Martin to discuss webpage uploads
- Martin to identify date for open house for alignment alternatives

- Jake to check with BPA (start internally with Chris Webber) on entrance requirements into their corridor (skew, perpendicular…)
- Martin is to schedule a meeting with TriMet to determine their needs and requirements with the alternatives. Martin will invite TriMet to future PMT meetings.
- Jake to provide suggestions on location of multi-use path on the north side, from Hwy 213 west.
- Martin to determine if an additional PMT is useful in finalizing a preferred alternative and conduct a doodle poll. He will notify the group of next steps to a preferred alternative.
- Martin and KC will discuss property owner meeting process and timeline.
- John R. will work on developing future traffic volumes and work with Kelly on assumptions for industrial land use along Meyers Road.

APPENDIX B- TRAFFIC OPERATIONS TECHNICAL

APPENDIX

TRAFFIC ANALYSIS TECHNICAL REPORT

SYNCHRO WORKSHEETS

AM PEAK HOUR

- Loder Road & Beavercreek Road
- Glen Oak Road/Caufield Road & Highway 213
- Beavercreek Road & Glen Oak Road
- Meyers Road & Highway 213
- Beavercreek Road & Meyers Road
- Molalla Ave/CCC Entrance & Highway 213

PM PEAK HOUR

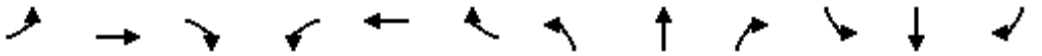
- Loder Road & Beavercreek Road
- Glen Oak Road/Caufield Road & Highway 213
- Beavercreek Road & Glen Oak Road
- Meyers Road & Highway 213
- Beavercreek Road & Meyers Road
- Molalla Ave/CCC Entrance & Highway 213



Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	7	35	10	687	920	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	38	11	747	1000	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1771	1003	1005			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1771	1003	1005			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	87	98			
cM capacity (veh/h)	90	294	689			

Direction, Lane #	WB 1	SE 1	NW 1
Volume Total	46	758	1005
Volume Left	8	11	0
Volume Right	38	0	5
cSH	213	689	1700
Volume to Capacity	0.21	0.02	0.59
Queue Length 95th (ft)	20	1	0
Control Delay (s)	26.4	0.4	0.0
Lane LOS	D	A	
Approach Delay (s)	26.4	0.4	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	12	6	15	2	296	1	848	15	161	378	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.98			1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1676			1819	1599	1357	1806		1805	1831	
Flt Permitted		0.79			0.82	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1373			1552	1599	1357	1806		1805	1831	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	13	6	16	2	312	1	893	16	169	398	17
RTOR Reduction (vph)	0	4	0	0	0	276	0	0	0	0	1	0
Lane Group Flow (vph)	0	50	0	0	18	36	1	909	0	169	414	0
Heavy Vehicles (%)	4%	0%	50%	0%	0%	1%	33%	5%	0%	0%	3%	6%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		10.2			10.2	10.2	0.8	80.9		19.4	99.5	
Effective Green, g (s)		10.7			10.7	10.7	0.8	82.9		19.4	101.5	
Actuated g/C Ratio		0.09			0.09	0.09	0.01	0.66		0.16	0.81	
Clearance Time (s)		4.5			4.5	4.5	4.0	6.0		4.0	6.0	
Vehicle Extension (s)		2.5			2.5	2.5	2.3	4.5		2.3	4.5	
Lane Grp Cap (vph)		118			133	137	9	1198		280	1487	
v/s Ratio Prot							0.00	c0.50		c0.09	0.23	
v/s Ratio Perm		c0.04			0.01	0.02						
v/c Ratio		0.43			0.14	0.26	0.11	0.76		0.60	0.28	
Uniform Delay, d1		54.2			52.9	53.5	61.7	14.3		49.2	2.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8			0.3	0.7	3.2	4.5		2.9	0.5	
Delay (s)		56.0			53.2	54.2	64.9	18.8		52.1	3.3	
Level of Service		E			D	D	E	B		D	A	
Approach Delay (s)		56.0			54.1			18.8			17.4	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM Average Control Delay	25.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

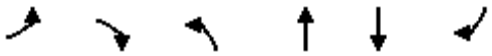
c Critical Lane Group



Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	153	30	51	671	82	41
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	161	32	54	706	86	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			193		991	177
vC1, stage 1 conf vol					177	
vC2, stage 2 conf vol					814	
vCu, unblocked vol			193		991	177
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		78	95
cM capacity (veh/h)			1393		401	861

Direction, Lane #	SE 1	NW 1	NW 2	NE 1	NE 2
Volume Total	193	54	706	86	43
Volume Left	0	54	0	86	0
Volume Right	32	0	0	0	43
cSH	1700	1393	1700	401	861
Volume to Capacity	0.11	0.04	0.42	0.22	0.05
Queue Length 95th (ft)	0	3	0	20	4
Control Delay (s)	0.0	7.7	0.0	16.4	9.4
Lane LOS		A		C	A
Approach Delay (s)	0.0	0.5		14.1	
Approach LOS				B	

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	231	198	147	1035	373	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1570	1787	1845	3505	1555
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1570	1787	1845	3505	1555
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	233	200	148	1045	377	69
RTOR Reduction (vph)	0	165	0	0	0	32
Lane Group Flow (vph)	233	35	148	1045	377	37
Confl. Peds. (#/hr)	6	4	3			3
Heavy Vehicles (%)	0%	1%	1%	3%	3%	1%
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	14.1	14.1	11.0	57.9	42.9	42.9
Effective Green, g (s)	14.1	14.1	11.0	57.9	42.9	42.9
Actuated g/C Ratio	0.18	0.18	0.14	0.72	0.54	0.54
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	318	277	246	1335	1880	834
v/s Ratio Prot	c0.13		0.08	c0.57	0.11	
v/s Ratio Perm		0.02				0.02
v/c Ratio	0.73	0.13	0.60	0.78	0.20	0.04
Uniform Delay, d1	31.2	27.8	32.4	7.0	9.6	8.8
Progression Factor	1.00	1.00	1.00	1.00	0.31	0.00
Incremental Delay, d2	8.4	0.2	4.1	4.6	0.2	0.1
Delay (s)	39.6	28.0	36.5	11.7	3.2	0.1
Level of Service	D	C	D	B	A	A
Approach Delay (s)	34.2			14.8	2.7	
Approach LOS	C			B	A	

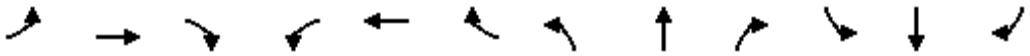
Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	158	173	117	636	289	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1731		1770	1863	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1731		1770	1863	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	172	188	127	691	314	27
RTOR Reduction (vph)	49	0	0	0	0	19
Lane Group Flow (vph)	311	0	127	691	314	8
Turn Type			Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	31.0		12.0	47.0	25.0	25.0
Effective Green, g (s)	31.0		12.0	47.0	25.0	25.0
Actuated g/C Ratio	0.39		0.15	0.59	0.31	0.31
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	671		266	1095	553	495
v/s Ratio Prot	0.18		0.07	c0.37	c0.18	
v/s Ratio Perm						0.01
v/c Ratio	0.46		0.48	0.63	0.57	0.02
Uniform Delay, d1	18.3		31.1	10.8	23.0	19.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3		6.0	2.8	4.2	0.1
Delay (s)	20.6		37.2	13.6	27.2	19.1
Level of Service	C		D	B	C	B
Approach Delay (s)	20.6			17.2	26.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	148	115	18	48	31	240	960	115	182	331	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3386	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3386	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	161	125	20	52	34	261	1043	125	198	360	146
RTOR Reduction (vph)	0	0	95	0	0	27	0	0	72	0	55	0
Lane Group Flow (vph)	95	161	30	20	52	7	261	1043	53	198	451	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	7.0	19.0	19.0	4.0	16.0	16.0	20.0	29.0	29.0	12.0	21.0	
Effective Green, g (s)	7.0	19.0	19.0	4.0	16.0	16.0	20.0	29.0	29.0	12.0	21.0	
Actuated g/C Ratio	0.09	0.24	0.24	0.05	0.20	0.20	0.25	0.36	0.36	0.15	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	155	442	376	89	373	317	443	1283	574	266	889	
v/s Ratio Prot	c0.05	c0.09		0.01	0.03		0.15	c0.29		c0.11	0.13	
v/s Ratio Perm			0.02			0.00			0.03			
v/c Ratio	0.61	0.36	0.08	0.22	0.14	0.02	0.59	0.81	0.09	0.74	0.51	
Uniform Delay, d1	35.2	25.5	23.7	36.5	26.3	25.7	26.4	23.0	16.8	32.5	25.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.69	1.00	1.00	
Incremental Delay, d2	16.8	2.3	0.4	5.8	0.8	0.1	4.1	4.2	0.2	17.1	2.1	
Delay (s)	52.0	27.8	24.1	42.3	27.1	25.8	28.2	25.2	11.9	49.7	27.2	
Level of Service	D	C	C	D	C	C	C	C	B	D	C	
Approach Delay (s)		32.6			29.6			24.6			33.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	4	18	37	1041	424	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	20	40	1132	461	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1676	464	467			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1676	464	467			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	96			
cM capacity (veh/h)	101	598	1094			

Direction, Lane #	WB 1	SE 1	NW 1
Volume Total	24	1172	467
Volume Left	4	40	0
Volume Right	20	0	7
cSH	315	1094	1700
Volume to Capacity	0.08	0.04	0.27
Queue Length 95th (ft)	6	3	0
Control Delay (s)	17.3	1.2	0.0
Lane LOS	C	A	
Approach Delay (s)	17.3	1.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	0	4	18	3	189	3	538	45	165	1030	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.98			1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.96			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1616			1821	1599	1357	1795		1805	1831	
Flt Permitted		0.74			0.80	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1249			1525	1599	1357	1795		1805	1831	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	0	4	19	3	199	3	566	47	174	1084	47
RTOR Reduction (vph)	0	4	0	0	0	185	0	2	0	0	1	0
Lane Group Flow (vph)	0	24	0	0	22	14	3	611	0	174	1130	0
Heavy Vehicles (%)	4%	0%	50%	0%	0%	1%	33%	5%	0%	0%	3%	6%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		8.2			8.2	8.2	0.8	82.7		19.6	101.5	
Effective Green, g (s)		8.7			8.7	8.7	0.8	84.7		19.6	103.5	
Actuated g/C Ratio		0.07			0.07	0.07	0.01	0.68		0.16	0.83	
Clearance Time (s)		4.5			4.5	4.5	4.0	6.0		4.0	6.0	
Vehicle Extension (s)		2.5			2.5	2.5	2.3	4.5		2.3	4.5	
Lane Grp Cap (vph)		87			106	111	9	1216		283	1516	
v/s Ratio Prot							0.00	0.34		c0.10	c0.62	
v/s Ratio Perm		c0.02			0.01	0.01						
v/c Ratio		0.28			0.21	0.12	0.33	0.50		0.61	0.75	
Uniform Delay, d1		55.2			54.9	54.6	61.8	9.9		49.2	4.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.7	0.4	12.3	1.5		3.1	3.4	
Delay (s)		56.5			55.6	54.9	74.1	11.3		52.3	8.2	
Level of Service		E			E	D	E	B		D	A	
Approach Delay (s)		56.5			55.0			11.6			14.1	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

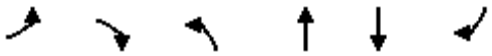
c Critical Lane Group



Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	685	155	19	267	64	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	721	163	20	281	67	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			884		1124	803
vC1, stage 1 conf vol					803	
vC2, stage 2 conf vol					321	
vCu, unblocked vol			884		1124	803
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		83	95
cM capacity (veh/h)			774		405	381

Direction, Lane #	SE 1	NW 1	NW 2	NE 1	NE 2
Volume Total	884	20	281	67	19
Volume Left	0	20	0	67	0
Volume Right	163	0	0	0	19
cSH	1700	774	1700	405	381
Volume to Capacity	0.52	0.03	0.17	0.17	0.05
Queue Length 95th (ft)	0	2	0	15	4
Control Delay (s)	0.0	9.8	0.0	15.7	15.0
Lane LOS		A		C	B
Approach Delay (s)	0.0	0.6		15.5	
Approach LOS				C	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	194	262	150	634	1063	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1568	1787	1845	3505	1552
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1568	1787	1845	3505	1552
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	196	265	152	640	1074	207
RTOR Reduction (vph)	0	223	0	0	0	95
Lane Group Flow (vph)	196	42	152	640	1074	112
Confl. Peds. (#/hr)	6	4	3			3
Heavy Vehicles (%)	0%	1%	1%	3%	3%	1%
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	15.9	15.9	18.0	76.1	54.1	54.1
Effective Green, g (s)	15.9	15.9	18.0	76.1	54.1	54.1
Actuated g/C Ratio	0.16	0.16	0.18	0.76	0.54	0.54
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	287	249	322	1404	1896	840
v/s Ratio Prot	c0.11		0.09	c0.35	c0.31	
v/s Ratio Perm		0.03				0.07
v/c Ratio	0.68	0.17	0.47	0.46	0.57	0.13
Uniform Delay, d1	39.7	36.3	36.7	4.4	15.2	11.4
Progression Factor	1.00	1.00	1.00	1.00	0.29	0.07
Incremental Delay, d2	6.6	0.3	1.1	1.1	0.7	0.2
Delay (s)	46.2	36.7	37.8	5.4	5.1	1.0
Level of Service	D	D	D	A	A	A
Approach Delay (s)	40.7			11.7	4.4	
Approach LOS	D			B	A	

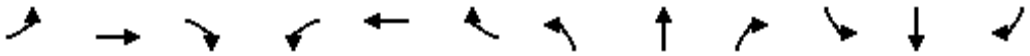
Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	826	143	46	285	139	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1826		1770	1863	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1826		1770	1863	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	898	155	50	310	151	15
RTOR Reduction (vph)	8	0	0	0	0	12
Lane Group Flow (vph)	1045	0	50	310	151	3
Turn Type			Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	48.0		4.0	56.0	16.0	16.0
Effective Green, g (s)	48.0		4.0	56.0	16.0	16.0
Actuated g/C Ratio	0.60		0.05	0.70	0.20	0.20
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	1096		89	1304	354	317
v/s Ratio Prot	c0.57		c0.03	0.17	c0.09	
v/s Ratio Perm						0.00
v/c Ratio	0.95		0.56	0.24	0.43	0.01
Uniform Delay, d1	15.0		37.1	4.3	28.0	25.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	18.1		23.2	0.4	3.7	0.1
Delay (s)	33.1		60.3	4.7	31.7	25.7
Level of Service	C		E	A	C	C
Approach Delay (s)	33.1			12.5	31.2	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	28.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	76	457	75	119	264	284	486	61	109	802	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3445	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3445	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	83	497	82	129	287	309	528	66	118	872	189
RTOR Reduction (vph)	0	0	358	0	0	241	0	0	37	0	18	0
Lane Group Flow (vph)	138	83	139	82	129	46	309	528	29	118	1043	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	11.0	20.0	20.0	7.0	16.0	16.0	22.0	44.0	44.0	13.0	35.0	
Effective Green, g (s)	11.0	20.0	20.0	7.0	16.0	16.0	22.0	44.0	44.0	13.0	35.0	
Actuated g/C Ratio	0.11	0.20	0.20	0.07	0.16	0.16	0.22	0.44	0.44	0.13	0.35	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	195	373	317	124	298	253	389	1557	697	230	1206	
v/s Ratio Prot	c0.08	0.04		c0.05	0.07		c0.17	0.15		0.07	c0.30	
v/s Ratio Perm			c0.09			0.03			0.02			
v/c Ratio	0.71	0.22	0.44	0.66	0.43	0.18	0.79	0.34	0.04	0.51	0.86	
Uniform Delay, d1	42.9	33.5	35.1	45.3	37.9	36.3	36.9	18.4	16.0	40.5	30.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.80	0.71	1.00	1.00	
Incremental Delay, d2	19.5	1.4	4.4	24.4	4.5	1.6	14.2	0.5	0.1	8.0	8.4	
Delay (s)	62.4	34.9	39.5	69.8	42.4	37.9	45.9	15.4	11.4	48.5	38.7	
Level of Service	E	C	D	E	D	D	D	B	B	D	D	
Approach Delay (s)		43.3			44.3			25.5			39.7	
Approach LOS		D			D			C			D	

Intersection Summary					
HCM Average Control Delay	37.3	HCM Level of Service		D	
HCM Volume to Capacity ratio	0.76				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		16.0	
Intersection Capacity Utilization	70.2%	ICU Level of Service		C	
Analysis Period (min)	15				

c Critical Lane Group

DRAFT MEYERS ROAD ALTERNATIVES ANALYSIS MEMORANDUM





Prepared for

City of Oregon City
625 Center Street
Oregon City, Oregon 97045

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

JUNE 2015

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INTRODUCTION

This memorandum reviews the preferred alternative for extending Meyers Road to connect Highway 213 and High School Road in Oregon City. In addition, this memorandum summarizes the process for developing the preferred alternative including assessing different alternatives, the criteria used to determine the preferred alternative for making the connection, and the traffic considerations guiding the development of the alternative and preferred alternative. The alternatives assessment is divided into the following sections:

- Summary of Project Management Team meetings and information gathering from stakeholders.
- Key Considerations: This section provides a matrix with key considerations, by topic, to help inform the conceptual alternatives development process.
- Alternatives Development and Analysis: This section reviews the development of the three preliminary alternatives and the development of the hybrid/preferred alternative.
- Preferred Alternative Assessment: This section assesses the advantages of the preferred alternative relative to the project criteria, environmental issues, transportation issues, engineering issues and anticipated cost.

PROJECT MANAGEMENT TEAM MEETINGS AND PROCESS

Oregon City convened a Meyers Road Extension Project Management Team (PMT) which included: participants from three Oregon City departments (Public Works, Planning, and Parks); the Oregon Department of Transportation; the Clackamas Community College (CCC); Oregon City School District (OCSD), and the consultant team to guide the development of the project to reflect the needs of the key stakeholders. Minutes from the PMT meetings are included in Appendix A of this document.

- PMT #1 March 12, 2015: the PMT confirmed existing conditions and constraints, and weighed in on project screening criteria for alternatives that would be used to assess alternatives.
- PMT #2 April 9, 2015: The PMT reviewed the findings from stakeholder interviews with adjacent property owners, reviewed and finalized project screening criteria with minor edits; reviewed preliminary road design and discussed the desire for a 30-mile-per-hour design for curves in the extension, and the need to adequately provide bike and pedestrian facilities for students and people wanting to reach the park and other destinations.

- PMT #3 April 30,2015: The team discussed input from the Caulfield neighborhood meeting, a preferred Loder Road connection to Meyers Road, and the implications of a roundabout connection to inform design decisions. In addition, the PMT reviewed three preliminary alternative alignments, preliminary cross section treatments, and discussed how well they met the project screening criteria. The PMT discussed the need for more traffic analysis to understand the implications of adding right turn lane at Meyers Road and Highway 213. After review, the PMT provided direction to create a new, hybrid alternative with a new cross section as a preferred alternative. The features of the preferred alternative are discussed below.

In addition to the PMT meetings, the City engaged the Caufield Neighborhood Association, the Oregon City Transportation Advisory Committee (TAC), TriMet, and the adjacent property owners to get feedback on road design and alignments. In general, the Caufield Neighborhood was supportive of the connection with a concern about additional residential development impacting traffic. They were also supportive of having Loder Road connect to High School Road rather than directly into the Meyers Road extension. The project was discussed at the TAC on 4/22/15 and 5/19/15. (See Appendix A.) The TAC was generally supportive, but had questions about the best treatment for connecting to Loder Road and providing bicycle facilities. Property owners were generally supportive with concerns about each having direct access to the new roadway and not having their properties divided into small remnants that would be difficult to develop. Minutes and summaries from the property owner interviews are saved in Appendix B.

KEY CONSIDERATIONS

DESIGN CONSIDERATIONS SUMMARY MATRIX

The project design team developed three potential alignments based on design considerations included in the table below; engineering functionality and safety; discussions with the Meyers Road Project Management Team (PMT), adjacent property owners, and City conversations with the neighborhood association; and the alternative screening criteria developed by the consultant and refined by the PMT (see next section). The PMT asked that the roadway be designed for a 30-mile per hour travel speed for safety.

Table 1 summarizes the design considerations applied when developing alternatives based on existing conditions.

Table 1. Key Design Considerations

Topic	Description	Key Considerations
Transportation Facilities - Oregon City TSP & RTP		
Road Classification/Cross Section	• Meyers Road – Industrial Arterial • Loder Road – Industrial Collector • Both roads planned local truck routes	• Cross section standards
Alignment Location	• Varies from TSP, RTP, CCC Plan, OCSD	• Consistency across plans
Intersections	• Planned roundabout Meyers and Loder Road	• Intersection type and use of road
Bike/Ped Connections	• Planned shared use path along Loder Road • Park trail facilities connections • CCC trail connections	• Trail connectivity and crossings.
Transit	• Future transit facilities as part of CCC	• Potential for future transit access and stops
Land Use		
Zoning	• Most of area is zoned campus industrial. CCC and Park are institutional. Adjacent residential zoning of varying densities.	• Parcel fragmentation and future development potential of parcels for larger uses.
Comprehensive Plan	• Mostly consistent with zoning except high school area is designated public/semipublic.	• Parcel fragmentation and future development potential of parcels for economic development.
CCC Master Plan	• The concept plan establishes a framework for future development, and focuses on infrastructure. The concept plan extends through 2020. • Adopted by Oregon City in 2008 (Section 17.65.050 of development code)	• Meyers Road proposed extension alignment. • Parking access • Stormwater improvements • Future transit center • Vehicular circulation route • Master Plan boundary
OCSD Transportation and Maintenance Facility	• Proposed facility on the school district property. • Development application submitted	• Cross section and alignment consistency with other plans. • Development timing • Bus accommodations
Glen Oak Park	• Approximately 9 acre park planned.	• Meyers road alignment and master plan coordination • Pedestrian and bicycle connections coordination
Powerline	• BPA corridor runs through project area with powerlines, towers, and easements.	• Easement issues? • Tower placement.

Topic	Description	Key Considerations
Environmental		
Wetlands	A string of wetlands runs diagonal northwest to southeast through site.	• Impacts to wetlands will likely require JPA. Impacts to buffer regulated under NROD. Both require mitigation.
Streams	According to FEMA maps, no floodplains associated with streams in project area.	• Impacts to any water resource buffers are regulated under NROD and may require mitigation.
Habitat/Species	Trees and wetlands likely provide habitat and wildlife corridors and connectivity.	• Data still being collected on species in project area.
Floodplain	No FEMA mapped floodplains	• None.
Hazmat	Permitted hazmat generator sites and underground storage tanks in project vicinity.	• None at this phase of project. Future project phases should conduct detailed hazmat survey.
Geologic	No areas of concern according to OC webmaps.	• None at this phase of project.

Notes: RTP refers to the Portland metropolitan region's Regional Transportation Plan created by Metro, TSP refers to the Oregon City Transportation System Plan. NROD refers to the Natural Resources Overlay District in the Oregon City Zoning Code which is provides code requirements on environmental resources protection consistent with regional, state, and federal regulations.

ALTERNATIVE SCREENING CRITERIA

In addition to the key design considerations and engineering functionality and safety, as discussed above the consultant developed screening criteria to compare how well each of the alternatives met the needs of the project. The eleven screening criteria were taken into consideration when developing the preliminary alternatives. The alternatives were also reviewed for how well they met these criteria by the consultant team and the PMT. (See Appendix C for screening criteria table and Appendix A for summary of PMT meeting #3.)

SCREENING CRITERIA

- Consistent with current regional plans (TSP, RTP, School District, Parks, CCC Masterplan)
- Meet street functional classification requirements
- Provide options for connecting to (future) Loder Road extension.
- Maximize multimodal opportunities
- Design maximizes safety for all modes
- Be cost effective
- Provide access to (future) park
- Optimize access to adjacent properties
- Minimize environmental impacts (generally measured by acres of impacts)
- Consider the objectives of all stakeholders
- Maximize developable land and minimize land remnants

ALTERNATIVES

THREE PRELIMINARY ALTERNATIVES

Three alternatives were developed based on the alignments shown on the adopted plans (Transportation System Plan, Regional Transportation Plan, and CCC Master Plan), the need to seamlessly connect Meyers Road to the roadway extension being designed south of the new bus facility, a 30 mile per hour speed limit design, and the Industrial Arterial road design standard. In addition, although the TSP describes Meyers Road as a five-lane arterial, the cross sections were designed with three lanes as the additional two lanes are not necessary to meet capacity needs. In addition, a narrower footprint would have less property impacts.

The three preliminary alternatives and the Preferred Alternative are shown on Figure 1. The typical cross section for the preliminary alternatives is shown on Figure 2.

SIMILAR OVERALL PERFORMANCE FOR THREE PRELIMINARY ALTERNATIVES

With the same typical cross section and comparable alignments, each of the three preliminary alternatives did a similar job of meeting most of the screening criteria. (A table discussing each criterion for each alternative was presented and discussed at PMT #3. It is included in Appendix C.)

The differences in how they performed were minor. The North Alternative (Green) scored slightly better than the other two in maximizing multimodal opportunities, because it had more direct access to existing trails and the CCC. It was also slightly more cost-effective when the new roadway connection to Kildeer Road at CCC was taken into account (as the connector would be shorter). (Overall, roadway costs were very similar, except for the extension to CCC.) Also, none of the alternatives were anticipated to induce traffic impacts that would violate the City standards.

Access from adjacent properties to Meyers Road was slightly better for the Middle (Red) and South (Black) alternatives, because they provided direct access for the Berg property, while the North (Green) alternative did not.

All three preliminary alternatives appeared to have very minimal and similar impacts to wetlands, as the field survey found only small intermittent wetlands along any of the possible routes. The North Alternative (Green) performed slightly better in regards to completely avoiding two sensitive areas that are not regulated (oak woodland and fir forest), while the other two would have some impact to these areas.

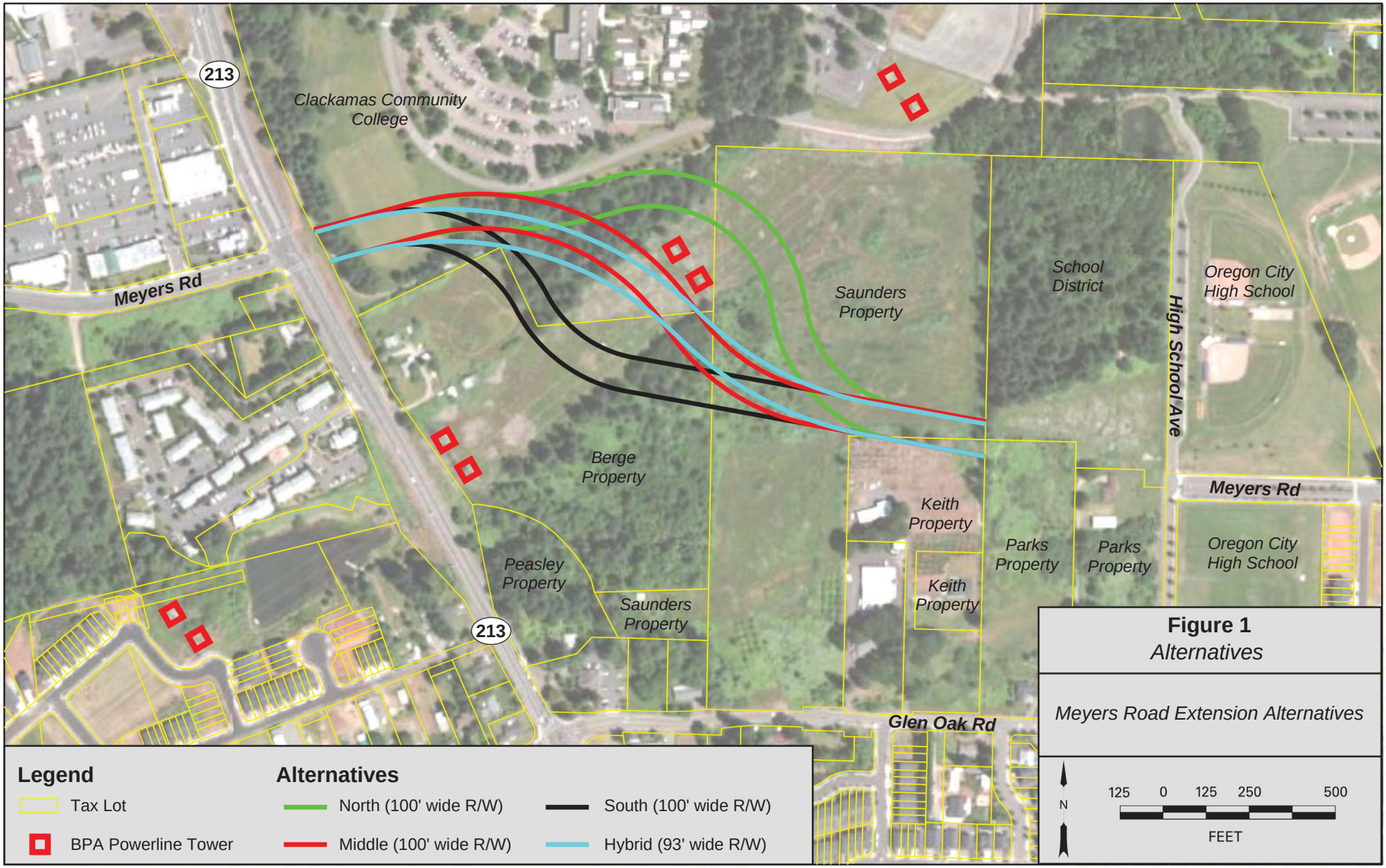


Figure 1
Alternatives

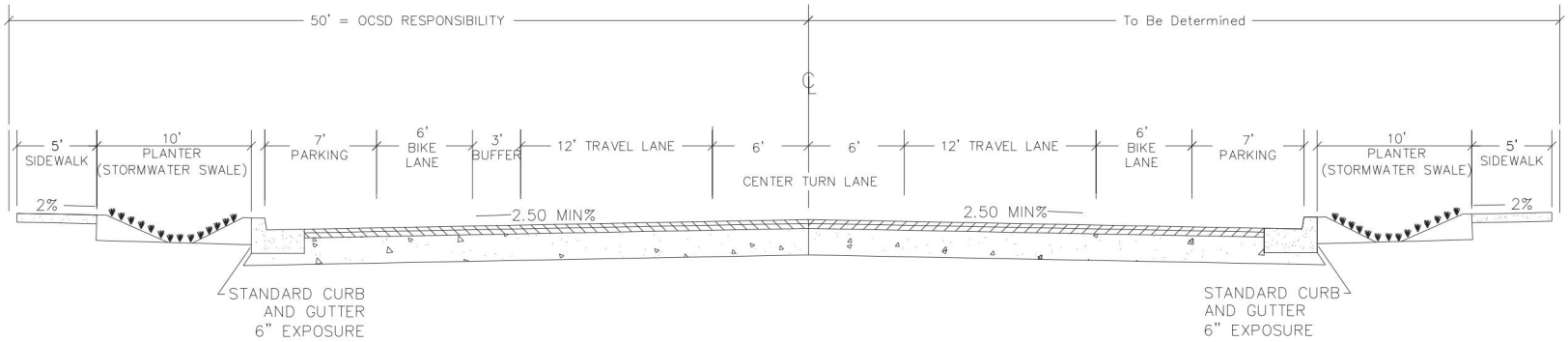
Meyers Road Extension Alternatives

CITY OF OREGON CITY

MEYERS ROAD EXTENSION ALTERNATIVES

Meyers Road Typical Section - Draft

4/28/2015



Meyers Extension

Oregon City School District Conditions of Approval

(Looking East)

Figure 2
Typical Cross Section for Preliminary Alternatives

Meyers Road Extension Alternatives
North Alternative

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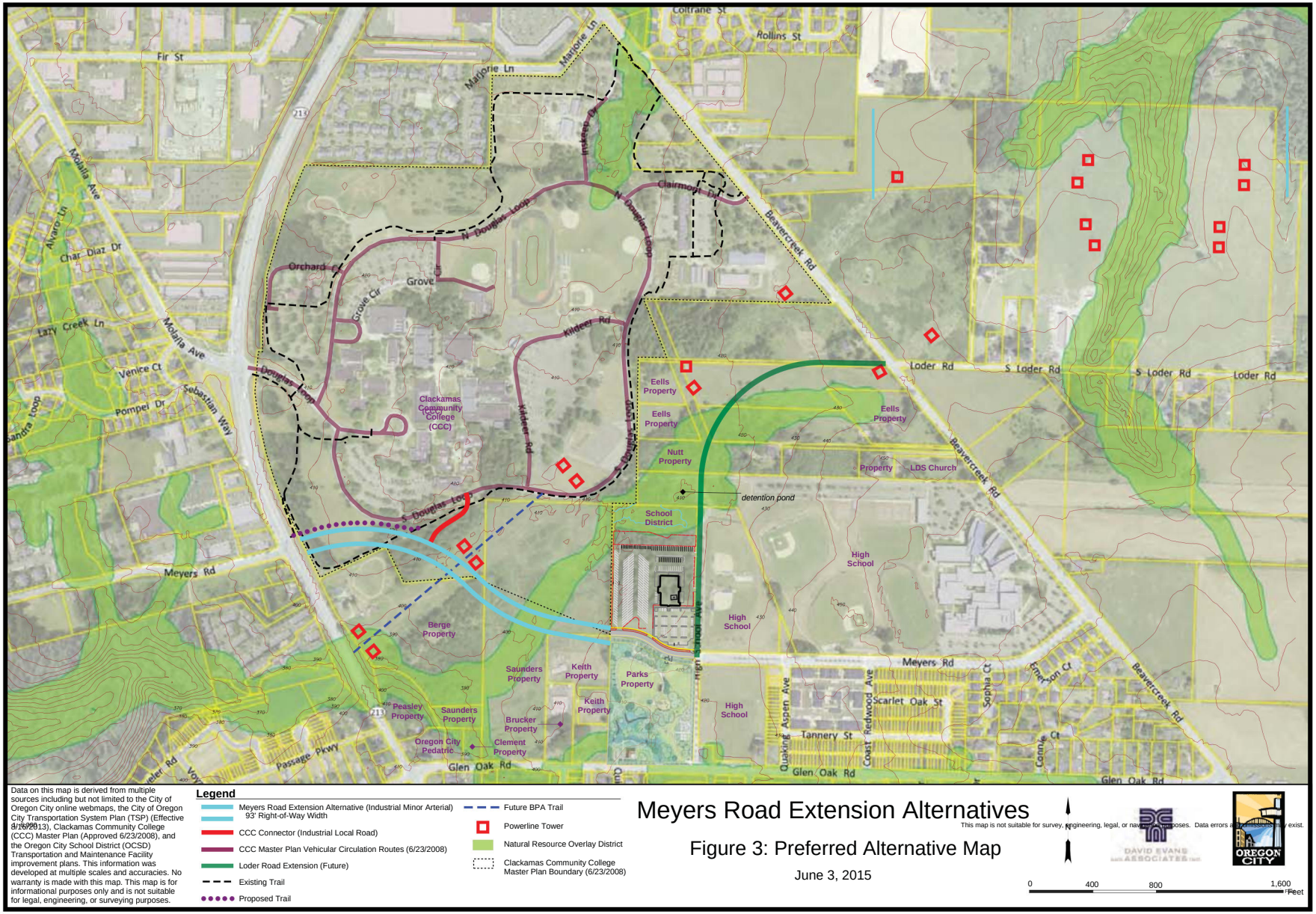
THE HYBRID/PREFERRED ALTERNATIVE

While the PMT agreed that the three preliminary alternatives all met the screening criteria fairly well, the team developed a hybrid alternative at the PMT #3 meeting that optimized the alternatives while meeting the project purpose.

The hybrid/preferred alternative is most similar to the Middle Alternative (Red). However, the alignment has flatter curves, and the cross-section is narrowed to 94 feet of right-of-way with parking removed from the north side of Meyers Road. (See Figure 3: Preferred Alternative.)

The narrower cross-section was developed to meet the needs of the stakeholders while reducing property and environmental impacts, allowing for improved trail connections, and improving safety for pedestrians and access to the future park. Removing parking on the north side the Meyers Road extension will discourage jaywalking to and from the new park (a major pedestrian destination). The narrower and redesigned alignment would optimize the size and configuration of parcel remainders.

The hybrid alternative alignment will tie into CCC at South Douglas Loop rather than Kildeer Road; allow for an excellent new trail connection on the north side of the new Meyers Road extension on the west end; and could allow for a proposed trail connection through the BPA Powerline easement to better connect CCC and the existing trail system with Highway 213 south of the Meyers Road intersection furthering multimodal plans for the area. In addition, the alignment was designed to provide 50 feet of distance between the roadway alignment and the BPA towers running through the project area to avoid any potential conflicts.



Data on this map is derived from multiple sources including but not limited to the City of Oregon City online webmaps, the City of Oregon City Transportation System Plan (TSP) (Effective 1/16/2013), Clackamas Community College (CCC) Master Plan (Approved 6/23/2008), and the Oregon City School District (OCSD) Transportation and Maintenance Facility improvement plans. This information was developed at multiple scales and accuracies. No warranty is made with this map. This map is for informational purposes only and is not suitable for legal, engineering, or surveying purposes.

Legend

- Meyers Road Extension Alternative (Industrial Minor Arterial) 93' Right-of-Way Width
- CCC Connector (Industrial Local Road)
- CCC Master Plan Vehicular Circulation Routes (6/23/2008)
- Loder Road Extension (Future)
- Existing Trail
- Proposed Trail
- Future BPA Trail
- Powerline Tower
- Natural Resource Overlay District
- Clackamas Community College Master Plan Boundary (6/23/2008)

Meyers Road Extension Alternatives

Figure 3: Preferred Alternative Map

June 3, 2015

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

DAVID EVANS and ASSOCIATES INC.

OREGON CITY

0 400 800 1,600 Feet

A comparison of the property effects for the alternatives is included in Table 2, below. The table shows the approximate acreage required for right-of-way and the size of remaining parcel remnants. It shows how many parcels remaining are smaller than 5 acres for each alternative, as well. Figures 5-8 also show the property effects of the three preliminary alternatives and the Preferred Alternative. The Preferred Alternative requires the least amount of acreage for right-of-way, and creates similar sized remnants as the Middle Alternative (Red).

Table 2: **Potential Property Effects Comparison**

Potential Impacts	Preliminary Alternatives						Hybrid/Preferred Alternative	
	North Alternative (Green)		Middle Alternative (Red)		South Alternative(Black)		Preferred Alternative(Blue)	
	Acres (Approx.)	Owner	Acres (Approx.)	Owner	Acres (Approx.)	Owner	Acres (Approx.)	Owner
Right-of-way needs	2.7	CCC	2.6	CCC	1.5	CCC	2.4	CCC
	2.4	Saunders	0.4	Berg	1.5	Berg	0.3	Berg
	0.2	Keith	1.8	Saunders	1.7	Saunders	1.6	Saunders
			0.2	Keith	0.2	Keith	0.2	Keith
Total	**5.3 acres**	**3 owners**	**5.0 acres**	**4 owners**	**4.9 acres**	**4 owners**	**4.5 acres**	**4 owners**
Property Remnants	5.4	CCC	3.1	CCC	1.1	CCC	2.4	CCC
	9.9	Saunders	>0.1	Berg	1.1	Berg	>0.1	Berg
	10.2	Saunders	14.2	Berg	12	Berg	14.2	Berg
	4.1	Keith	12.8	Saunders	13.1	Saunders	12.7	Saunders
			7.9	Saunders	7.7	Saunders	8.1	Saunders
			4.1	Keith	4.1	Keith	4.1	Keith
Remants under 5 acres	**1**	**Keith (1)**	**3**	**CCC (1), Berg (1), Keith (1)**	**3**	**CCC (1), Berg (1), Keith (1)**	**3**	**CCC (1), Berg (1), Keith (1)**

Notes: Pink indicates remnants smaller than five acres. Property impacts from a connecting roadway to CCC were not included in these calculations. Additional right-of-way needs for the connection would vary by alternative with the most land needed for the middle and south alignment connection.

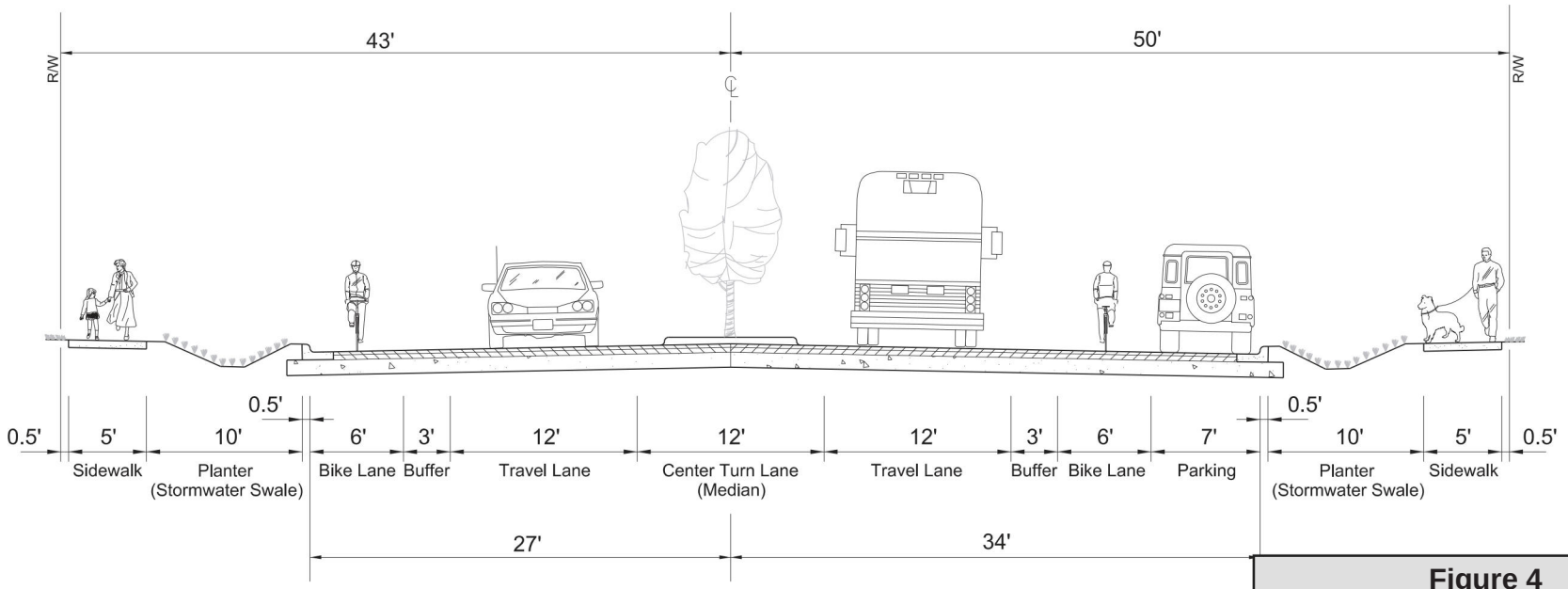
In addition, the team reviewed impacts to habitat for the alternatives based on the research and reconnaissance discussed in the Baseline Conditions. As shown in Figure 9, all three had very limited, and very similar impacts to wetlands. However, as mentioned above, the North Alternative (Green) avoided impacts to two sensitive areas (oak woodland and fir forest) which although not regulated do provide habitat advantages.

CITY OF OREGON CITY

MEYERS ROAD EXTENSION ALTERNATIVES

Meyers Road Typical Section - Draft

5/6/2015



LOOKING EAST - OR 213 to HIGH SCHOOL AVENUE

Figure 4
Preferred Alternative
Cross Section

Meyers Road Extension Alternatives
North Alternative

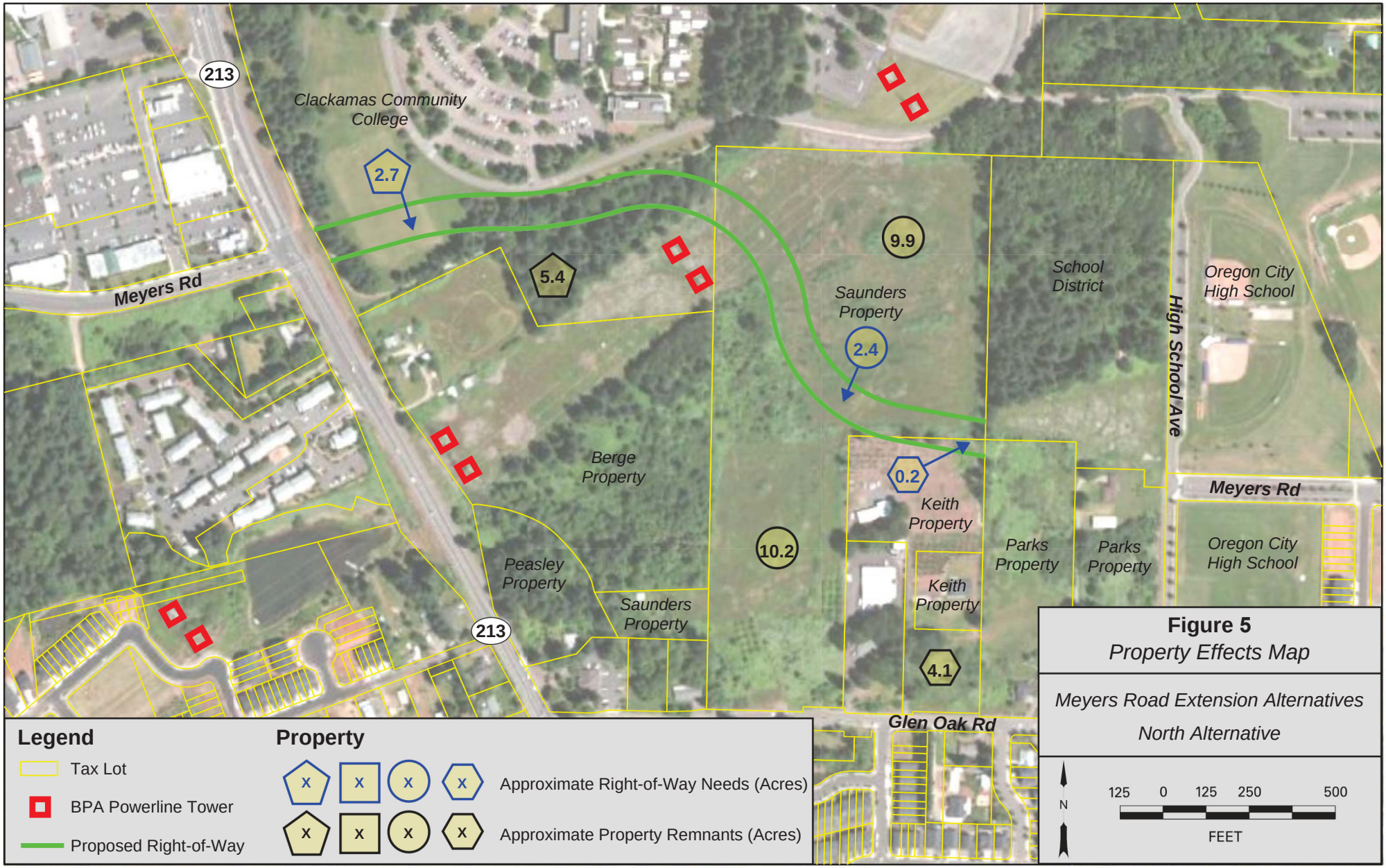
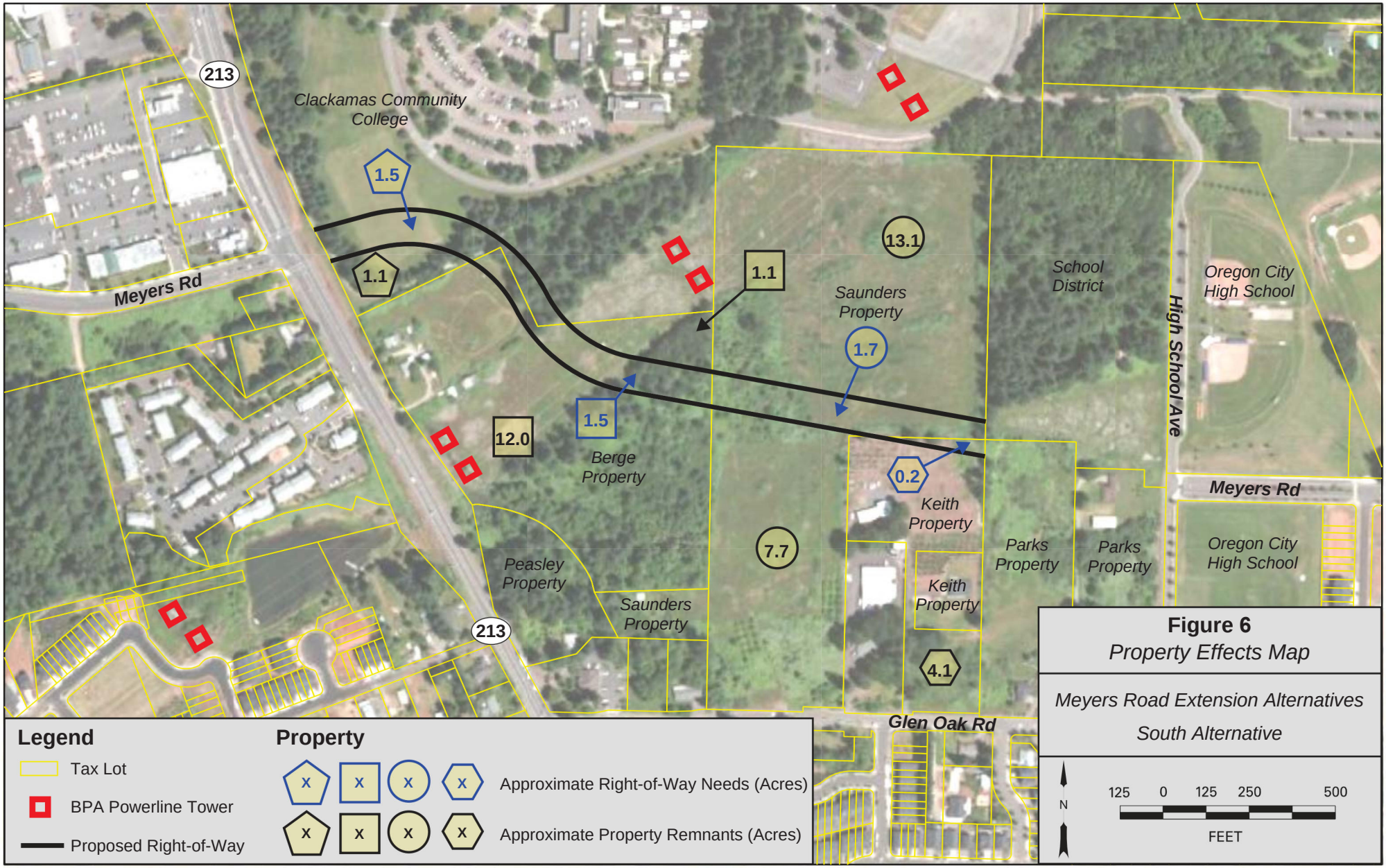


Figure 5
Property Effects Map

Meyers Road Extension Alternatives
North Alternative


213
Clackamas Community College
1.5
1.1
Meyers Rd
1.1
13.1
Saunders Property
School District
Oregon City High School
High School Ave
1.7
1.5
12.0
Berge Property
0.2
Keith Property
Meyers Rd
7.7
Parks Property
Parks Property
Oregon City High School
Peasley Property
Saunders Property
Keith Property
213
4.1
Glen Oak Rd
Legend
Tax Lot
BPA Powerline Tower
Proposed Right-of-Way
Property
Approximate Right-of-Way Needs (Acres)
Approximate Property Remnants (Acres)
Figure 6
Property Effects Map
Meyers Road Extension Alternatives
South Alternative
N
125 0 125 250 500
FEET

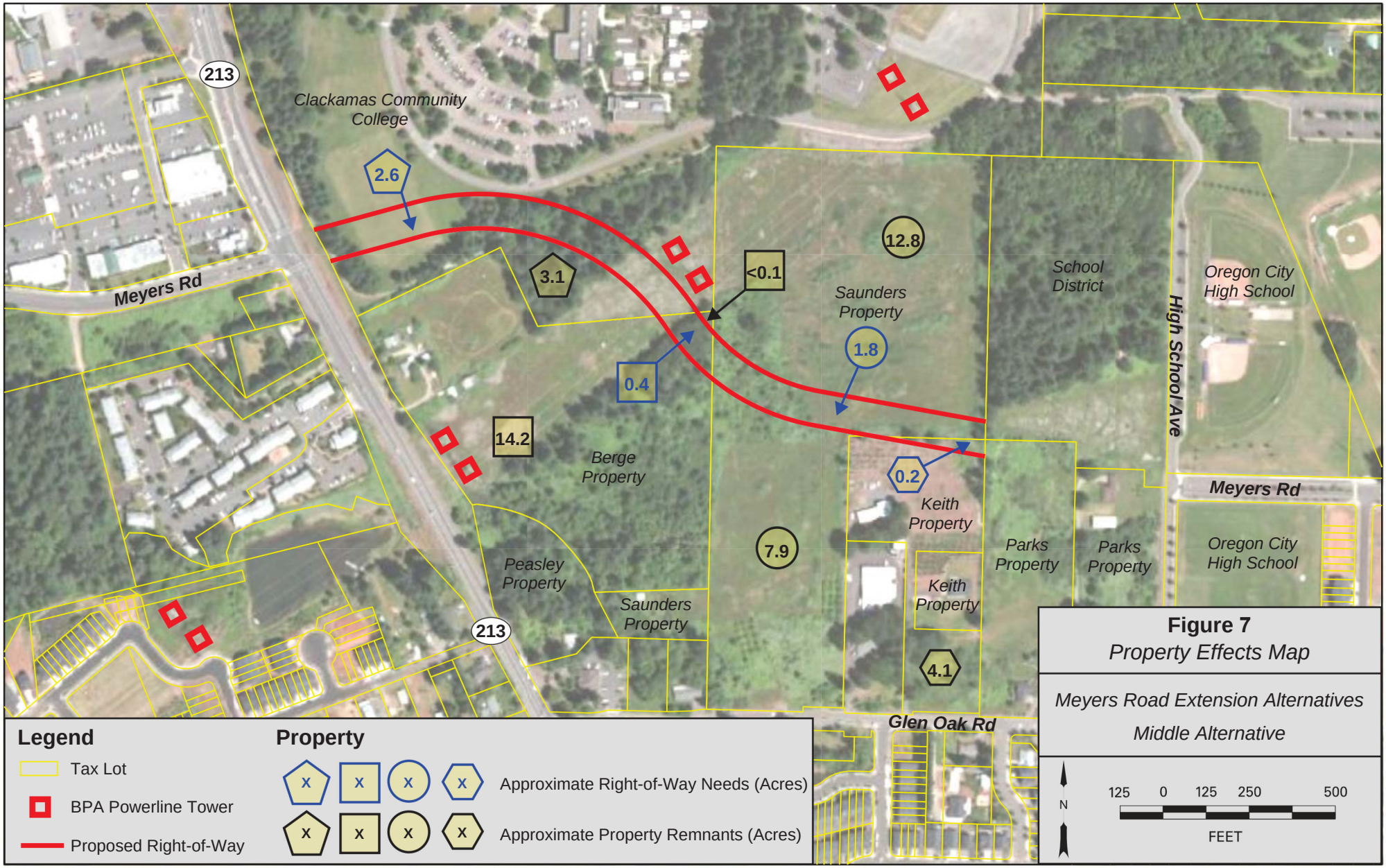
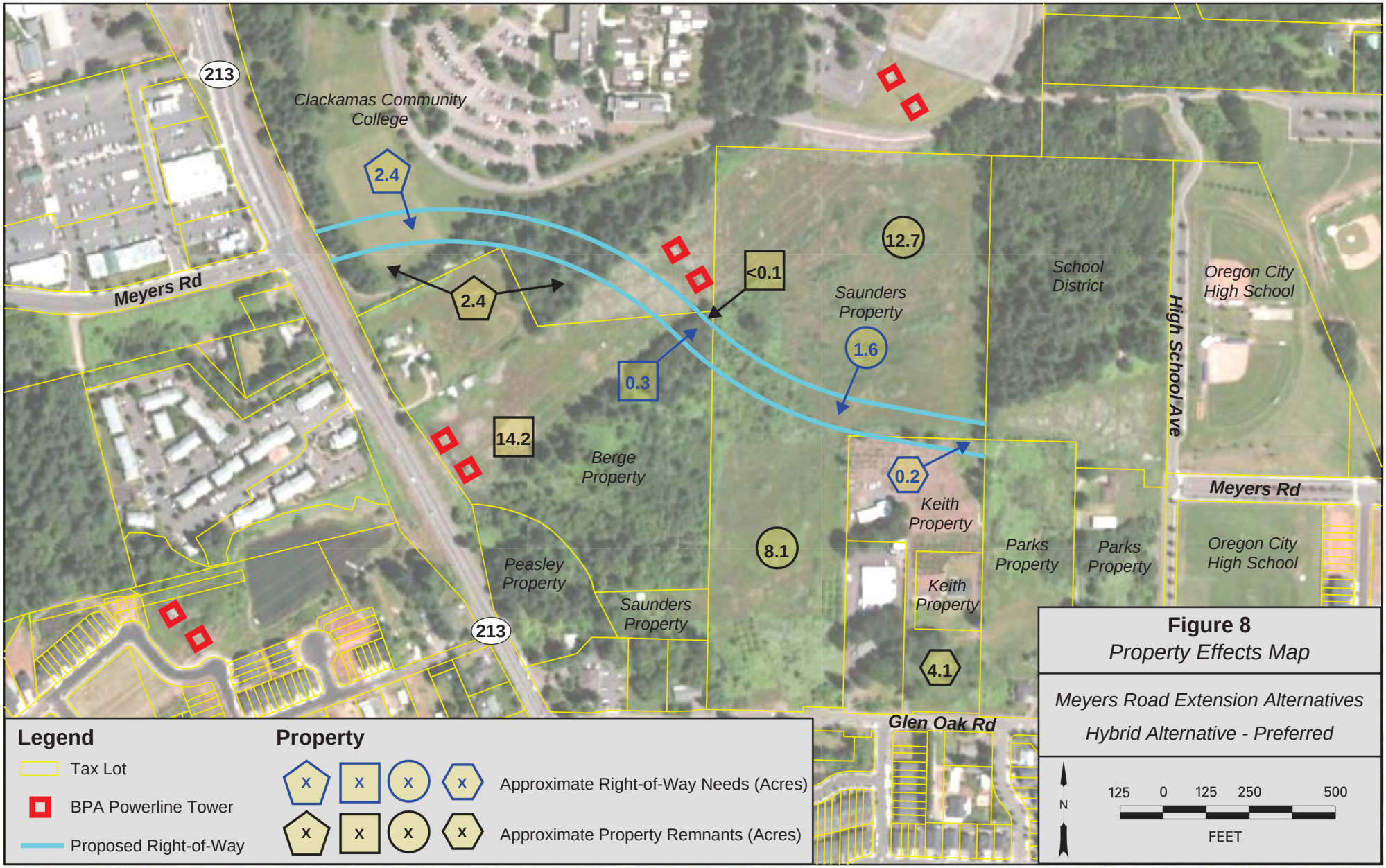


Figure 7
Property Effects Map

Meyers Road Extension Alternatives
Middle Alternative


213
Clackamas Community College
2.4
2.4
Meyers Rd
<0.1
12.7
Saunders Property
School District
High School Ave
Oregon City High School
1.6
0.3
14.2
Berge Property
0.2
Keith Property
Meyers Rd
8.1
Parks Property
Parks Property
Oregon City High School
Peasley Property
Saunders Property
Keith Property
213
4.1
Glen Oak Rd
Legend
Tax Lot
BPA Powerline Tower
Proposed Right-of-Way
Property
Approximate Right-of-Way Needs (Acres)
Approximate Property Remnants (Acres)
Figure 8
Property Effects Map
Meyers Road Extension Alternatives
Hybrid Alternative - Preferred
N
125 0 125 250 500
FEET

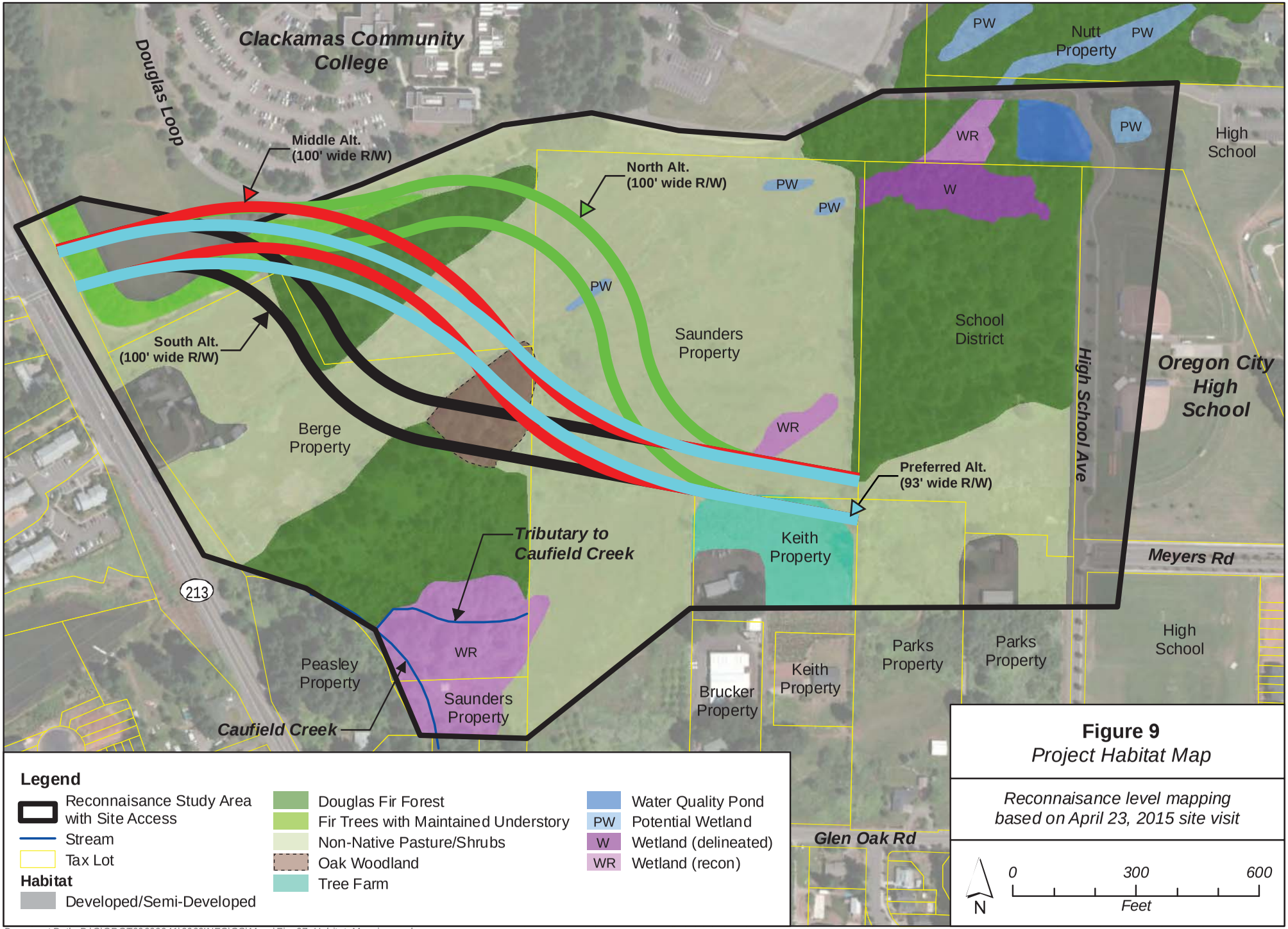


Figure 9
Project Habitat Map

Reconnaisance level mapping based on April 23, 2015 site visit

Document Path: P:\O\ORCT00000041\0600\INFO\GS\Maps\Fig_07_Habitat_Mapping.mxd

PREFERRED ALTERNATIVE AND SCREENING CRITERIA

While the PMT agreed that the three preliminary alternatives all met the screening criteria fairly well, they felt a hybrid alternative would best meet the project purpose. This section demonstrates how the Preferred Alternative meets all eleven screening criteria.

- Consistent with current regional plans (TSP, RTP, School District, Parks, CCC Masterplan)

The Preferred Alternative provides the extension identified in the TSP and RTP from OR 213 to High School Road. It also makes the important connection to CCC, and allows for additional trail connections to the existing Loop Trail and a new north-south trail connection between CCC and Highway 213.

- Meet street functional classification requirements

The TSP identifies Meyer Road as an Industrial Arterial, and the RTP as Principal Arterial. The preferred street configuration accommodates all modes as required by the TSP and RTP. The cross section is narrower than the standard 100-foot cross section, because it does not include parking on the south side of Meyers Road which is a context-sensitive solution to improve safety as discussed below.

- Provide options for connecting to (future) Loder Road extension.

The City has determined that the preferred connection for Loder Road in the area will be via High School Road rather than by a direct connection to the Meyers Road extension. Therefore, this criterion is met because the Meyers Road connects directly to High School Road.

- Maximize multimodal opportunities

As mentioned above, the Preferred Alternative provides the extension identified in TSP and RTP from OR 213 to High School Road and is designed to accommodate automobile, truck, bicycle, and pedestrian modes. The extension creates an important connection to CCC, and allows for additional trail connections to the existing Loop Trail. It provides the opportunity for a new trail connecting CCC to Highway 21 which would be consistent with City's Trails Master Plan, as well. The roadway will include quality bike and pedestrian facilities with six-foot bike lanes with three-foot buffers on both sides of the street, and five-foot sidewalks on both sides of the street separated from other traffic by ten-foot stormwater swales.

- Design maximizes safety for all modes

The roadway was developed to maximize safety by design through reducing the design speed to 30 miles per hour, removing parking on one side of the street, providing separated sidewalks, and wide bike paths (6 –feet with a 3-foot buffer). The parking was removed on the north side of the street to improve safety. The design will discourage people from jaywalking to reach the

park when parking on the north side of Meyers Road, and improve site distance for buses accessing and exiting the new bus facility just north of the park.

- Be cost effective

The Preferred Alternative would be a similar capital cost as the other three alternatives. Final cost estimates are forthcoming.

- Provide access to (future) park

The Preferred Alternative includes excellent connections to the future park with pedestrian facilities (five-foot sidewalk on each side of the street separated from the roadway by a ten-foot swale), bike facilities (six-foot bike lanes with a three-foot buffer on both sides), two auto lanes, and parking on the south side adjacent to the park.

- Optimize access to adjacent properties

The Preferred Alternative provides direct access to all adjacent properties as shown Figure 6.

- Minimize environmental impacts (generally measured by acres of impacts)

The Preferred Alternative minimizes environmental impacts by avoiding delineated and recon wetland areas and by avoiding bisecting the oak woodland identified in the reconnaissance.

- Consider the objectives of all stakeholders

The Preferred Alternative takes into account the primary stakeholders objectives as measured by the screening criteria and input by the PMT (made of primary stakeholders). It also reflects input from the adjacent property owners and input from the neighborhood association and the TAC.

- Maximize developable land and minimize land remnants

The narrower footprint and alignment maximizes developable land with right-of-way needs reduced. In addition, the parcel sizes are still developable.

CONCLUSIONS

The Meyers Road extension Preferred Alternative has been designed with input from the neighborhood association, the property owners, the TAC, and the PMT (which includes primary stakeholders). While there remains some traffic analysis to confirm optimal intersection configuration, and consequently final design and cost estimates based on the configuration, it is clear the Preferred Alternative meets the eleven screening criteria and will help the City attain its transportation planning goals and project purpose.

APPENDIX A: PMT MEETING MINUTES AND TAC MEETING MINUTES

APPENDIX B: PROPERTY OWNER INTERVIEW SUMMARY

APPENDIX C: PRELIMINARY ALTERNATIVES SCREENING CRITERIA TABLE

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 FORM

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

File Number(s): PA 15-21

Proposed Land Use or Activity: Corridor plan for the Meyers Road Extension from SR213 to High School Lane.

Project Name: Meyers Rd Extension Corridor Plan Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): 3-2E-09C-00700,3-2E-09C-00200, 3-2E-09C-00300, 3-2E-09C-00200, 3-2E-09C-00800

Applicant(s):

Applicant(s) Signature: David W. Frasher

Applicant(s) Name Printed: David Frasher Date: _____

Mailing Address: 625 Center Street Oregon City, OR 97045

Phone: 503-657-0891 Fax: _____ Email: dfrasher@orcity.org

Property Owner(s):

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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.

OREGON CITY

Community Development – Planning

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

Proposed Project
The proposal is to update the Oregon City Transportation System Plan (2013) by adopting the Meyers Road Extension Corridor Plan. The Oregon City Transportation System Plan is an Ancillary Document to the Oregon City Comprehensive Plan.

According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

The Oregon City Water Distribution System Master Plan is a "public facilities plan", which is defined in the administrative rules implementing Goal 11, OAR 660-0110005(1), and provides: "A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans within an urban growth boundary containing a population greater than 2,500. Certain elements of the public facility plan also shall be adopted as part of the comprehensive plan, as specified in OAR 660-11-045.".

The Meyers Road corridor, which was identified as a "planned minor arterial" in the TSP, is located between OR 213 and High School Road just south of the Clackamas Community College (CCC) Campus and north of Glen Oak Road. Meyers Road currently includes two separate segments: the western segment providing access from areas west before ending at OR 213, and the eastern segment running from High School Road east to Beaver Creek Road. The Meyers Road Extension Corridor Plan will fill the gap between these segments and provide better connectivity for freight, transit, auto, pedestrian, and bicycle travel in the corridor.

The new Meyers Road extension will foster future development of jobs in the region by providing direct access to over 30 acres of large undeveloped and underdeveloped properties zoned Campus Industrial that have been targeted for redevelopment as part of an Enterprise Zone. The Enterprise Zone Program provides business incentives through property tax abatement to build a new facility, expand an existing facility, and/or invest in machinery and hire new employees at higher than average wages. In addition, the Meyers Road Extension Corridor Plan reinforces the TSP by helping accommodate through traffic on OR 213 by planning for an additional northbound travel lane on OR 213 near Meyers Road. The Meyers Road/OR 213 intersection will have complete signal for all four legs to facilitate safe and efficient movement of freight, automobile, pedestrian, and bicycle travel. The road extension will accommodate additional residential growth in the southern part of Oregon City by providing a parallel route for traffic that currently only has Glen Oak Road for east-west movements. In addition water and sewer facilities are to be provided within the roadway.

The new connection will provide an arterial road connection with sidewalks and bike lanes between OR 213 and High School Avenue by connecting two Meyers Road segments. In keeping with the multi-modal

commitment specified in the TSP, the concept plan provides for the continuation of the sidewalks on the north side of the western segment, and the sidewalks and bike paths on both sides of the eastern segment. In addition, the plan will provide an improved multi-use path in the northwest section connecting to CCC and OR 213. The plan will connect important features along the road including the Clackamas Community College, Oregon City High School facilities, a new Oregon City School District bus facility, and a new 9-acre public park, Glen Oak Park. The new facility will promote safe routes to schools for bicyclists and pedestrians. In addition, the plan will provide for a local street connection to the Clackamas Community College consistent with the college's master plan and the TSP.

The concept plan also refines the location planned for Loder Road. Loder Road currently terminates at Beavercreek Road. The TSP identified the Loder Road corridor extending from its current western terminus at Beavercreek Road to Meyers Road and Glen Oak Road. The general location of the corridor identified in the TSP provided for Loder Road to intersect with Meyers Road approximately midway between High School Avenue and OR 213. The concept plan refines the location of the Loder Road corridor and provides for Loder Road to intersect with Meyers Road at the existing intersection of Meyers Road and High School Avenue.

The extension will develop the City's preferred street section for an arterial roadway with significant safety and multimodal features in two phases. The first phase of the extension will be developed between the Oregon City School District bus facility and the Parks Property. The second phase will continue west through three private lots and CCC property. The roadway design was developed with a 30-mile per hour reduced design speed, six-foot bike lanes with a three-foot buffer, a ten-foot planter strips, and five-foot sidewalks on each side of the street. On-street parking is proposed only on the south side of Meyers Road. This on-street parking will help provide needed parking for activities at the planned Glen Oak Park in the southwest quadrant of Meyers Road and High School Avenue. On-street parking will not be included on the north side of Meyers Road near the bus facility to improve visibility for buses accessing Meyers Road and to discourage Glen Oak Park patrons from parking on the north side of Meyers Road and jaywalking to access the new park. The intersection of Meyers Road and High School Road will have a four-way stop sign configuration with painted crosswalks.

Plan Document
The Meyers Road Extension Corridor Plan is a necessary part of the city's public facilities program relating to transportation infrastructure. The plan is attached as Exhibit 1.

Public Involvement and Public Comment
The Meyers Road Extension Corridor Plan update process provides opportunities for public involvement in the legislative decision making process through the public hearing process, newspaper noticing, meetings with the Transportation Advisory Committee, Historic Review Board and Citizen Involvement Committee, affected agencies such as the School District, and work sessions with the Planning Commission and City Commission.

The public involvement and public comment process included: placing project information on the City's website, (3) meetings with the Caufield Neighborhood Association, (1) meeting with the Gaffney Lane Neighborhood Association, (2) meeting with the four private property owners that would be directly affected by the construction of the roadway, (1) meeting with Oregon City School District Board, (2) meetings with the Transportation Advisory Committee, (2) meetings with the Planning Commission, and (1) meeting with the City Commission. In addition, Oregon City convened a Meyers Road Extension Project Management Team (PMT) which included: participants from three Oregon City departments

Commented [EXM1]: The number of meetings has yet to be determined.

(Public Works, Planning, and Parks); the Oregon Department of Transportation; the Clackamas Community College (CCC); Oregon City School District (OCSD), and the consultant team to guide the development of the project to reflect the needs of the key stakeholders. The PMT met (4) times over the course of the project. In addition, TriMet was invited to PMT meetings and consulted with regarding the project and in particular, circulation through the college and the corridor area.

The Meyers Road Extension Corridor Plan has been available for review on the Oregon City website at the following address: http://www.orcity.org/publicworks/meyers-road-extension-corridor-plan. In addition, Clackamas Community College has provided a link to the webpage on its website.

DECISION-MAKING CRITERIA:

Oregon City Comprehensive Plan
According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

As an ancillary plan, the Transportation System Master Plan requires findings for consistency with applicable Comprehensive Plan Goals and Policies and also with Statewide Planning Goals. These findings are presented below.

Consistency with Oregon City Comprehensive Plan
Chapter O of the 2004 Oregon City Comprehensive Plan, Comprehensive Plan Maintenance and Update, contains criteria for approving changes to the comprehensive plan and plan map. Review of the comprehensive plan should consider:

1. *Plan implementation process.*
2. *Adequacy of the Plan to guide land use actions, including an examination of trends.*
3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*
4. *Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.*

Chapter O. Comprehensive Plan Maintenance and Update
Regular Review and Update. Another method of Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

- ***Plan implementation process;***

Finding: The Meyers Road Extension Corridor Plan is a special purpose plan that is part of the City's Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, Oregon City Public Works Department, has presented the update for input by the residents, affected agencies, property owners, the Transportation Technical Advisory Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

- ***Adequacy of the Plan to guide land use actions, including an examination of trends.***

Finding: The Meyers Road Extension Corridor Plan provides an analysis of existing conditions and provides direction for future development, funding and needs. The plan provides a comprehensive review of the corridor system for all modes of transportation and provides an adequate guide for future land use actions and the development of criteria to be utilized in land use actions. A review of the Natural Resources Overlay District and reconnaissance level wetlands review has shown that the roadway extension is likely to impact regulated natural resources and will be required to follow permitting requirements. The plan includes phased construction cost estimates and contingencies for the planning and design of recommended system facilities for the corridor (See Chapter VI, Implementation).

- ***Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.***

Finding: The 2013 Transportation System Plan identified the Meyers Road Extension Corridor Plan as a necessary planning document for addressing the need to accommodate access to key facilities by multiple modes (vehicles, pedestrian, bicycles, freight, transit and motorcycles), and to accommodate future growth in southern Oregon City. As part of this planning effort, the consultant conducted existing conditions analysis (Chapter II) of the existing transportation system, a future needs assessment (Chapter III), and an analysis of alternatives (Chapter IV), within the planning area. The City completed an update in 2013 to the Transportation System Plan (TSP). The TSP projected motor vehicle travel growth for year 2035 and the corridor plan identifies roadway geometry and safety needs, vehicle capacity needs, pavement needs, multi-modal capacity needs, and project needs initially identified in the TSP and also the City's Trails Master Plan. The TSP includes an analysis of changing demographic patterns and economics (using TAZ methodology or Transportation Area Zone modeling) to account for changing community conditions within and outside of the city's Urban Growth Boundary which affect the city's transportation system. In addition, the Meyers Road Extension Corridor Plan reflects the City and region's desire to foster job growth in the Enterprise Zone which the roadway extension will directly serve.

- ***Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.***

Finding: The Meyers Road Extension Corridor Plan provides updated factual information from a traffic impact analysis including demonstrating the current and forecast traffic operations at the key intersections in the corridor area. It includes projected traffic counts (conservatively estimated on the high end) to demonstrate the necessary design for the Meyers Road extension to serve the travel

demand anticipated in 2035. It also includes cost estimates for extension of the facility. These items are included in the technical appendix (Exhibit 1a).

In addition, as part of the extension corridor plan analysis, the consultant team conducted research of publically-available documentation and a reconnaissance level review of the environmental constraints in the corridor. Mapping of the site was intended to help designers understand where they could avoid and minimize impacts to natural resources. The extension is anticipated to impact some regulated resources based on this analysis. The reconnaissance-level environmental analysis information is mapped and included in technical appendix (Exhibit 1a).

Consistency with Oregon City Comprehensive Plan Goals and Policies

Section 1 Citizen Involvement
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 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

Section 2: Land Use
Goal 2.1 Efficient Use of Land
Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development
Policy 2.1.3 Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow development to vary from prescriptive standards if planned and approved under this provision.
Policy 2.1.4 Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.
Goal 2.6 Industrial Land Development
Ensure an adequate supply of land for major industrial employers with family-wage jobs.
Policy 2.6.7 Establish priorities to ensure that adequate public facilities are available to support the desired industrial development.

Finding: The Meyers Road Extension Corridor Plan will provide a new multimodal connection to Campus Industrial lands that are located in an Enterprise Zone intended to foster development of family-wage jobs. The roadway extension will support future development of the large parcels of infill development on underdeveloped and vacant land.

Section 5: Natural Resources

Goal 5.4 Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policy 5.4.1 - Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.

Policy 5.4.2 - Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources within the Urban Growth Boundary and incorporate the information into the Urban Growth Management Agreement with Clackamas County.

Policy 5.4.4- Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.

Policy 5.4.8 - Conserve natural resources that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.

Policy 5.4.9 - Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.

Policy 5.4.12 - Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.

Finding: Portions of the Meyers Road Extension Corridor Plan area fall within the Natural Resource Overlay District. There are regulated wetlands that are anticipated to be impacted by the roadway extension. The design of the roadway extension was configured to avoid and minimize the amount of wetlands and other natural resources affected. If any extensions / expansions or the right-of-way are proposed within a an adopted City overlay district such as a Natural Resource Overlay District then applicable overlay review processes will apply when the construction of those facilities is proposed. Within each of these overlay districts, the review process for public roads currently codified in the Oregon City Municipal Code is as follows:

Code Title	OCMC	Subsection
Natural Resource Overlay District	17.49	17.49.150 Standards for vehicular or pedestrian paths and roads.
Tree Protection	17.41	Applies to removal of trees on private property, if applicable – permit may be required

Additionally, the City's stormwater standards in Chapter 13.12 and erosion control standards in Chapter 17.47 apply to construction activities in the public ROW to the extent applicable. The extension was designed with two large (ten-foot-wide) swales to help treat stormwater runoff. The above review

processes mandated within the Oregon City Municipal Code provide means for assessing impacts to and mitigating for the impacts of city projects on identified natural resources, when the specific design for these projects is developed.

Section 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 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: See also findings above for Section 5. The installation of sidewalks and bike lanes and a complete segment of the facilities will encourage travel via walking and bicycle and thus reduce automobile trips. The construction of the intersection improvements at the OR 213/Meyers Road intersection will increase capacity and reduce idling vehicles thus improving air quality. The Meyers Road extension may reduce congestion associated with Glen Oak Road by providing an alternative parallel route. The intersection of Meyers Road/High School Avenue will include a four-way stop sign control and crosswalks. The plan includes provisions to establish paths as well as pedestrian and bicycle crossings.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

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

Finding: Goal 11 requires that public facilities and services be provided in a timely, orderly and efficient manner. The goal's central concept is that local governments should plan public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. The Meyers Road Extension Corridor Plan will provide a design for public facilities as well as a means to obtain future funding.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

- *Transportation infrastructure*

Finding: Meyers Road Extension Corridor Plan will provide a design for public facilities as well as a means to obtain future funding.

Policy 11.1.2

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

Finding: As demonstrated within this report the Meyers Road Extension Corridor Plan provides guidance for transportation facilities within the existing city consistent with the relevant goals, policies and implementing measures of the Comprehensive Plan. The proposed TSP update is consistent with this policy.

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.

Finding: The Meyers Road Extension Corridor Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility.

Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. In addition, the extension of Meyers Road will continue bicycle and pedestrian improvements constructed on the eastern segment of Meyers Road today. In addition, the provision of the northbound through lane on OR 213 discussed under the TSP section below will be consistent with the configuration of OR 213 north and south of the area.

Policy 11.1.7
Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.
Finding: The Meyers Road Extension Corridor Extension Plan refines the design and provides a cost estimate for provision of public facilities. The street section will be used to direct new development along the corridor as well as allow the City to pursue grants to construction the improvements. The plan includes cost estimates to complete the construction of the corridor plan.

Goal 11.6 Transportation Infrastructure
Optimize the City's investment in transportation infrastructure.
Finding: The Meyers Road Extension Corridor Plan helps provide additional specificity related to the implementation of Meyers Road as a minor arterial as specified in the TSP. Consistent with the TSP's focus on multi-modal streets, the concept plan specifies the configuration of the roadway and intersections and includes bike lanes and sidewalks. The planned configuration of Meyers Road provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The Meyers Road Extension Corridor Plan also provides for the planned local street connection to the Clackamas Community College as specified in the college's master plan and the TSP.

Policy 11.6.1
Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.
Finding: The Meyers Road Extension Corridor Plan includes solutions related to walking, biking, shared-use paths, family-friendly facilities, transit, and crossings along an arterial street.

Policy 11.6.2
Advocate for local, state, and regional cooperation in achieving an integrated connected system such as for the Amtrak station, light rail, and bus transit.
Finding: TriMet, as the city's only public transportation provider, was consulted and their comments were incorporated into the plan.

Section 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 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Finding: The Meyers Road Corridor Extension Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options.

Goal 12.2 Local and Regional Transit

Promote regional mass transit (South Corridor bus, Bus Rapid Transit, and light rail) that will serve Oregon City.

Finding: The proposed plan supports mass transit by providing a complete transportation facility with pedestrian and bicycle infrastructure which will allow safe access for mass transit users that start their trips as pedestrians or bicyclists.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon
City residents.
Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.
Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.
Policy 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.
Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.
Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.
Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.
Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and sup- ports the environmental integrity of the Oregon City community.
Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: The Meyers Road Extension Corridor Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The street extension connects important destinations (schools, residences, and employment) with multiple modal options. It also provides freight access to vacant and underdeveloped Campus Industrial lands. The plan was created in conjunction with other affected agencies.

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.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial.

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: The suggested improvements will serve existing and projected travel demands projected by the TSP and through an additional analysis of travel demand with a more conservative estimate (more employment) in the future. The Meyers Road Extension Corridor Plan includes a compilation of projects identified in the TSP. This plan identified capacity improvements that meet the needs of pedestrians and bicyclists by completing sidewalks and bicycle lanes throughout the corridor, and a multi-use path in the northwest corner of the corridor. The extension connects to of existing sidewalks, paths and bicycle lanes in the surrounding areas of the corridor, linking parks, schools, churches and other destination locations. It will provide a major connection to the new Glen Oak Park being planned. In addition, the plan will improve the intersection of Meyers/OR 213 by including capacity improvements for the intersection and a four way signal improvement with crosswalks. The intersection improvements will ease delays and increase the capacity of the intersection for vehicles as well as pedestrians and bicyclists. The concept plan specifies that the Meyers Road/High School Avenue intersection will have four-way stop control and painted crosswalks. The new intersection with the connector street to CCC and Meyers will include a stop sign on the connector street.

Goal 12.7 Sustainable Approach
Promote a transportation system that supports sustainable practices.
Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.
Finding: The proposed plan will allow for a complete transportation network for all modes of transportation. The improved intersection will also improve air quality by reducing the number of vehicles that sit at the intersection idling while waiting for the traffic signal to change, and promoting alternative transportation through excellent design.

Goal 12.8 Implementation/Funding
Identify and implement needed transportation system improvements using available funding.
Policy 12.8.1 - Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, wit out adversely impacting neighboring jurisdictions and facilities.
Finding: The proposed projects in the corridor plan will maximize the efficiency of the transportation system by providing multi-modal connectivity throughout the corridor and the surrounding areas. By combining several projects into a more detailed analysis and study, the plan, when adopted, leverages developer requirements, grant funds and local funds for more comprehensive and planned projects.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

STATEWIDE PLANNING GOAL 2:

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the plan is an ancillary document to the City's Transportation System Plan and Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 5:

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: This goal is implemented through the applicable Goals and Policies in Section 5 of the Oregon City Comprehensive Plan: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Oregon City Municipal Code contains review criteria for uses within overlay districts to assure that designated Goal 5 resources are appropriately considered when development is proposed. In particular, the Natural Resource Overlay District designation: "provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. Trails, paths, and roads are permitted either outright or with restrictions in the Natural Resource Overlay District as identified in OCMC 17.49.150 as part of a Type II or Type III review process.

Individual construction projects to implement the Meyers Road Extension Corridor Plan will be reviewed through the land use process pursuant to the above resource protection guidelines.

STATEWIDE PLANNING GOAL 6:

To maintain and improve the quality of the air, water and land resources of the state.

Finding: This goal is implemented through the applicable Goals and Policies in Section 6 of the Oregon City Comprehensive Plan: Quality of Air, Water and Land Resources. By planning system improvements based on projected demand and land use patterns, the plan will ensure that land suited for development will be served efficiently.

The improvements recommended in the plan will result in less pollution by providing a safe opportunity for pedestrian and bicycle travel. The new sidewalk construction will incorporate the use of curb cuts and ten-foot wide landscaped swales to treat stormwater runoff. The intersection improvements will

also improve air quality by greatly reducing the number of vehicles that sit at the intersection idling while waiting for the traffic signal to change.

STATEWIDE PLANNING GOAL 11:
To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.
Finding: This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated in Section 11, the transportation infrastructure in Oregon City is governed by the Oregon City Transportation System Plan (Oregon City TSP). The relevant Public Facilities goals and policies and findings are discussed in greater detail above.

STATEWIDE PLANNING GOAL 12:
To provide and encourage a safe, convenient and economic transportation system.
Finding: This goal is implemented at the local level through the applicable Goals and Policies in the updated TSP, Section 2 (The Vision). This goal is also implemented at the state level through the Transportation Planning Rule (TPR), OAR 660-012. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor, a 30 mile per hour design, and context sensitive on-street parking. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial.

STATEWIDE PLANNING GOAL 13: To conserve energy.
Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.
Finding: This goal is implemented through the applicable Goals and Policies in Section 13 of the Oregon City Comprehensive Plan: Energy Conservation. The multimodal transportation system and improvements proposed will support efficient use of land and encourage walking and biking by providing a cohesive transportation system for a variety of modes.

Oregon Transportation Plan (2006)
The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for city transportation system planning are provided below.

POLICY 1.2 – Equity, Efficiency and Travel Choices
It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.
Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial and improvements associated with transit stops.

POLICY 2.1 - Capacity and Operational Efficiency
It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.
Finding: The plan will improve capacity by providing safe routes for pedestrians and bicyclists along the corridor as well as interconnectivity of sidewalks, paths and bicycle lanes to features surrounding the

corridor. Capacity and operational efficiency of the Meyers/OR 213 and the Meyers/High School Avenue intersections will also be increased by the construction of intersection improvements.

POLICY 2.2 – Management of Assets
It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.
Finding: The construction of sidewalks and bicycle lanes along the corridor and surrounding facilities will encourage usage of these facilities thus reducing traffic which can increase the life of the roadway which will decrease operation and maintenance costs. All plans for new infrastructure will include the city's latest design standards.

POLICY 4.1 - Environmentally Responsible Transportation System
It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.
Finding: The construction of sidewalks and bicycle lanes along the corridor and surrounding facilities will encourage usage of these facilities thus reducing traffic which will improve air quality by reducing vehicle exhaust. The design will allow for curb side stormwater treatment by usage of landscaped swales which will improve water quality in the area's streams. In addition, the construction of an intersection improvement at the Meyers Rd/OR 213 intersection will allow vehicles to move through the intersection quicker, thus reducing the amount of vehicle idling.

POLICY 5.1 – Safety
It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.
Finding: The Meyers Road Extension Concept Plan was designed to improve the safety of pedestrians and bicyclists by providing safe routes through the corridor connecting safe bicycle and pedestrian routes to major destinations including CCC and Oregon City High School. The design includes a multi-use path in the northwest section of the extension, sidewalks the whole length of the project, and bicycle lanes the whole length of the project. In addition, the Minor Arterial was designed with a 30 mile per hour design to slow traffic, and parking was restricted on the north side of the extension near the bus facility to protect site distance for buses and to discourage jaywalking by people parking on the roadway extension and then crossing to access the new Glen Oak Park. The construction of the intersection improvements at the Meyers/OR 213 intersection will improve the safety of pedestrians, bicyclists and vehicles with signals and painted crosswalks. The construction of the Meyers/High School Ave intersection will provide a four-way stop sign control and painted crosswalks improving pedestrian and bicycle crossing of the Minor Arterial.

POLICY 7.1 – A Coordinated Transportation System
It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.
Finding: Staff from the Oregon City Public Works Department meet with representatives from OC School District and consulted with TriMet to present the project and gather feedback. The OC School District was an active member of the Project Management Team and was consulted throughout the project.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Finding: Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

POLICY 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding: Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process. The improvements to the pedestrian and bicycle facilities as well as the intersection improvements and multiuse path will aid all citizens of Oregon City and any other individual(s) that travel through the corridor regardless of their race, sex, color, national origin or income level.

The product will be reviewed through the Legislative approval process.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Oregon City TSP are addressed below.

Policy 1G *(Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.*

Finding: The Meyers Road Extension Corridor Plan will improve both safety and efficiency of the corridor by addressing the needs of alternative transportation users with paths, sidewalks and bicycle lanes and construction of intersection improvements at the Meyers/OR 213 and Meyers/High School Avenue intersections.

Policy 2B *(Off-System Improvements) helps local jurisdictions adopt land use and access management policies.*

Finding: Complies. Improvements recommended in the Meyers Road Extension Corridor Plan include installation of turn lanes and intersection improvements, sidewalk construction, bike lane striping,

installation of crossings and curb ramps, and Safe Routes to Schools. These local system improvements will help to reduce traffic and improve conditions on State roadways in the city.

Policy 2F *(Traffic Safety) improves the safety of the highway system.*
Finding: The addition of the northbound through lane for approximately 600 feet north and 600 feet south of Meyers Road on OR 213 will improve the transition for motorists. In addition, the addition of the complete (four-way) traffic signal, additional right turn lane from Meyers Road onto OR 213, and four crosswalks at the intersection of OR 213 and Meyers Road will improve safety for motorists, pedestrians, and bicyclists using and crossing the highway.

Policy 4B (Alternative Passenger Modes) *It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.*
Finding: The Meyers Road Extension Corridor Plan supports alternative passenger transportation systems by recommending solutions related to walking, biking, shared-use paths, family-friendly facilities, safe routes to schools, transit and crossings.

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: Complies. The Meyers Road Extension Corridor Plan is in compliance with the TPR.

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

Transportation System Plan
Finding: The Transportation System Plan was used as the source to identify the improvement projects recommended in the Meyers Road Extension Corridor Plan.

The Meyers Road Extension Corridor Plan affects eight projects identified in the 2013 TSP as shown in the following table.

Project #	Project Name	Location	Description	How Proposed Corridor Plan Impacts Project
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial.	Refines project design with multimodal features.

			Create a local street to Douglas Loop	
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Removes roundabout from TSP. Proposed intersection is 4-way stop.
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	The concept refines the location of the Loder Road corridor identified in the TSP. Instead of Loder Road intersecting with Meyers Road approximately midway between OR 213 and High School Avenue, the concept proposes that Loder Road intersect with Meyers Road where Meyers Road and High School Avenue currently intersect. The original TSP proposal for a roundabout is replaced with a four-way stop (per project D45.)
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street (included in project D77)	The concept will improve the multi-use path adjacent to OR 213, and include sidewalk ramps at the Meyers Road intersection. It will not preclude the development of sidewalks on OR 213 as part of future projects.
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	The concept will add a shared use path on the north side of the Meyers Road extension through part of the CCC property. It will provide bike lanes and sidewalks the length of the Meyers Road extension and will not preclude a future multi-use

				path in the area.
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	The concept includes adding a northbound lane on OR 213 from approximately 600 feet south of the Meyers Rd. to approximately 600 feet north of Meyers Rd, where it currently transitions to two northbound through lanes and a left-turn lane for the intersection OR 213 with Molalla Ave.
C13	Meyers Road Extension/Loder Road Extension Shared Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers rd.	The concept includes Loder Road connecting into High School Road, rather than Meyers Rd. The intersection of Meyers and High School Road would include a four-way stop sign and crosswalk.

From:	Martin Montalvo
To:	Laura Terway; John M. Lewis
Cc:	Aleta Froman-Goodrich; Mjhi@deainc.com; Tony Konkol
Subject:	Planning Commission Comments and Response
Date:	Monday, August 17, 2015 12:14:22 PM
Attachments:	image001.jpg bike buffer.png

Laura,

During the Planning Commission Workshop on Aug 10th the following items were requested by members of the commission:

1. Planning Commission had requested that the sidewalk section on the street profile be extended from 5 feet to 6 feet. PC felt the additional area for the sidewalk widening could be taken from the proposed width of the bike lane buffer. That is currently depicted at 3 feet in width.
    a. Response: OCPW does not object to this request but must coordinate with an existing land use approval for the adjacent Bus Barn Facility. The Oregon City School district currently has an approved road profile section that incorporates the 5 foot sidewalk section and the bike 3 foot buffer section. This profile is codified under COA #22 of the project. That document is currently in final engineering review. OCPW will attempt to coordinate with the applicant to determine if this modification can be incorporated into their final plan set. For continuity purposes we would hope to have one consistent road profile for the project.
2. Planning Commission had requested that the interior 8 inch stripe between the travel lane and bike buffer incorporate raised turtle bumps or Reflective Pavement Markers (RPM) to advise motorist that they have left the travel lane and are encroaching on the bike buffer/lane.
    a. Response: OCPW has concerns with implementing the requested as it was stated in the meeting. Under the current guidance from the 2011 ODOT Bicycle and Pedestrian Design Guide, "*Reflectors and raised markings in bike lanes are discouraged as they can deflect a bicycle wheel, causing the cyclist to lose control. If pavement markers are needed for motorists, they should be installed on the motorist's side of the bike lane stripe, and have beveled edges."* Additionally, the raised devices become maintenance concerns for the City's Street Sweeping and Snow Plowing operations. These devices can easily be sheered from the road service and compromise the integrity of the underlying asphalt and striping leading to additional maintenance issues. Understanding the PC concern for safety, the project team would like to point out that the initial attempt at the bike buffer is a design element that the City has not previously implemented in any City road projects. We would consider adding additional striping across the buffer to more clearly define the buffer (see attached photo).

Martin Montalvo
Operations Manager
City of Oregon City

Public Works Department
122 South Center Street
Oregon City, Oregon 97045
503-657-8241 City phone
503-650-9590 fax
mmontalvo@orcity.org

Website: www.orcity.org | Recorder Page |Facebook!|Twitter
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OREGON CITY

Community Development – Planning

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

PA 15-21 Meyers Rd Extension Corridor Plan
Legislative File
Pre-Application Conference Date: July 6, 2015

Planning Staff Comments / Questions

- The application will be submitted as one legislative file.
- The Corridor Plan is an amendment to the City's Transportation System Plan (TSP), which is an "Ancillary Plan" to the City Comprehensive Plan.
- Planning will review the L file and prepare the staff report based on applicant's application responses.
- The public hearing schedule needs to take into account the necessary notices:
    - *Notice posted in paper 20 days prior to first evidentiary hearing
    - *DLCD and Metro notice 35 Days prior to first evidentiary hearing

Public Involvement

- Document the project website
- Document TAC, N.A. meeting dates, minutes
- Property Owner Meetings
- School District Meeting
- PC / CC Work Sessions
- Public Hearings
- Document other outreach efforts as process moves forward.

Natural Resource Overlay District Review

- Review per OCMC 17.49 may be required if future design creates new impervious surfaces, bridge crossings, utility connections or roadways. NROD review standards and conditions may impact the design.

Geologic Hazard Overlay District Review

- May be required if future design creates cuts and fills within overlay or requires construction of retaining walls. Geologic Hazard Review may impact the design.

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Meeting Discussion Points

- Intersections and other standards in the corridor plan are different from TSP, future application for development will be required to request modification to the TSP that is consistent with the Corridor Plan per OCMC 12.04.007 Modifications.
- Implementation plan
- Useful to know what the standard in TSP / OCMC 12.04 is and how the corridor plan modifies this.
- What exactly is proposed in the legislative amendment, and what is left to future decisions?
- What are the side boards for public meeting topics – alignment is set, but design/intersections/shared use path are up for discussion?

1/22/15

GAFFNEY LANE NEIGHBORHOOD ASSOCIATION

PLEASE PRINT CLEARLY

NAME	HOME ADDRESS	EMAIL ADDRESS
Amy Willhite	Sekra Cir	awillhit@yahoo.com
Angela Wright	Colerson Drive	
Ellen Nelson	Meadows Crtyd	N/A
Theresa Womack	Meadows Courtyd	N/A
Don & Carol Weaver	19652 Dateline O.C.	N/A
Sharon Hare	13335 Royal Ave	SRHARE@EARTHLINK.NET
Sheila Lehto	13530 Gaffney Lane	SKlehto@aol.com
LOIS MCNIECE	13910 Canfield Rd	O.C.
PAUL Rickey	Prince of Life	PJriii@AOL.com
Frank & Brenda Carlin	19573 Joni Ct	bluberry50@comcast.net
Ray Crisp	19208 windmill Dr., O.C.	ray.crisp@hotmail.com
Ron Crisp	"	"
GEORGE FOX	" "	" "
Arlene Sprenger	Meadows Courtyard	
Richard & Mary Craven	Schaefer Dr.	Mary.N.Craven@gmail.com

1/22/15

GAFFNEY LANE
NEIGHBORHOOD ASSOCIATION

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NAME	HOME ADDRESS	EMAIL ADDRESS
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John Vanzant	13826 meyers Rd #2080	jvanzant1@gmail.com
Joan Schultze	19413 Stillmeadow	JOANSCHULTZE@comcast.net
Karen Rohrs	Meadows Courtyard	
Ramalynn Richard	Meadows Clubhouse	

Oregon City Community Development

221 Molalla Ave. Suite 200

Oregon City, OR 97045

2015 AUG -7 AM 11:04

RECEIVED
CITY OF OREGON CITY

August 7, 2015

RE: Meyers Road Extension Project

Dear Sir/Madam,

Following are issues and concerns of ours regarding the Meyers Road Extension Project:

The proposed Meyers Road extension does not meet the requirements for the existing zoning of the surrounding privately owned properties. In addition it is not compatible with the need for a four lane road to support the traffic usage for large school buses which would cause congestion at least twice a day. There is also the traffic congestion from Trimet buses coming and going from the college.

With the zoning in existence at present of our property which is campus industrial, there is no consideration for the movement of the trucks and trailers as well as employees coming and going that occurs in the operation of businesses. Access to and from the privately owned properties to the proposed road would be limited with no consideration for residential development. The proposed road pattern is severely limiting the use of the properties along the new road and therefore financially handicapping these property owners in the development of their properties. It is important to take into consideration the best use of these adjoining properties when considering the road size along with the ingress and egress from it.

Owner of 19842 S. Hwy 213 in Oregon City. Thank you for your consideration.

Regards,

Kathy Berge

PO Box 1526

Oregon City, OR 97045

OREGON CITY

Community Development – Planning

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

NOTICE OF PUBLIC HEARING FOR LEGISLATIVE ACTION

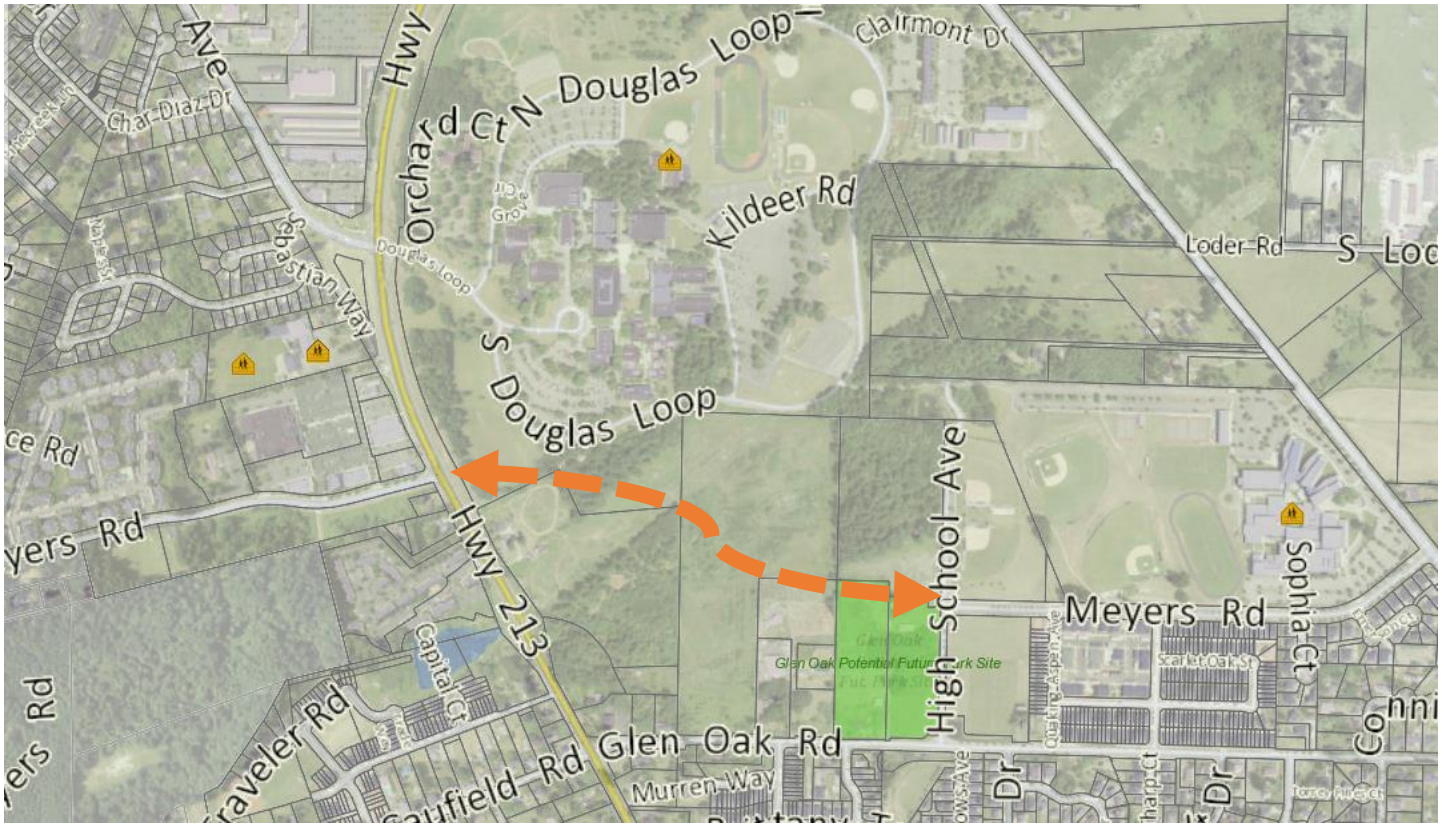
PLANNING COMMISSION HEARING DATE:
On August 10th, 2015, the City of Oregon City Planning Commission will hold a work session at 7:00 p.m., and on **August 24th, 2015** the Planning Commission will conduct a public hearing at 7:00 p.m. in the City Hall Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 to consider the following Type IV application:

CITY COMMISSION HEARING DATE:
On **September 2nd, 2014** the ***City of Oregon City - City Commission*** will conduct a public hearing at 7:00 p.m. in the City Hall Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 on the following Type IV application:

FILE NUMBER:	LE-15-0004
APPLICANT:	City of Oregon City Public Works Dept. 625 Center Street Oregon City, OR 97045
REQUEST:	Update the 2013 Oregon City Transportation System Plan to include a plan for the Meyers Road extension which will provide a complete multi-modal route along the corridor. See reverse for project map and description.
LOCATION:	City-wide
CONTACT PERSON:	Kelly Moosbrugger, AICP, Planner (503) 722-3789
CRITERIA:	Administration and Procedures set forth in Chapter 17.50 and in Chapter 12 of the Oregon City Municipal Code. An electronic version of the Corridor Plan is available on the city's website www.orcity.org and the project webpage http://www.orcity.org/publicworks/meyers-road-extension-corridor-plan

The application and all documents submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 221 Molalla Avenue, Suite 200, from 8:00AM-5:00PM. The staff report, with all the applicable approval criteria, will also be available for inspection **seven** days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance.
Any interested party may testify at the public hearing or submit written testimony at or prior to the hearing. **Written comments must be received at City Hall by August 8, 2015 to be included in the Planning Commission staff report.** Written comments received after this date will be forwarded to the Planning Commission at the hearing. **Written comments must be received at City Hall by August 13, 2015 to be included in the City Commission staff report.** Written comments received after this date will be forwarded to the City Commission at the hearing. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the hearing, in person or by letter, with sufficient specificity to afford the Planning Commission, the City Commission, and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Any appeal will be based on the record. Contact (503) 657-0891 for more information. 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.

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The Meyers Road extension will connect the two existing segments of Meyers Road. The general project area is shown above in the orange dashed line.

The alignment was designed to improve access and maintain safety. It includes secondary vehicular entrance and a new multi-use path to Clackamas Community College. The alignment minimizes impact to natural resources and wetlands.

The planned street includes:

- Three vehicular travel lanes: One eastbound through lane; one westbound through lane; median or center turn lane
- Protected bike lanes
- Sidewalks
- Stormwater planters/bioswales
- On-street parking on the south side only

For more information see http://www.orcity.org/publicworks/meyers-road-extension-corridor-plan







Meyers Road Extension Concept Plan

Oregon Natural Resource Committee Presentation, 8/12/15

Anneke Van der Mast, Planner, David Evans and Associates, Inc.
Ethan Rosenthal, Ecologist, David Evans and Associates, Inc.

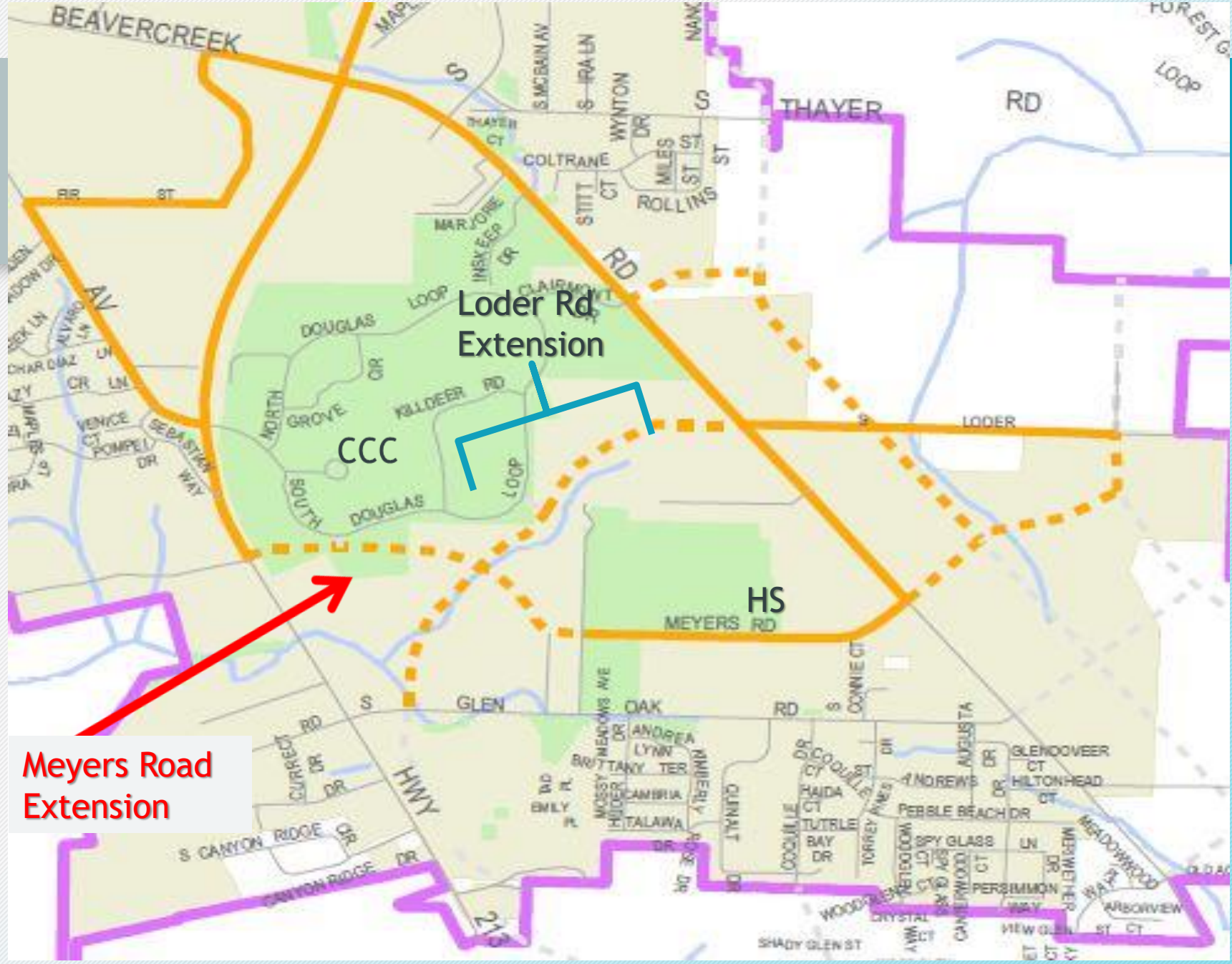
Context-- Meyers Road Extension



- Transportation System Plan Project D46
  - Extend Meyers Rd from OR 213 to High School Ave as Minor Arterial
  - Minor Arterial
  - Local Street connection to CCC
  - Affects 6 other TSP projects
- Campus Industrial & Enterprise Zone
  - Area is identified for large parcel development & family wage jobs
  - Family wage jobs

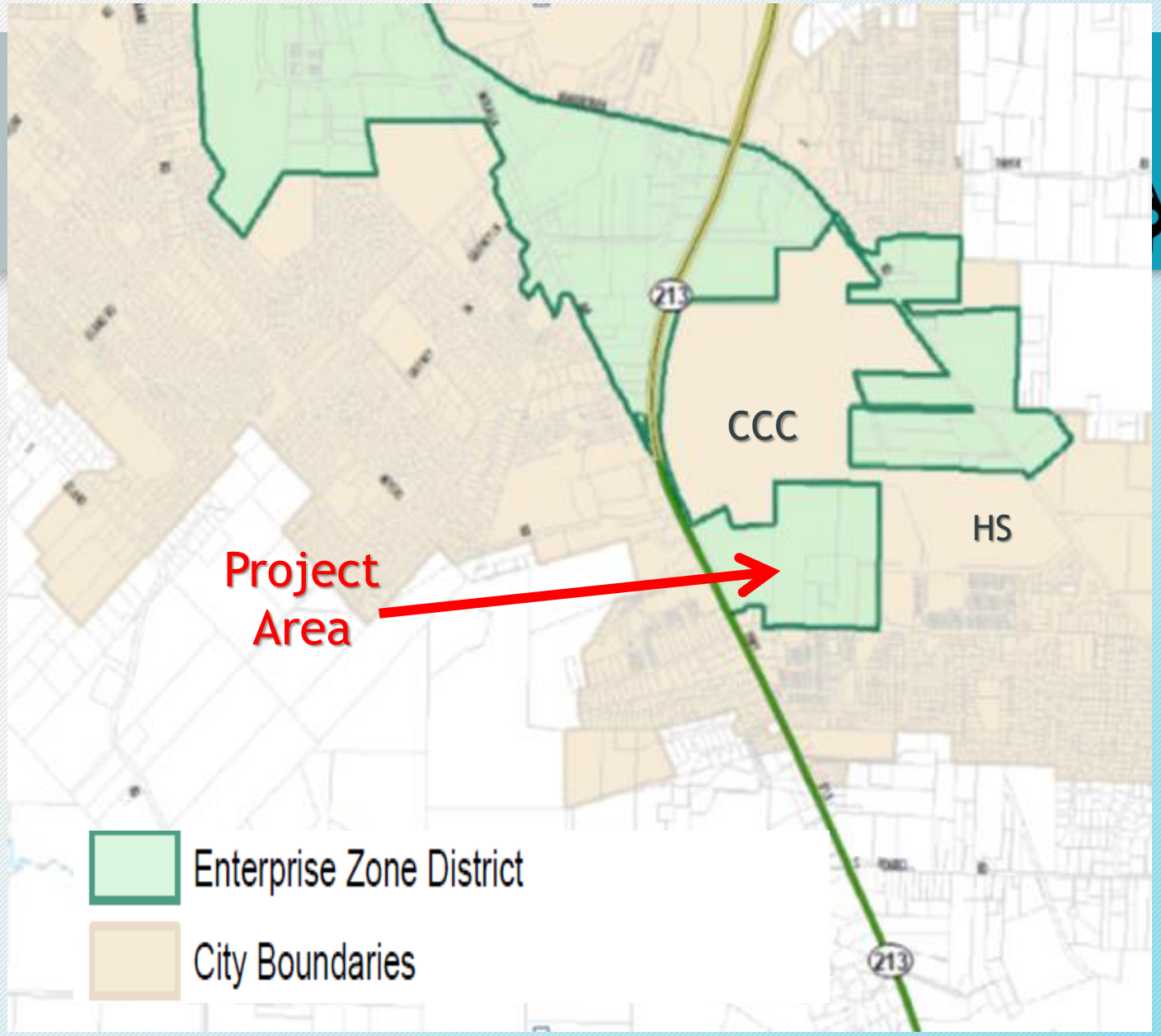
TSP Project

- Transportation System Plan Project D46
  - Extend Meyers Rd from OR 213 to High School Ave
  - Minor Arterial
  - Local Street connection to CCC
  - Loder Rd Connection



Zoning Considerations

- Campus Industrial zoning and Enterprise Zone
  - Area is identified for large parcel development & family wage jobs
  - Family wage jobs



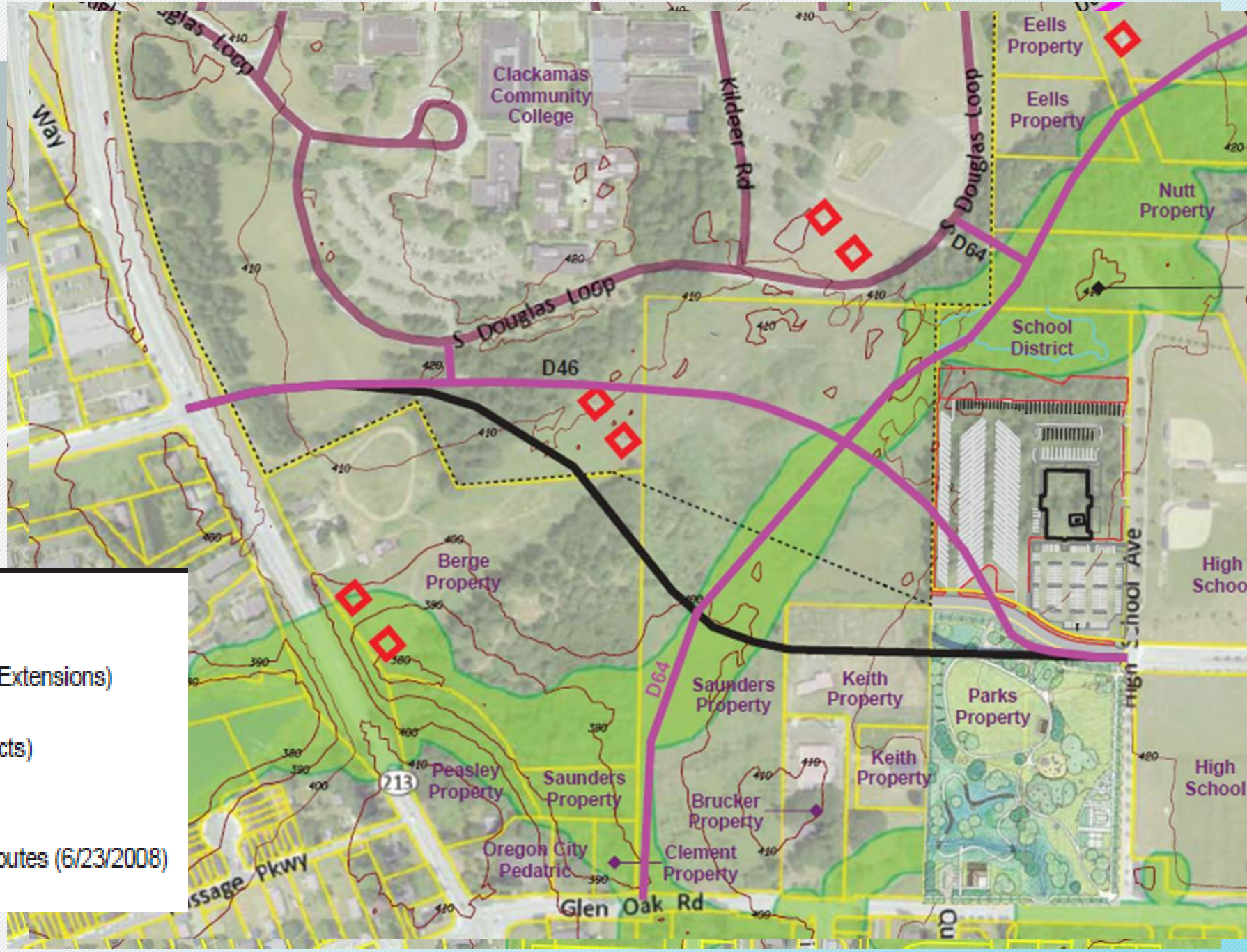
Conclusions from Traffic Analysis



- Three-lane section is appropriate for Meyers Road
- Four-way stop control for Meyers/High School/Loder
- T-intersection for Meyers/New CCC Access with stop signs for CCC
- Additional lane needed northbound on OR 213 at Meyers Road
- Separate left-, through, and right-turn lanes on Meyers Road in both directions at OR 213
- Minor improvements at OR 213/Glen Oak/Caufield
- Acceptable operations through 2035

Context

- Multiple Plans
- Alignments need refinement



Legend

- Transportation System Plan (Street Extensions)
- Regional Transportation Plan (Projects)
- Clackamas Community College Master Plan Vehicular Circulation Routes (6/23/2008)

Evaluation Criteria



Included:

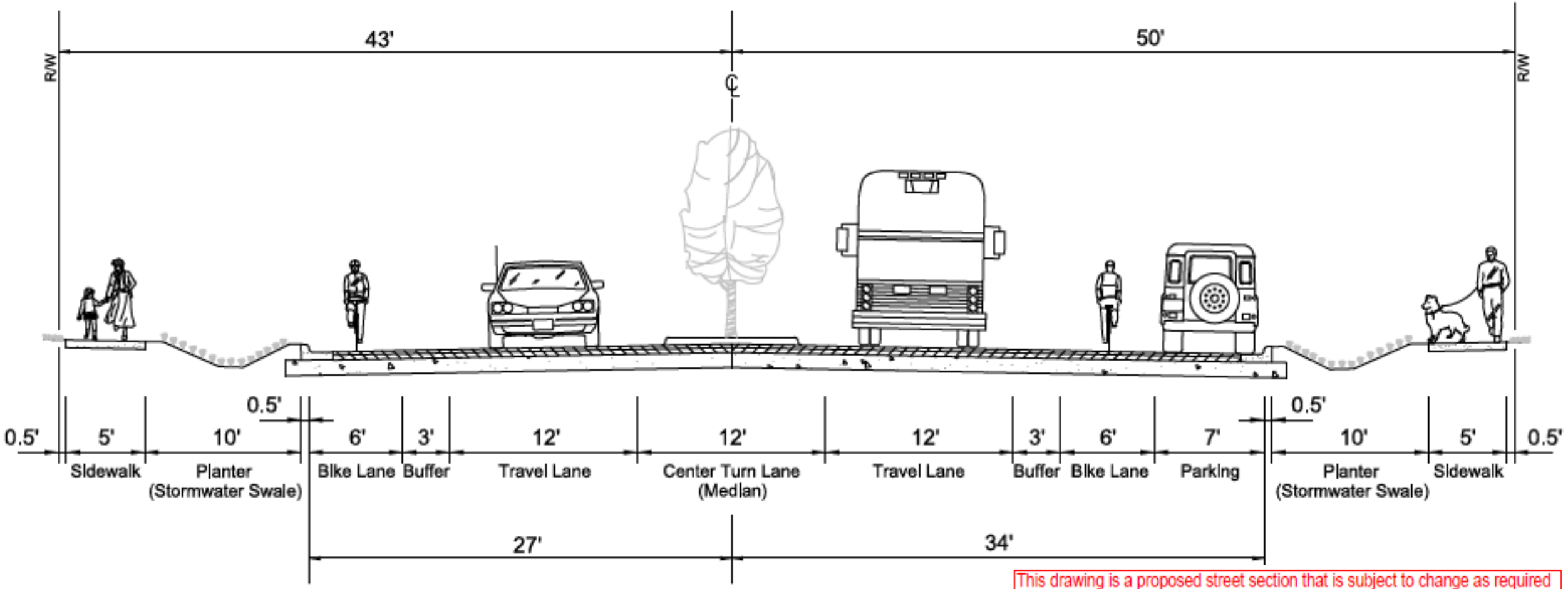
- *Consistent with current plans*
- *Provide safe multimodal access and connections*
- *Minimize environmental impacts*
- *Considers objectives of all stakeholders*
- *Maximize developable land*
- *Cost effective*

Meyers Road Configuration



- One eastbound through lane; one westbound through lane; median or center turn lane
- Buffered bike lanes
- Sidewalks
- Parking on south side
- Designed to Emphasize Safety
  - Parking was not provided on the north side for safety considerations
  - Designed for 30 mph
  - Does not use roundabout – large footprint needed for trucks

Typical Cross Section for Meyers Extension



LOOKING EAST - OR 213 to HIGH SCHOOL AVENUE

This drawing is a proposed street section that is subject to change as required or recommended by the City Engineer. It is intended to demonstrate the total width of the right of way and the elements that will be included within the street width.

Project Coordination



- Project Management Team - Coordination of Major Stakeholders
  - OR City Public Works, Parks, Planning
  - Oregon City School District
  - Clackamas Community College
  - ODOT
- Neighborhood Associations
- Property Owners
- TriMet

Coordinate with Projects Moving Forward

- Oregon City School District Bus Facility
  - Planning underway – 1st phase of construction
- Glen Oak Park
- CCC Master Plan Update
- Enterprise Zone





Meyers Road Extension Plan -Implementation

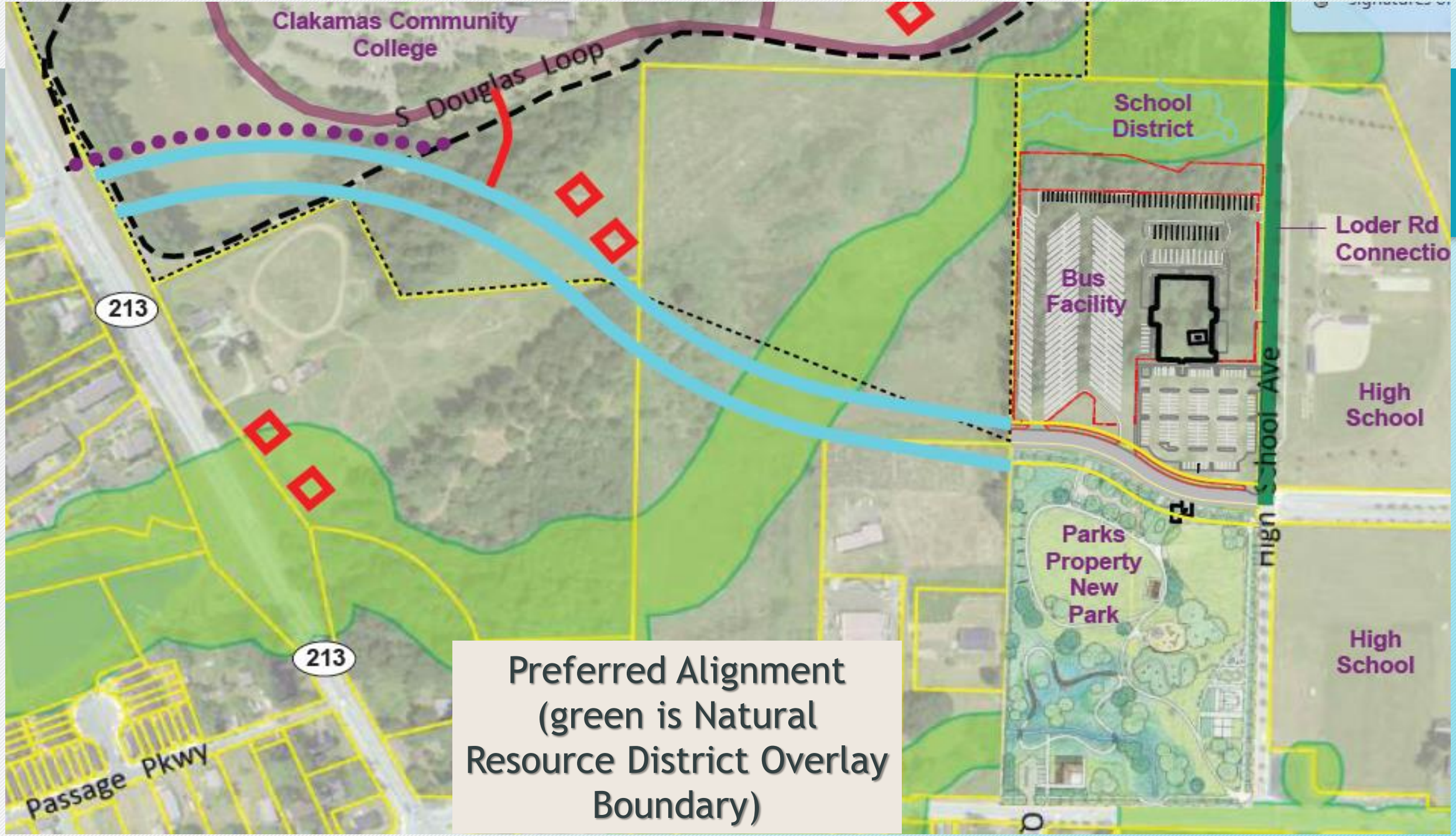


- The section by the bus facility will be built first
- 5-10 years likely for rest
- City is pursuing Grants from Federal, State, Regional sources
  - Economic Development Department pursuing job growth funding

Meyers Road Extension Plan - Summary



- Moves Loder Road/Meyers Rd Connection to High School Avenue
- Provides strong bike and pedestrian connections
- Selected a narrow footprint to minimize property & natural resource impacts
- 30 mph design prioritizes safety
- Includes access to CCC for multiple modes
- Improves intersection with 213
- Fosters job growth
- Minimizes impacts to environmentally-sensitive areas



Preferred Alignment (green is Natural Resource District Overlay Boundary)

Natural Resource Overlay District



- Chapter 17.49 - NATURAL RESOURCE OVERLAY DISTRICT
- It is intended to resolve conflicts between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps and as required by state and regional regulation.
- The NROD provisions apply only to properties within the NROD as shown on the NROD Map, as amended.
- Based off of a vegetated corridor measured from the top of bank or edge of a protected habitat or water feature.

Natural Resource Overlay District



- NROD boundary is an approximation of buffer of protected environmental features.
- Closer to implementation, a delineation of boundaries of protected features will be undertaken.
- Exact state and local environmental permitting and mitigation requirements will be ascertained once the project is the preliminary engineering phase.

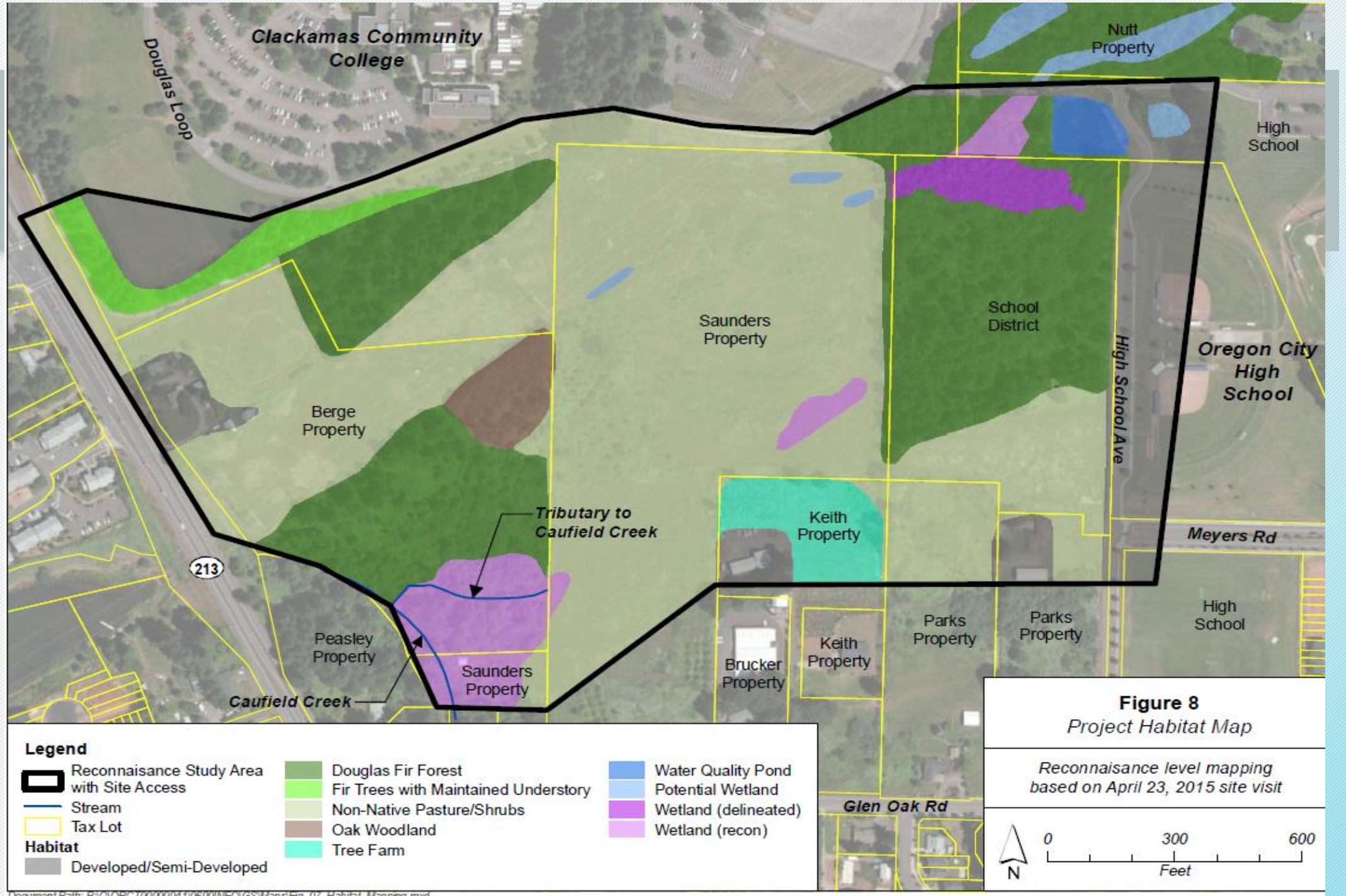


Figure 8
Project Habitat Map

Reconnaisance level mapping based on April 23, 2015 site visit

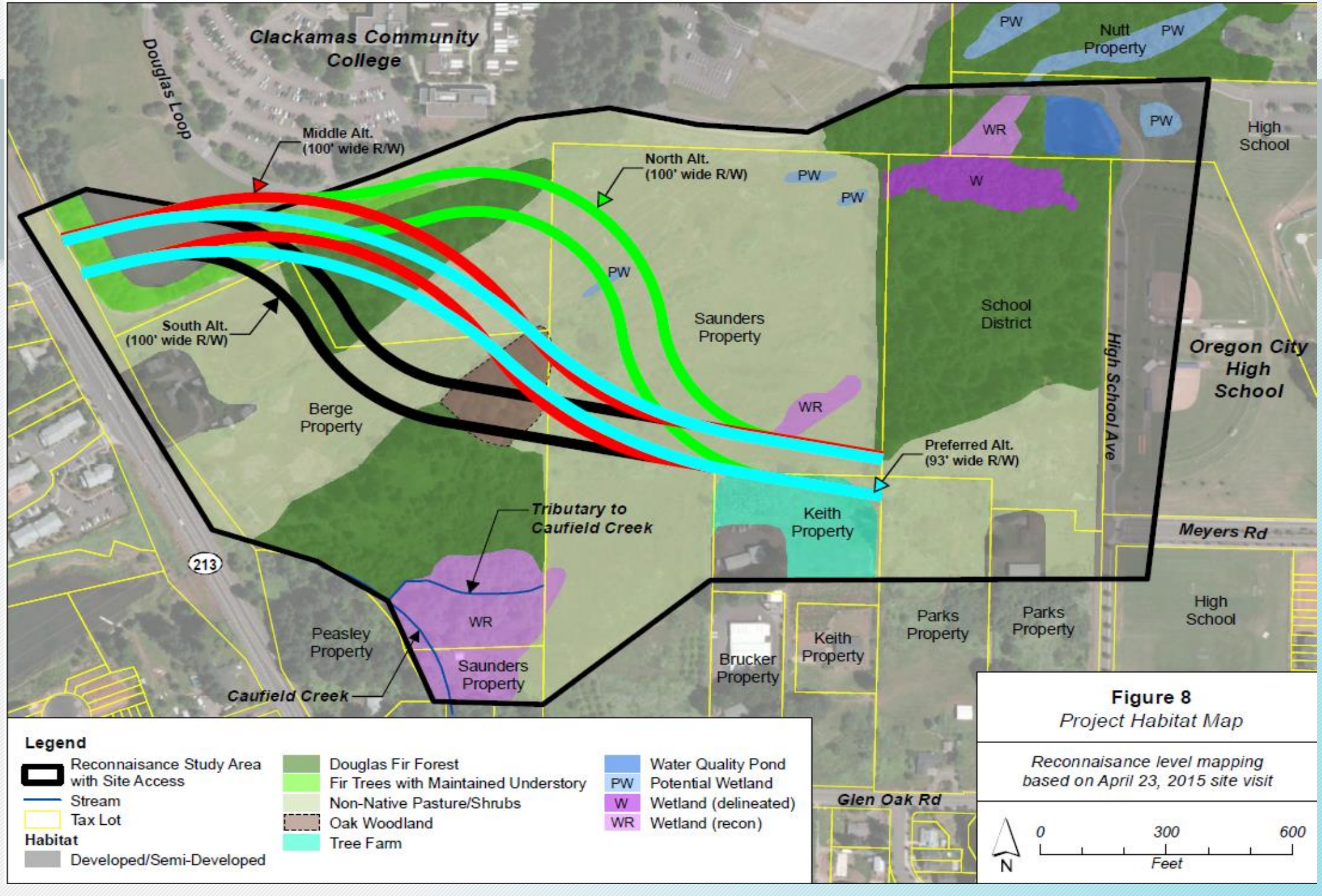


Figure 8
Project Habitat Map

Reconnaisance level mapping based on April 23, 2015 site visit

Draft Meyers Road Concept Plan



- Thoughts? Questions?

City of Oregon City

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

Staff Report

File Number: PC 15-193

Agenda Date:

Status: Agenda Ready

To: Planning Commission

Agenda #: 3b.

From: Planner Laura Terway

File Type: Land Use Item

SUBJECT:
Boulder Run Development Application: Zone Change file ZC 15-01, Subdivision file TP 15-02 & Natural Resource Overlay District Verification file NR 15-04

RECOMMENDED ACTION (Motion):
Staff requests the Planning Commission review the staff report and all associated materials and recommend to approve Planning files ZC 15-01, TP 15-02 and NR 15-04 to the City Commission with conditions.

BACKGROUND:
The applicant is seeking approval for a Zone Change from “R-10” Single-Family Dwelling District to “R-8” Single-Family Dwelling District, a 19-Lot subdivision, and Natural Resource Overlay District Verification on three tax lots including the properties at 19371 Pease Road and 12356 Hampton Drive in Oregon City.

BUDGET IMPACT:
Amount:
FY(s):
Funding Source:

OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION
August 14, 2015

FILE NUMBERS: ZC 15-01: Zone Change R-10 to R-8
TP 15-02: 19-Lot Subdivision
NR 15-04: Natural Resource Overlay District Verification

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive
West Linn, Oregon 97068

REPRESENTATIVE: Rick Givens
Planning Consultant
18680 Sunblaze Drive
Oregon City, Oregon 97045

OWNERS: Kirk and Wendy Smith
12356 Hampton Drive
Oregon City, Oregon 97045

Frederick Dolsen and Nora Stevens
12730 NE Flett Road
Gaston, Oregon 97119

REQUEST: The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, a 19-Lot subdivision, and Natural Resource Overlay District Verification.

LOCATION: 19371 Pease Rd, Oregon City, Oregon 97045,
Clackamas County 3-2E-07B -02300
No Address, Oregon City, Oregon 97045,
Clackamas County 3-2E-07BA-07000
12356 Hampton Dr, Oregon City,
Oregon 97045, Clackamas County 3-2E-07BA-06900

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
File Numbers ZC 15-01, TP 15-02 and NR 15-04

(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 Department #1.

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

1. 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 costs to benefited properties pursuant to the City's capital improvement regulations in effect at time of such improvement. (Code section 17.62.050.A.22). (DS)
2. Development shall comply with City of Oregon City Engineering Policy 00-01 and all applicable City design standards. *(DS)*
3. Applicant's engineer shall schedule a pre-design meeting with Engineering staff prior to first submittal of public facilities construction plans. *(DS)*
4. The temporary 4-inch main along the NE boundary between Windmill Drive and Pease Road shall be abandoned when the Windmill Drive 8-inch looped main is completed. (DS)
5. Water mains shall be provided with proper blow-off assembly at terminus of Hampton Drive and Boulder Run Court. (DS)
6. The proposed water main at the NE end of Windmill Drive will need to be moved away from the curb as far as practicable. (DS)
7. Each lot shall be provided with a minimum 1-inch diameter copper water service line and standard meter box. (DS)
8. The sanitary main in Hampton Drive will need to be designed to a depth to accommodate future development upstream of the NW site boundary. (DS)
9. Public sewer lines shall be located within the right-of-way to the extent practicable. With public facilities construction plan submittal, applicant shall provide justification that proposed easements are required in order to serve the development with gravity sewer. (DS)
10. The development will be required to annex into the Tri-City Sewer Service District. (DS)
11. Public facilities construction plans shall include an Erosion Prevention and Sediment Control (EPSC) Plan. As the site is over one acre, a 1200-C permit is required from Oregon Department of

Environmental Quality (DEQ) prior to start of construction. The EPSC plan shall be approved by DEQ as part of the permit, and the approved sheets included in the public facilities plan set prior to approval. *(DS)*

12. Public facilities construction plans shall include a Residential Lot Grading Plan per the City's Residential Lot Grading Criteria and International Building Code. If significant grading is required for the lots due to topography, rough grading shall be required of the developer prior to acceptance of the public improvements. Elevation differential at subdivision boundaries shall not exceed 2 feet. Grading shall in no way create ponding situations. *(DS)*
13. Prior to start of construction, applicant shall obtain all Public Works permits including site grading and DEQ 1200-C, and shall participate in a pre-construction conference with Public Works. *(DS)*
14. Fire hydrants shall be located and installed per requirements of Clackamas Fire District No. 1. *(F)*
15. Storm water detention and water quality treatment are required and shall comply with the City's Stormwater and Grading Design Standards. (DS)
16. Construction plans shall show an adjusted stormwater facility design incorporating the proposed pond with the adjacent Hampton Estates pond or as otherwise approved by city engineer. (DS)
17. A detailed drainage report shall be submitted with public facilities construction plans. The final report shall comply with City standards and shall address in adequate detail: water quality treatment, justification for proposed easements, drainage sub-basins, combination of this facility with Hampton Estates facility, conveyance of upstream flows, and a more detailed downstream analysis. (DS)
18. Additional detention or off-site capacity improvements may be required, based on the final drainage analysis. (DS)
19. Drainage for the Pease Road improvements will need to be addressed in the narrative of the drainage report, in the sub-basin map, and on the public facilities construction plans. (DS)
20. Proposed drainage system configuration regarding easement locations is subject to further review at construction plan submittal to ensure layout of the system meets City standards to the extent practicable given the topography of the site. (DS)
21. The storm main in Hampton Drive will need to be extended to the NW boundary, in its proper corridor, and designed to a depth to accommodate future upstream development. (DS)
22. The catch basin to catch basin configuration proposed at Hampton Drive and Boulder Run Court is not standard and will need to be revised on the construction plan unless there is adequate justification to eliminate a standard manhole connection. (DS)
23. Configuration of the storm laterals for lot drainage is subject to further review of public facilities construction plans. (DS)
24. The alternate to provide sidewalk in an easement along Lot 15 and Lot 16 on Boulder Run Court will be evaluated at construction plan review when driveway, street tree, and utility locations are known. (DS)
25. Dedicate sufficient right-of-way to provide 30 feet on NW side of right-of-way centerline along Pease Road frontage. Construct improvements along site frontage to include 15-foot pavement from centerline to face of curb, curb and gutter, 5.5-foot planter strip (this measurement includes curb), and 5-foot sidewalk located 0.5 feet from right-of-way. Improvements shall include monumentation, traffic control devices, undergrounding of overhead utilities, street trees, streetlights per PGE lighting standard, and all other appurtenances per City standards. *(DS)*
26. Boulder Run Court shall include 34-foot right-of-way, 28-foot pavement width, curb and gutter, 5-foot curb-tight sidewalk on NW side of street, monumentation, traffic control devices, street trees in easement, streetlights per PGE lighting standard, and all other appurtenances per City standards. Install hammerhead turn-around in private easements along SW end of street, subject to approval by Clackamas Fire District No. 1 at time of construction plan review. Installation of sidewalk along Lots 15 and 16 in an easement will be evaluated at time of construction plan review. *(DS)*

27. Hampton Drive shall include 54-foot right-of-way, 32-foot pavement width, curb and gutter, 5.5-foot planter strip (this measurement includes curb), and 5-foot sidewalk located 0.5 feet from right-of-way. Improvements shall include monumentation, traffic control devices, ADA ramps, street trees, streetlights per PGE lighting standard, and all other appurtenances per City standards. Hammerhead or other approved turn-around shall be provided at the NW terminus unless otherwise approved by Clackamas Fire District No. 1 at time of construction plan review. *(DS)*
28. Install ADA ramp on NE side of Hampton Drive across from Boulder Run Court intersection. (DS)
29. Windmill Drive shall include 54-foot right-of-way, 32-foot pavement width, curb and gutter, 5.5-foot planter strip (this measurement includes curb), and 5-foot sidewalk located 0.5 feet from right-of-way. Improvements shall include monumentation, traffic control devices, ADA ramps, street trees, streetlights per PGE lighting standard, and all other appurtenances per City standards. *(DS)*
30. On plat, provide a 10-foot public utility easement (PUE) along all street frontages, and access control strip across the newly created dead-end of Hampton Drive. *(DS)*
31. The final plat shall depict utility easements per the approved public facilities construction plans; it is anticipated that the easements as shown will be revised. (DS)
32. Applicant shall coordinate streetlight design and construction with Portland General Electric (PGE). *(DS)*
33. Pavement cuts for utilities shall comply with City Pavement Cut Policy and Standards. The Full Standard will be required unless determined otherwise by City Engineer. (DS)
34. Driveway spacing shall meet City standards. (DS)
35. Applicable System Development Charges (SDCs) are due at time of building permit issuance. Partial credits will be applied for the two dwellings. (DS)
36. Public facilities construction plans shall address the following items: show and clearly identify all existing and proposed utilities in and adjacent to the development, including stormwater, sanitary sewer, water mains and fire hydrants; adequate topography beyond boundaries of development to adequately depict tie-in of streets and utilities to the existing system; sewer laterals perpendicular to the main, and connected to the main and not into manholes where possible; correct north arrow and correct graphic and narrative scales on each plan sheet. Public facilities plan set shall include streetlight locations and details, street trees, site grading, and erosion protection and sediment control. (DS)
37. A geotechnical report shall be included with public facilities construction plan submittal per 15.48.090 unless otherwise approved by City Engineer upon review of preliminary stormwater facility design. (DS)
38. The applicant shall submit a plan for street trees in compliance with OCMC 12.08. (P)
39. The applicant shall submit a revised tree mitigation plan in accordance with Chapter 17.41. (P)

Prior to Final Plat of the Subdivision:

1. The applicant shall submit CC&R's for the subdivision (if applicable) which do not conflict with the Oregon City Municipal Code. (P)

Prior to Issuance of Building Permits:

1. The applicant shall assure that the front setback and the most architecturally significant elevation of any future home on lots 1 and 2 face Pease Road. (P)
2. If lots 1 and 2 are both accessed from Pease Road, the driveways shall be combined at the property line into a single access at the right-of-way. (B)

Prior to Occupancy of Building Permits:

1. The applicant shall record a permanent, protective covenant or easement on all properties with new or existing trees planted on private property in a form acceptable to the City. (P)

2. The applicant shall provide a one-time payment as identified in Schedule A – Police Funding Fees.

I. BACKGROUND:

1. Existing Conditions

The subject site consists of three tax lots located at 19371 Pease Road and 12356 Hampton Drive in Oregon City (Exhibit 1). The site is currently developed with two single-family homes and associated accessory buildings.

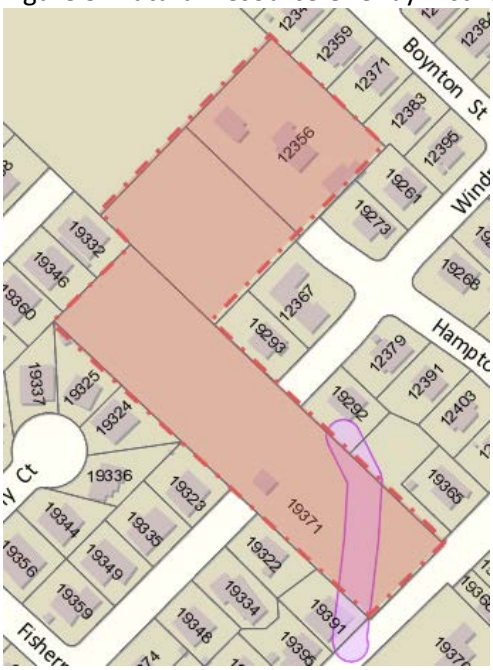
Figure 1. Vicinity Map



Figure 2: Existing Conditions – Aerial Image



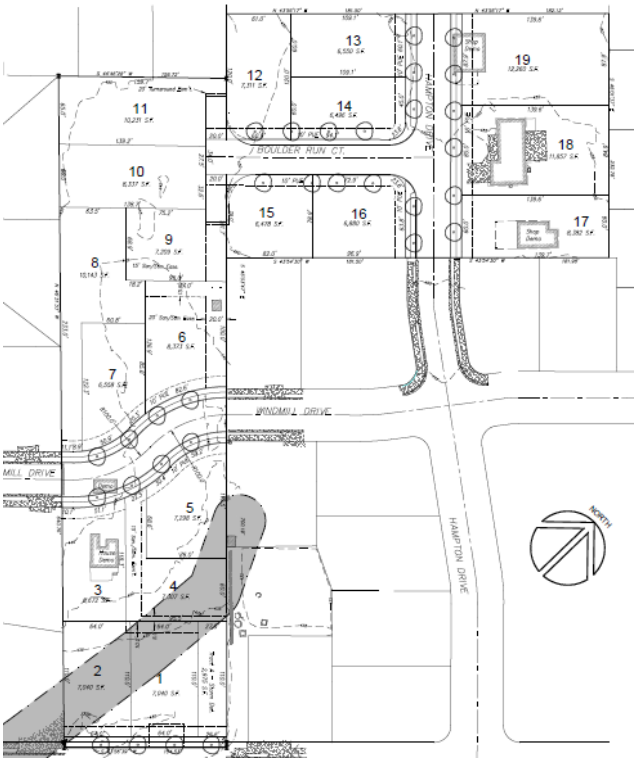
Figure 3: Natural Resource Overlay District



2. Project Description

The applicant has proposed to change the zoning designation of the subject site from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, obtain verification that the Natural Resource Overlay District is not onsite, demolish one of the single-family homes onsite and all associated accessory structures and subdivide the property into 19 lots (Exhibit 2).

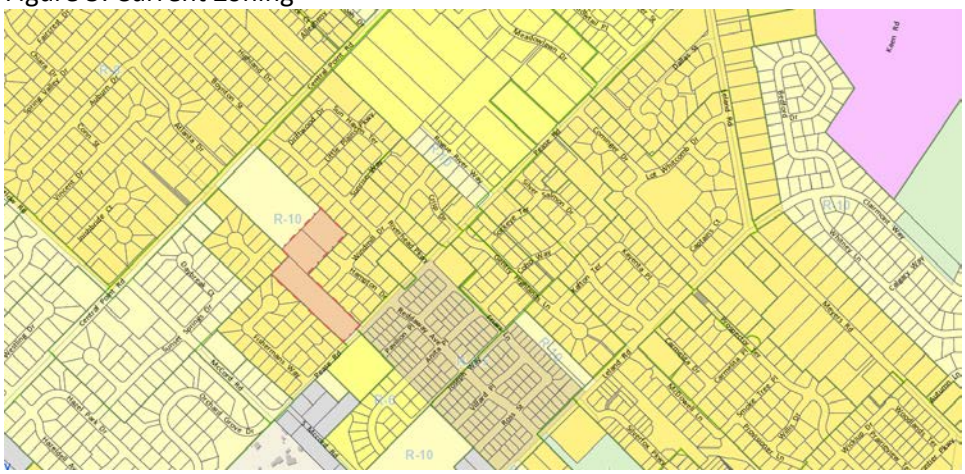
Figure 4: Proposed Layout



3. **Zoning/Permitted Uses:** The subject site was annexed into Oregon City in 2008 with file AN 07-07. The site is currently zoned "R-10" Single-Family Dwelling District, the zoning designation assigned to all properties within the Low Density Residential Comprehensive Plan designation upon annexation to Oregon City.

   As demonstrated below, the properties are surrounded by multiple subdivisions within the "R-8" Single-Family Dwelling District with the exception of an underdeveloped property to the northwest of the site. The opposing side of Pease Road is developed with homes in the "R-6" Single-Family Dwelling District and the "R-3.5" Dwelling District.

   Figure 5: Current Zoning



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

   17.08 - R-10 Single Family Dwelling District
   17.10 - R-8 Single Family Dwelling District
   16.08 - Subdivisions-Process and Standards
   16.12 - Minimum Improvements and Design Standards for Land Divisions
   13.12 - Stormwater Management
   12.04 - Streets, Sidewalks, and Public Places
   12.08 - Public and Street Trees
   15.48 - Grading, Filling and Excavating
   17.20 – Residential Design and Landscaping Standards
   17.47 - Erosion and Sediment Control
   17.41 – Tree Protection
   17.49 – Natural Resource Overlay District
   17.50 - Administration and Procedures
   17.50 - Administration and Procedures
   17.54.100 – Fences, Hedges and Walls

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

5. **Notice and Public Comment**

Notice of the proposal was sent to various City departments, affected agencies, property owners within 300 feet, and all Neighborhood Associations. Additionally, the subject property was posted with signs identifying that a land use action was occurring on the property and a notice was posted in the paper. The following comments have been submitted to the Planning Division:

- Greg Peterson submitted comments regarding property values, dimensional standards, infrastructure, neighborhood livability, tax base, trees, preservation and development potential (Exhibit 4).
  Staff Response: Findings for all applicable development criteria are provided within this report. Note that property values, preservation of forested areas, the implication on the tax base and the condition of the roadway not abutting the subject site are not development criteria.
- Mayor Dan Holladay submitted comments regarding preservation and development potential (Exhibit 5).
  Staff Response: Findings for all applicable development criteria are provided within this report.
- Todd Last submitted comments regarding an unrelated document was inadvertently posted to the website with the development application (Exhibit 6).
  Staff Response: The unrelated document was removed from the website.
- Wes Rogers, Director of Operations for the Oregon City School District submitted comments identifying that there are no issues with the development proposal.
  Staff Response: Findings for schools are incorporated into the report (Exhibit 7).
- Scott Archer, Community Services Director submitted comments identifying that there are no issues with the development proposal (Exhibit 8).
  Staff Response: Findings for parks are incorporated into the report.

None of the comments provided indicate that an approval criterion has not been met or cannot be met through the Conditions of Approval attached to this Staff Report. Comments of the applicable City departments or consultants are incorporated into this report.

II. ANALYSIS AND FINDINGS:

CHAPTER 17.08 - R-10 SINGLE FAMILY DWELLING DISTRICT

Finding: Not Applicable. The subject site is currently within the "R-10" Single-Family Dwelling District. The applicant has proposed to change the zoning designation of the site to "R-8" Single-Family Dwelling district and subdivide the property into 19 lots with an Exemption to the Natural Resource Overlay District. The standards within this criterion are not applicable.

CHAPTER 17.10 - "R-8" SINGLE-FAMILY DWELLING DISTRICT

17.10.040. A. Minimum lot area, eight thousand square feet;

Finding: Complies as Proposed. Chapter 16.12.050 of the Oregon City Municipal Code allows lots that are up to 20% less than the required minimum lot area of the applicable zoning designation provided the average lot size of the subdivision complies with the minimum site area requirement of the underlying zone. In the R-8 zone, the 20% standard would allow lots as small as 6,400 square feet. All proposed lots exceed 6,400 square feet – the smallest is 6,478 square feet and largest is 12,260 square feet. The average lot size for the entire subdivision is 8,006.4 square feet.

Lot	Square Footage (Ft.)	Lot	Square Footage (Ft.)
1	7,040	11	10,231

2	7,040	12	7,311
3	6,672	13	6,550
4	7,007	14	6,496
5	7,298	15	6,478
6	8,373	16	6,880
7	6,558	17	8,382
8	10,143	18	11,857
9	7,209	19	12,260
10	8,337		

17.10.040. B. Minimum lot width, sixty feet;

Finding: Complies as Proposed. The proposed lot widths exceed the minimum lot width of 60 feet. The approximate lot widths are provided below.

Lot	Lot Width (Ft.)	Lot	Lot Width (Ft.)
1	64.0	11	65.0
2	64.0	12	61.0
3	60.0	13	60.0
4	60.0	14	60.0
5	76.0	15	82.0
6	77.0	16	78.9
7	60.8	17	60.0
8	63.5	18	84.9
9	68.9	19	87.9
10	60.0		

17.10.040. C. Minimum lot depth, seventy-five feet;

Finding: Complies as Proposed. The proposed lot depths exceed the minimum lot depth of 75 feet. The approximate lot depths are provided below.

Lot	Lot Depth (Ft.)	Lot	Lot Depth (Ft.)
1	110.0	11	139.2
2	110.0	12	120.0
3	118.3	13	109.1
4	95.5	14	109.1
5	95.0	15	78.9
6	105.0	16	96.9
7	110.0	17	139.7
8	110.0	18	139.6
9	77.0	19	139.6
10	138.7		

17.10.040.D. Maximum building height: two and one-half stories, not to exceed thirty-five feet.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. New construction will be reviewed for compliance with the dimensional standards of the zoning designation upon submittal of permits. No variances to any dimensional standards are proposed.

17.10.040.E

1. Front yard: fifteen feet minimum depth.
2. Front porch, ten feet minimum setback,
3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.
4. Interior side yard, nine feet minimum setback for at least one side yard; seven feet minimum setback for the other side yard,
5. Corner side yard, fifteen feet minimum setback,
6. Rear yard, twenty-foot minimum setback
7. Rear porch, fifteen-foot minimum setback.

Finding: Complies as Proposed. The site is currently constructed with two single-family dwellings and multiple accessory structures. No variances to any dimensional standards are proposed. The applicant has proposed to demolish all structures onsite with the exception of the single-family dwelling on lot 18 which complies with the setbacks of the zoning designation.

17.10.040.F. Garage standards: See Chapter 17.21—Residential Design Standards.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. New construction will be reviewed for compliance with the dimensional standards of the zoning designation upon submittal of permits. No variances to any dimensional standards are proposed.

17.10.040.G. Maximum lot coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.

Finding: Complies as Proposed. Subsequent to the platting of this development, lot 18 will have an approximately 1,860 square foot footprint on a 11,857 square foot lot resulting in a lot coverage of approximately 16%, less than the maximum of 40%.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

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

Goal 1: Citizen Involvement

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

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 zone change applications. The Applicant met with a neighborhood association prior to submitting this application. Once the application was deemed complete, the City noticed the application to properties within 300 feet and the neighborhood association, and Citizens Involvement Council, 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. By following this process, the requirements of this policy are 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 as Proposed. The Applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-8" Single-Family Dwelling District. The zone change would allow additional dwellings to be constructed and the property to be utilized in an efficient manner, consistent with the adjacent properties. This standard has been 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.

Finding: Complies as Proposed. The Oregon City Comprehensive Plan designates the subject property as

within the "LR" Low Density Residential Development designation. The "LR" Low Density Residential Development designation includes the R-10, R-8 and R-6 zoning designations. The applicant has not proposed to alter the Comprehensive Plan designation of the site. The subject site is located adjacent to R-3.5 and R-6 zoned properties, and thus the density of R-8 development is appropriate.

Goal (5) Natural Resources

Policy 5.4.4: Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.

Finding: This policy is implemented by the application of the Natural Resources Overlay District (NROD). Please refer to the analysis in chapter 17.49 of this report.

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. The proposed "R-8" development pattern will be consistent with this policy by creation of a more compact land use pattern and reduction in the square footage of publicstreet per dwelling, thereby reducing travel by single-occupancy vehicles and increasing use of alternative modes of transportation. Public sidewalks will be provided on all streets within this project. This standard has been met.

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: Complies as Proposed. This policy is implemented by development standards that require appropriate handling of storm water runoff. Standard erosion control measures will be implemented during construction. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. Please refer to the findings within this report.

Goal 10: Housing

Goal 10.1.3: 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.

Finding: Complies as Proposed. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. The increased density allowed by the R-8 zoning, as compared with the existing R-10 district will provide for a greater number of single-family homes on this site, thereby increasing the availability of more choices in the marketplace. The chart below displays that currently, approximately 25% of land within the city is within the "R-10" Single-Family Dwelling District and only 18% of land within the city is designated "R-8" Single-Family Dwelling District. The proposed zone change will increase the variety of zoning by an incremental increase in the R-6 designated land. This standard has been 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%

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.

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-8 zoning. Please refer to the analysis about utilities within this report. Oregon City School District provides education services and has adequate levels of service available (Exhibit 7). 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.

The City of Oregon City Police Department will provide police services to the subject site. The subject site was annexed into Oregon City with Annexation file AN 07-07. Condition of approval number 12 states "The City Commission recognizes that the applicant did specifically offer a solution to the Police funding shortcomings as identified on Schedule A – Police Funding Fees" (Exhibits 10). Prior to issuance of occupancy for each new dwelling onsite, the applicant shall provide a one-time payment as identified in Schedule A – Police Funding Fees. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Policy 11.1.4: Support development of 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.

Finding: Complies with Condition. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-8 zoning. The proposed zone change would maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Please refer to the findings within this report. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Goal 12: Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

Finding: Complies as Proposed. A transportation analysis letter (TAL) was prepared for this project, dated April 14, 2015, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TIS was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who concluded: "the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule" (Exhibit 3).

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 Condition. The public facilities and services have been addressed within this report. All the services are available and adequate to meet the needs of this property when developed to levels allowed by the R-8 zoning district. Staff finds that the application is consistent with this approval criterion (B).

The City of Oregon City Police Department will provide police services to the subject site. The subject site was annexed into Oregon City with Annexation file AN 07-07. Condition of approval number 12 states "The City Commission recognizes that the applicant did specifically offer a solution to the Police funding shortcomings as identified on Schedule A – Police Funding Fees" (Exhibits 10). Prior to issuance of occupancy for each new dwelling onsite, the applicant shall provide a one-time payment as identified in Schedule A – Police Funding Fees. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 as Proposed. A transportation analysis letter (TAL) was prepared for this project, dated April 14, 2015, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TIS was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who concluded: "the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule" (Exhibit 3).

Additionally, Mr. Replinger indicated that "the TAL presents information on trip generation from the construction of 19 single family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual.* The subdivision is predicted to produce 14 new AM peak hour trips; 18 new PM peak hour trips; and 172 new weekday trips". (Exhibit 3). Staff concurs with Mr. Replinger and finds that the application is consistent with this approval criterion (C).

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 comprehensive plan contains specific policies and provisions which control the zone change.

CHAPTER 16.08 – SUBDIVISIONS PROCESS AND STANDARDS

16.08.010

All subdivisions shall be in compliance with the policies and design standards established by this chapter and with applicable standards in the City's Public Facilities Master Plan and the City Design Standards and Specifications. The evidence contained in this record indicates that the proposed subdivision is in compliance with standards and design specifications listed in this document, subject to the conditions of approval.

Finding: Complies with Conditions. As demonstrated within this staff report the proposed project was reviewed by the appropriate agencies and will comply with the criterion in the Oregon City Municipal Code with the conditions of approval. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.015 Preapplication conference required.

Finding: Complies as Proposed. The applicant held a pre-application conference (file PA 15-06) on April 1, 2015. The land use application was submitted within 6 months of the pre-application conference on April 15, 2015. The application was deemed incomplete on May 15, 2015 and after the submittal of additional information the application was deemed complete on July 1, 2015.

16.08.020 - Preliminary subdivision plat application.

Within six months of the preapplication conference, an Applicant may apply for preliminary subdivision plat approval. The applicant's submittal must provide a complete description of existing conditions, the proposed subdivision and an explanation of how the application meets all applicable approval standards. The following sections describe the specific submittal requirements for a preliminary subdivision plat, which include plan drawings, a narrative statement and certain tabular information. Once the application is deemed to be complete, the community development director shall provide notice of the application and an invitation to comment for a minimum of fourteen days to surrounding property owners in accordance with Section 17.50.090(A). At the conclusion of the comment period, the community development director will evaluate the application, taking into consideration all relevant, timely filed comments, and render a written decision in accordance with Chapter 17.50. The community development director's decision may be appealed to the city commission with notification to the planning commission.

Finding: Complies as Proposed. The applicant held a pre-application conference (file PA 15-06) on April 1, 2015. The land use application was submitted within 6 months of the pre-application conference on April 15, 2015. The application was deemed incomplete on May 15, 2015 and after the submittal of additional information the application was deemed complete on July 1, 2015.

16.08.025 - Preliminary subdivision plat—Required plans.

The preliminary subdivision plat shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments. All maps and site drawings shall be at a minimum scale of one inch to fifty feet.

16.08.025.A. Site Plan. A detailed site development plan showing the location and dimensions of lots, streets, pedestrian ways, transit stops, common areas, building envelopes and setbacks, all existing and proposed utilities and improvements including sanitary sewer, stormwater and water facilities, total impervious surface created (including streets, sidewalks, etc.) and an indication of existing and proposed land uses for the site. If required by staff at the pre-application conference, a subdivision connectivity analysis shall be prepared by a transportation engineer licensed by the State of Oregon that describes the existing and future vehicular, bicycle and pedestrian connections between the proposed subdivision and existing or planned land uses on adjacent properties. The subdivision connectivity analysis shall include shadow plats of adjacent properties demonstrating how lot and street patterns within the proposed subdivision will extend to and/or from such adjacent properties and can be developed meeting the existing Oregon City Municipal Code design standards.

Finding: Complies as Proposed. The development application included a preliminary site plan displaying the necessary submittal requirements. This standard is met.

16.08.025.B. Traffic/Transportation Plan. The applicant's traffic/transportation information shall include two elements: (1) A detailed site circulation plan showing proposed vehicular, bicycle, transit and pedestrian access points and connections to the existing system, circulation patterns and connectivity to existing rights-of-way or adjacent tracts, parking and loading areas and any other transportation facilities in relation to the features illustrated on the site plan; and (2) a traffic impact study prepared by a qualified professional transportation engineer, licensed in the state of Oregon, that assesses the traffic impacts of the proposed development on the existing transportation system and analyzes the adequacy of the proposed internal transportation network to handle the anticipated traffic and the adequacy of the existing system to accommodate the traffic from the proposed development. The City Engineer may waive any of the foregoing requirements if determined that the requirement is unnecessary in the particular case.

Finding: Complies as Proposed. A transportation analysis letter (TAL) was prepared for this project, dated April 14, 2015, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2).

16.08.025.C. Natural Features Plan and Topography, Preliminary Grading and Drainage Plan. The applicant shall submit a map illustrating all of the natural features and hazards on the subject property and, where practicable, within two hundred fifty feet of the property's boundary. The map shall also illustrate the approximate grade of the site before and after development. Illustrated features must include all proposed streets and cul-de-sacs, the location and estimated volume of all cuts and fills, and all stormwater management features. This plan shall identify the location of drainage patterns and courses on the site and within two hundred fifty feet of the property boundaries where practicable. Features that must be illustrated shall include the following:
1. Proposed and existing street rights-of-way and all other transportation facilities;
2. All proposed lots and tracts;
3. All trees proposed to be removed prior to final plat with a diameter six inches or greater diameter at breast height (d.b.h);
4. All natural resource areas pursuant to Chapter 17.49, including all jurisdictional wetlands shown in a delineation according to the Corps of Engineers Wetlands Delineation Manual, January, 1987 edition, and approved by the Division of State Lands and wetlands identified in the City of Oregon Local Wetlands inventory, adopted by reference in the City of Oregon City comprehensive plan;
5. All known geologic and flood hazards, landslides or faults, areas with a water table within one foot of the surface and all flood management areas pursuant to Chapter 17.42
6. The location of any known state or federal threatened or endangered species;
7. All historic areas or cultural features acknowledged as such on any federal, state or city inventory;
8. All wildlife habitat or other natural features listed on any of the city's official inventories.
Finding: Complies as Proposed. The applicant submitted all required plans and a Natural Resource Overlay District Report prepared by Schott and Associates in Exhibit 2.

16.08.025.D. Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide,
1. A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and
2. A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.
If, after forty-five days notice from the applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the city will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils. The community development director may waive any of the foregoing requirements if the community development director determines that the requirement is unnecessary in the particular case and that the intent of this chapter has been met.
Finding: Complies as Proposed. A description of the proposed development was sent to the Oregon State Historic Preservation Office (SHPO) as well as various tribes for review.

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:
16.08.030.A. Subdivision Description. A detailed description of the proposed development, including a description of proposed uses, number and type of residential units, allocation and ownership of all lots, tracts, streets, and public improvements, the structure of any homeowner's association, and each instance where the proposed

subdivision will vary from some dimensional or other requirement of the underlying zoning district. For each such variance, a separate application will be required pursuant to Chapter 17.60, Variances;
Finding: Complies as Proposed. A detailed description of the proposed subdivision including the above listed information, as applicable, was submitted with this development application.

16.08.030.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:
16.08.030.B.1. Water
Finding: Complies with Condition. There is an existing 8-inch ductile iron water main in Windmill Drive on either side of the site. Connection will be made through the development, thus providing a permanent looped system. Therefore, the temporary 4-inch main along the NE boundary between Windmill Drive and Pease Road is no longer needed and is to be abandoned at this time. The proposed main at the NE end will need to be moved away from the curb as far as practicable, given the location of the existing tie-in. There is an existing 8-inch DI main in Hampton Drive that will be extended to the NW property boundary. The length of dead-end water main that will be created complies with City standards. The mains shall be provided with proper blow-off assembly at the terminus of Hampton Drive and Boulder Run Court. There is an existing 12-inch DI main along the Pease Road frontage to serve the site.

Fire hydrants shall be installed per requirements of Clackamas Fire District No. 1. The applicant should anticipate at least one new hydrant in the northwesterly section of the development.

Each lot shall be provided with a minimum 1-inch diameter copper water service line and standard meter box. The existing service for 19371 Pease Road may be used to serve new Lot 2 if determined to meet minimum City standards. The existing service to 12356 Hampton Drive will need to be relocated for the street extension and cannot be used to serve a new lot.

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

16.08.030.B.2. Sanitary Sewer
Finding: Complies with Condition. There is an existing 12-inch gravity sanitary sewer main in Pease Road. The applicant proposes to provide service to Lot 1 and Lot 2 from this main. There is an 8-inch main in Windmill Drive on the NE boundary. This main will be extended to serve a portion of the development. There is an 8-inch main in Hampton Drive. This main will be extended to serve the remainder of the site. Each lot is provided with a separate lateral. The main in Hampton Drive will need to be designed to a depth to accommodate future development upstream of the NW site boundary.

The applicant has proposed a portion of the sewer main to be within a public easement, and one service lateral in an unspecified easement. Public sewer lines shall be located within the right-of-way to the extent practicable. If topography allows, Lot 8 shall be served by a lateral along its frontage on Windmill Drive in lieu of the proposed easement. With the public facilities construction plan submittal, the applicant will need to justify that the easements are required in order to serve the development with gravity sewer. Laterals as shown will need to be adjusted on the construction plan; in particular, they should be perpendicular to the main, and connected to the main and not to a manhole where possible.

The plan shows what appears to be a sanitary pumping facility; this will need to be clarified on the construction plan.

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

16.08.030.B.3. Storm Sewer and Storm Water Drainage

Finding: Complies with Condition. The site is located in the Central Point Drainage Basin. The site generally drains southerly towards Pease Road.

Storm water detention and water quality controls are required for the development of this site and shall comply with the City's Stormwater and Grading Design Standards, 12/17/1999. The applicant is encouraged to incorporate Low Impact Development methodologies as outlined in the new standards which are effective 8/18/2015.

In the narrative, the applicant has indicated that the stormwater facility will be adjacent to and combined with the existing Hampton Estates subdivision pond, but that has not been reflected on the plans. The two ponds shall be combined as indicated; the construction plans will need to show an adjusted pond design such that the two ponds are made into one facility.

The applicant's narrative states that the existing and proposed storm sewer systems are piped to the detention facility. This new facility will meter the storm water at the pre-design rates. A 30-inch storm line carries the storm water down Pease Road to the southwest with discharge into a drainage course at 19400 Pease Road. This outfall has been upgraded with the development of Pavilion Park II and a portion of the storm water from the undeveloped Pavilion Park II has been redirected away from this outfall. An improved rip-rap outfall on Pavilion Park II has reduced the velocity and previous erosion problems. Following site development, there will no change in the size or location of stormwater discharge. The overall drainage pattern will be the same.

The applicant has provided a preliminary drainage report to the City for review. While the preliminary evaluation is sufficient to show that the proposed method of addressing storm drainage is feasible, a more detailed report shall be submitted with public facilities construction plans. The final report shall comply with City standards and shall address in adequate detail: water quality treatment, justification for proposed easements, drainage sub-basins, combination of this facility with Hampton Estates facility, and downstream conditions. Additional detention or off-site capacity improvements may be required, based on the final drainage analysis. Drainage for the Pease Road improvements will need to be addressed in the narrative of the drainage report, in the sub-basin map, and on the public facilities construction plans.

The applicant has proposed portions of the storm system to be within easements. Public sewer lines shall be located within the right-of-way to the extent practicable, and lots shall be served by direct connections to the public system where possible. The configuration is subject to further review at construction plan submittal to ensure configuration of the system meets City standards to the extent practicable given the topography of the site.

The main in Hampton Drive will need to be extended to the NW boundary, in its proper corridor, and designed to a depth to accommodate future upstream development.

A cursory review of the adjacent segments of Windmill Drive suggests that the proposed segment across the subject property may need to be constructed with a vertical curve (high point). This will revise the proposed storm system in this street. The two proposed catch basins at the NE terminus may not be necessary.

The catch basin to catch basin configuration proposed at Hampton Drive and Boulder Run Court is not standard and will need to be revised on the construction plan unless there is adequate justification to eliminate a standard manhole connection.

Configuration of the private storm lines for Lots 1, 3, 4 and 5 appears to be unnecessarily complex and problematic in terms of maintenance access. Alternative arrangements will need to be addressed with construction plan submittal. Several other private lines are proposed to be connected to public manholes or catch basins, and are placed at angles that are not ideal for maintenance purposes. The services should be discharged to the curb line through a weephole where possible or connected in to the public storm main.

The design comments stated above can be addressed on the construction plan, and do not alter the general stormwater management concept, which is approvable per City standards.

The plan shows an existing storm manhole in Pease Road at approximately Station 10+75. City records indicate this may be an abandoned sanitary manhole. This will need to be clarified on the construction plans, and will need to be removed if required for the street improvements.

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

16.08.030.B.4. Parks and Recreation

Finding: Complies as Proposed. Park System Development Charges will be paid at the time building permits are issued for each lot within the subdivision. Scott Archer, Community Services Director submitted comments identifying that there are no issues with the development proposal (Exhibit 8).

16.08.030.B.5. Traffic and Transportation

Finding: Complies as Proposed. A transportation analysis letter (TAL) was prepared for this project, dated April 14, 2015, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TIS was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who wrote:

1. *Trip Generation. The TAL presents information on trip generation from the construction of 19 single family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' Trip Generation Manual. The subdivision is predicted to produce 14 new AM peak hour trips; 18 new PM peak hour trips; and 172 new weekday trips.*
2. *Access Locations. As explained in the TAL, most lots have frontage on Hampton Drive or Windmill Drive, both local streets. Two lots would have access on Pease Road, a collector. As noted in the TAL, several homes in the area have direct driveway access to Pease Road. Residential access to the road would not be unexpected by drivers. The engineer has evaluated sight distance in the*

area and concludes sight distance would allow on-coming motorists to stop or avoid residents backing onto the street.

3. *Driveway Width. The TAL does not indicate any impediments to meeting driveway width standards.*
4. *Intersection Spacing. The proposal will extend two existing streets and creates a new intersection of two local streets at Hampton Drive and Boulder Run Court. The new intersection would be located approximately 300 feet from the intersection of Hampton Drive and Windmill Drive. Intersection spacing is appropriate.*
5. *Sight Distance. The engineer measured sight distance at the locations of driveways for parcels fronting Pease Road. He found this location provided sight distance exceeds the needed sight distance of 155 feet associated with the statutory speed of 25 mph associated with a residential area. He did not recommend mitigation and I concur. There do not appear to be any impediments to providing adequate sight distance at the intersection of Hampton Drive and Boulder Run Court.*
6. *Safety Issues. The engineer did not identify any safety issues associated with the subdivision and notes that the traffic impacts will be negligible. I concur with the engineer's conclusion.*
7. *Consistency with the Transportation System Plan (TSP). Based on the materials submitted it appears that the streets would be developed in accordance with city standards and would be consistent with the TSP. The extension of Windmill Drive and Hampton Drive increase connectivity in the area and are consistent with the TSP.*
8. *Transportation Planning Rule (TPR) Analysis. The proposed rezoning of the property from R-10 to R-8 would have negligible impacts and does not change the functional classification of any existing or planned transportation facility.*

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule (exhibit 3).

Staff concurs with Mr. Replinger and finds that the application is consistent with this approval criterion (C).

16.08.030.B.6. Schools

Finding: Complies as Proposed. The Oregon City School District provides education services for the children of future residents. School funding is provided through a variety of sources including property taxes and surcharges that will be assessed at the time building permits are issued for each lot in the subdivision. Wes Rogers, Director of Operations for the Oregon City School District submitted comments identifying that there are no issues with the development proposal (Exhibit 7).

16.08.030.B.7. Fire and Police Services

Finding: Complies with Condition. Clackamas Fire District No. 1 will provide fire services to the subject site. There are no noted concerns about fire services and property taxes will be paid by future property owners to fund fire protection services thereby ensuring funding for protection services. In the event that fire hydrants are required by Clackamas County Fire District No. 1 requirements, staff finds there is adequate area available on the subject property for such installation. Prior to public facilities construction plan approval, applicant shall submit the proposed development plans to Clackamas Fire District No. 1 for review, and install fire hydrants within the proposed development and along Pease Road per requirements.

The City of Oregon City Police Department will provide police services to the subject site. The subject site was annexed into Oregon City with Annexation file AN 07-07. Condition of approval number 12 states "The City Commission recognizes that the applicant did specifically offer a solution to the Police funding shortcomings as identified on Schedule A – Police Funding Fees" (Exhibits 10). Prior to issuance of occupancy for each new dwelling onsite, the applicant shall provide a one-time payment as identified in Schedule A – Police Funding Fees. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.C. Approval Criteria and Justification for Variances. The applicant shall explain how the proposed subdivision is consistent with the standards set forth in Chapter 16.12, 12.04 and any other applicable approval standards identified in the municipal code. For each instance where the applicant proposes a variance from some applicable dimensional or other numeric requirement, the applicant shall address the approval criteria from Chapter 17.60.
Finding: Not Applicable. This application does not include any requests for variances.

16.08.030.D. Drafts of the proposed covenants, conditions and restrictions (CC&Rs), maintenance agreements, homeowner association agreements, dedications, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision;
Finding: Complies with Condition. The applicant did not submit a copy of the draft CC&Rs for the subdivision. Prior to final plat of the proposed land division the applicant shall submit CC&R's for the subdivision (if applicable) which do not conflict with the Oregon City Municipal Code. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.E. A description of any proposed phasing, including for each phase the time, acreage, number of residential units, amount of area for nonresidential use, open space, development of utilities and public facilities;
Finding: Complies as Proposed. The applicant proposed to construct the subdivision in a single phase.

16.08.030.F. Overall density of the subdivision and the density by dwelling type for each.
Finding: Complies as Proposed. The site is approximately 185,147 square feet (4.25 acres) in size. The square footage of the proposed streets (30,052 square feet) and the storm detention tract (2,975 square feet) results in a net developable area for the project site of 152,120 square feet. The net developable area divided by 8,000 (the minimum lot size) provides a maximum density of 19 units. All lots will be developed with single-family dwellings.

16.08.035 - Notice and invitation to comment.
Upon the city's determination that an application for a preliminary subdivision plat is complete, pursuant to Section 17.50, the city shall provide notice of the application in accordance with requirements of Section 17.50 applicable to Type II decisions.
Finding: Complies as Proposed. The application was deemed complete and notice was transmitted for comment in accordance with Section 17.50. This standard is met.

16.08.040 - Preliminary subdivision plat—Approval standards and decision.
The minimum approval standards that must be met by all preliminary subdivision plats are set forth in Chapter 16.12, and in the dimensional and use requirements set forth in the chapter of this code that corresponds to the underlying zone. The community development director shall evaluate the application to determine that the proposal does, or can through the imposition of conditions of approval, meet these approval standards. The community development director's decision shall be issued in accordance with the requirements of Section 17.50.
Finding: Complies with Conditions. This staff report contains findings and conditions of approval to assure that the applicable approval criteria are met. These findings are supported by substantial evidence which includes preliminary plans, a Transportation Analysis Letter, and other written documentation. Staff has determined that it is possible, likely and reasonable that the applicant can

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

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: Complies as Proposed. 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: Applicable. The proposed design includes lot 8 and 4 which are a flag configuration.

16.08.050.A. Where the applicant can show that the existing parcel configuration, topographic constraints or where an existing dwelling unit is located so that it precludes a land division that meets the minimum density, lot width and/or depth standards of the underlying zone.
Finding: Complies as Proposed. The proposed design includes lot 8 and 4 which are proposed due to the dimensional limitations of the existing property.

16.08.050.B. If a flag lot is created, a joint accessway shall be provided unless the location of the existing dwelling unit prevents a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.
Finding: Complies as Proposed. The proposed design includes lot 8 and 4 which are a flag configuration. All lots have at least 20 feet of frontage on a public street. No access easement is proposed or required for either lot access.

16.08.050.C. The pole portion of the flag lot shall connect to a public street.
Finding: Complies as Proposed. The pole portion of lots 4 and 8 connect to the adjacent Windmill Drive.

16.08.050.D. The pole shall be at least 8 feet wide for the entire length.
Finding: Complies as Proposed. The pole portion of lots 4 and 8 are approximately 20.5 feet in width.

16.08.050.E. The pole shall be part of the flag lot and must be under the same ownership as the flag portion of the lot.
Finding: Complies as Proposed. The pole portion of the flag lots are incorporated into the overall lot.

CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 Street design—Generally.
Development shall demonstrate compliance with Chapter 12.04—Streets, Sidewalks and Public Places.
Finding: Please refer to the analysis within this report.

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: Complies as Proposed. The applicant proposed to extend Windmill Drive and Hampton Drive through the site. The proposed design complies with these standards.

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: Complies as Proposed. The proposed development results in a formation of new blocks which generally provide two tiers of lots.

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: Complies as Proposed. The buildings sites proposed are appropriate in size, width, shape, and orientation for low-density residential development, exceeding the minimum lot size, lot depth and lot width and similar to other development within the "R-8" Single-Family Dwelling District. The applicant is not requesting a variance to any dimensional standard.

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: Complies as Proposed. The site is approximately 185,147 square feet (4.25 acres) in size. The square footage of the proposed streets (30,052 square feet) and the storm detention tract (2,975 square feet) results in a net developable area for the project site of 152,120 square feet. The net developable area divided by 8,000 (the minimum lot size) provides a maximum density of 19 units. This section requires a minimum of 80% of the maximum density be achieved, or 15 lots (19*0.8=15.2). The applicant has proposed 19 lots.

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: Complies as Proposed. This standard allows lots within 20 percent of the 8,000 square foot minimum lot size (6,400 square feet), provided the average lot size is 8,000 square feet or greater. All proposed lots exceed 6,400 square feet – the smallest is 6,478 square feet and largest is 12,260 square feet. The average lot size for the entire subdivision is 8,006.4 square feet.

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: Not Applicable. No through lots are proposed with this development.

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: Complies as Proposed. 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.

16.12.065 Building site—Grading.
Grading of building sites shall conform to the State of Oregon Structural Specialty Code, Chapter 18, any approved grading plan and any approved residential lot grading plan in accordance with the requirements of Chapter 15.48, 16.12 and the Public Works Stormwater and Grading Design Standards, and the erosion control requirements of Chapter 17.47.
Finding: Complies with Condition. The applicant has stated that no major site grading is planned in conjunction with this site. As shown on the preliminary grading plan submitted with this application, grading for site development is limited to street right-of-way areas and the proposed storm detention facility. No site grading will be commenced until the required grading permit has been issued by the City of Oregon City. Grading for individual homes will be reviewed prior to the issuance of building permits. The applicant provided a preliminary grading plan demonstrating compliance with the City's Public Works requirements for grading standards.

The applicant shall provide an Erosion Prevention and Sedimentation Control Plan and a Residential Lot Grading Plan to the City for review prior to approval of construction plans. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or create other ponding situations. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.070 Building site—Setbacks and building location.
This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.
A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.
B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.
C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.
D. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:
1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or
2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.
E. The community development director may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.
Finding: Complies with Condition. Pease Road is classified as a collector street, which abuts Lots 1 and 2. Per this section the houses built on Lots 1 and 2 will have their most architecturally significant façade facing Pease. In addition, if access for lots 1 and 2 is taken from Pease, the properties shall combine driveways thus be limited to a single driveway for access to both lots. **Staff has determined that it is**

possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

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. No lot within the subdivision will be large enough to be further divided.

16.12.080 Protection of trees.
Protection of trees shall comply with the provisions of Chapter 17.41—Tree Protection.
Finding: Please refer to the analysis in chapter 17.41 of this report.

16.12.085 Easements.
The following shall govern the location, improvement and layout of easements:
16.12.085.A. Utilities. Utility easements shall be required where necessary as determined by the city engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the land division and with adjoining subdivisions or partitions. Specific utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans.
Finding: Complies with Condition. The applicant proposes 10-foot wide public utility easements (PUEs) along all street frontages per City standards. The applicant has stated that no other easements are required. This statement appears to be in error, as the plan depicts stormwater and sanitary sewer easements, as required by OCMC. Refer to discussion of the proposed easements in Sections 16.08.030.B.2 and 16.08.030.B.3 of this report. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.085.B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards.
Finding: Not Applicable. There are no unusual facilities proposed or required within this development.

16.12.085.C. Watercourses. Where a land division is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.
Finding: Not Applicable. As identified in the analysis in chapter 17.49, there are no watercourses onsite.

16.12.085.D. Access. When easements are used to provide vehicular access to lots within a land division, the construction standards, but not necessarily width standards, for the easement shall meet city specifications. The minimum width of the easement shall be twenty feet. The easements shall be improved and recorded by the applicant and inspected by the city engineer. Access easements may also provide for utility placement.
Finding: Complies as Proposed. A 20-foot wide access easement is proposed to serve Lots 9, 10, and 11.

16.12.085.E. Resource Protection. Easements or other protective measures may also be required as the community development director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.
Finding: Not Applicable. As identified in the analysis in chapter 17.49, there are no natural resources onsite.

16.12.090 Minimum improvements—Procedures.
In addition to other requirements, improvements installed by the applicant either as a requirement of these or other regulations, or at the applicant's option, shall conform to the requirements of this title and be designed to city specifications and standards as set out in the city's facility master plan and Public Works Stormwater and Grading Design Standards. The improvements shall be installed in accordance with the following procedure:
A. Improvement work shall not commence until construction plans have been reviewed and approved by the city engineer and to the extent that improvements are in county or state right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.
B. Improvements shall be constructed under the inspection and approval of the city engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the city engineer or other city decision-maker, the applicant's project engineer also shall inspect construction.
C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of Chapter 17.49 and the Public Works Erosion and Sediment Control Standards. Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed beyond the public utility easement behind to the lot lines.
D. As-built construction plans and digital copies of as-built drawings shall be filed with the city engineer upon completion of the improvements.
E. The city engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.
Finding: Complies with Condition. The applicant has acknowledged that the stated procedures will be adhered to. Furthermore, the stated procedures are aligned with the City's standard operating procedures. Standard conditions requiring compliance with City requirements ensure proper procedures will be followed. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.095 Minimum improvements—Public facilities and services.
The following minimum improvements shall be required of all applicants for a land division under Title 16, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the city's public systems and facilities:
16.12.095.A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the city's planned level of service on all public streets, including alleys within the land division and those portions of public streets adjacent to but only partially within the land division. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for street improvements that benefit the applicant's property. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points or curvature and points of tangency of their center line, and
Finding: Complies with Condition. Please refer to the analysis in 16.08.030.B.5 of this report.

16.12.095.B. Stormwater Drainage System. Applicants shall design and install drainage facilities within land divisions and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for stormwater drainage improvements that benefit the applicant's property. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system. The applicant shall design the drainage facilities in accordance with city drainage master plan requirements, Chapter 13.12 and the Public Works Stormwater and Grading Design Standards.

Finding: Complies with Condition. Please refer to the analysis in section 16.08.030.B.3 of this report.

16.12.095.C. Sanitary Sewer System. The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a land division in accordance with the city's sanitary sewer design standards, and shall connect those lots or parcels to the city's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for sanitary sewer improvements that benefit the applicant's property. Applicants are responsible for extending the city's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the city engineer before construction begins.
Finding: Complies with Condition. Please refer to the analysis in section 16.08.030.B.2 of this report.

16.12.095.D. Water System. The applicant shall design and install a water system to serve all lots or parcels within a land division in accordance with the city public works water system design standards, and shall connect those lots or parcels to the city's water system. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for water improvements that benefit the applicant's property. Applicants are responsible for extending the city's water system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.
Finding: Complies with Condition. Please refer to the analysis in section 16.08.030.B.1 of this report.

16.12.095.E. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the land division. Exceptions to this requirement may be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a land division without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the land division application. Applicants for partitions may be allowed to meet this requirement by executing a binding agreement to not remonstrate against the formation of a local improvement district for sidewalk improvements that benefit the applicant's property.
Finding: Complies as Proposed. The submitted plan depicts compliance with sidewalk standards.

16.12.095.F. Bicycle Routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the decision-maker may require the installation of separate bicycle lanes within streets and separate bicycle paths.
Finding: Not Applicable. A bicycle route does not exist on Pease Road in the southwesterly direction. Therefore, there is not an opportunity to extend a route and this section is not applicable.

16.12.095.G. Street Name Signs and Traffic Control Devices. The applicant shall install street signs and traffic control devices as directed by the city engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.
Finding: Complies as Proposed. The applicant has indicated that compliance with the minimum improvement standards will be accomplished at time of construction plan submittal.

16.12.095.H. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all city regulations.
Finding: Complies as Proposed. The applicant has indicated that compliance with the minimum improvement standards will be accomplished at time of construction plan submittal.

16.12.095.I. Street Trees.
Finding: Please refer to the analysis in section 12.08 of this report.

16.12.095.J. Bench Marks. At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the city engineer.

Finding: Complies as Proposed. The applicant has indicated that compliance with the minimum improvement standards will be accomplished at time of construction plan submittal.

16.12.095.K. Other. The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

Finding: Complies as Proposed. The applicant has indicated that compliance with the minimum improvement standards will be accomplished at time of construction plan submittal.

16.12.095.L. Oversizing of Facilities. All facilities and improvements shall be designed to city standards as set out in the city's facility master plan, public works design standards, or other city ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. The city may require oversizing of facilities to meet standards in the city's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the city for oversizing based on the city's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.

Finding: Complies as Proposed. The applicant has indicated that compliance with the minimum improvement standards will be accomplished at time of construction plan submittal.

16.12.095.M. Erosion Control Plan—Mitigation. The applicant shall be responsible for complying with all applicable provisions of Chapter 17.47 with regard to erosion control.

Finding: Complies with Condition. The applicant provided a preliminary rough grading plan that indicates the Applicant will be able to meet the City's Public Works erosion control standards. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan suitable to the Public Works Department to meet the Public Works requirements for erosion control. The applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or other ponding situations. The plan shall show any existing or proposed swales. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.100 Same—Road standards and requirements.

A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04. However, the decision-maker may approve the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions where any of the following conditions exist:

1. The establishment of the public street is initiated by the city commission and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street;

2. The tract in which the street is to be dedicated is within an isolated ownership either not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.

B. For any public street created pursuant to subsection A of this section, a copy of a preliminary plan and the proposed deed shall be submitted to the community development director and city engineer at least ten days prior to any public hearing scheduled for the matter. The plan, deed and any additional information the applicant may

submit shall be reviewed by the decision-maker and, if not in conflict with the standards of Title 16 and Title 17, may be approved with appropriate conditions.

Finding: Complies as Proposed. The applicant has indicated that compliance with the minimum improvement standards will be accomplished at time of construction plan submittal. Please refer to the findings in chapter 12.04 within this report.

16.12.105 Same—Timing requirements.
A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with this section.
B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the city engineer. Under this option, the improvement must be complete and accepted by the city engineer prior to final plat approval.
C. Financial Guarantee. The applicant shall provide the city with a financial guarantee in a form acceptable to the city attorney and equal to one hundred ten percent of the cost of constructing the public improvements in accordance with Oregon City Municipal Code Chapter 17.50. Possible forms of guarantee include an irrevocable or standby letter of credit, guaranteed construction loan set-aside, reserve account, or performance guarantee, but the form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city, must be reviewed and approved by the city attorney. The amount of the guarantee shall be based upon approved final engineering plans, equal to at least one hundred ten percent of the estimated cost of construction, and shall be supported by a verified engineering estimate and approved by the city engineer.

Finding: Complies with Condition. The applicant has acknowledged that the stated timeline procedures will be adhered to. Furthermore, the stated procedures are aligned with the City's standard operating procedures. Standard conditions requiring compliance with City requirements ensure proper procedures will be followed. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.110 Minimum improvements—Financial guarantee.
When conditions of permit approval require a permittee to construct certain improvements, the city may, in its discretion, allow the permitee to submit a performance guarantee in lieu of actual construction of the improvement. Performance guarantees shall be governed by this section.
A. Form of Guarantee. Performance guarantees shall be in a form approved by the city attorney Approvable methods of performance guarantee include irrevocable standby letters of credit to the benefit of the city issued by a recognized lending institution, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the city. The form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city shall be reviewed and approved by the city attorney. The guarantee shall be filed with the city engineer.
B. Timing of Guarantee. A permittee shall be required to provide a performance guarantee as follows:
1. After Final Approved Design by the City: A permittee may request the option of submitting a performance guarantee when prepared for temporary/final occupancy. The guarantee shall be one hundred twenty percent of the estimated cost of constructing the remaining public improvements as submitted by the permittee's engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer.
2. Before Complete Design Approval and Established Engineered Cost Estimate: A permittee may request the option of submitting a performance guarantee before public improvements are designed and completed. The guarantee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the city engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. This scenario applies for a fee-in-lieu situation to ensure adequate funds for the future work involved in design, bid, contracting, and construction management and contract closeout. In this case, the fee-in-lieu must be submitted as cash, certified check, or other negotiable instrument as approved to form by the city attorney.
C. Duration of the Guarantee. The guarantee shall remain in effect until the improvement is actually constructed and accepted by the city. Once the city has inspected and accepted the improvement, the city shall release the guarantee to the permittee. If the improvement is not completed to the city's satisfaction within the time limits

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

Finding: Complies with Condition. The applicant has acknowledged that the stated guarantee procedures will be adhered to. Furthermore, the stated procedures are aligned with the City's standard operating procedures. Standard conditions requiring compliance with City requirements ensure proper procedures will be followed. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 Applicability

A. Compliance with this chapter is required for all Land Divisions, Site Plan and Design Review, Master Plan, Detailed Development Plan and Conditional Use applications and all public improvements.

Finding: Applicable. The applicant proposed a subdivision, this section is applicable.

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

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

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

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

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

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

Finding: Complies as Proposed. The applicant acknowledges the City's jurisdiction and management of the public right-of-way. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way.

12.04.007 Modifications.

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

- *A. The modification meets the intent of the standard;*
- *B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;*

C. The modification is consistent with an adopted plan; and
D. The modification is complementary with a surrounding street design; or, in the alternative,
E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.

Finding: Complies with Conditions. The provisions of this section recognize that development of streets in full compliance with City standards is not always practicable and allow for approval of modifications when certain criteria are met. The applicant has proposed three modificaitons.

Pease Road

Pease Road Frontage Improvements: Pease Road is functionally classified as a Collector Street (Residential). The standard code requirements for streets of this classification are: an 85-foot ROW required, with a pavement width of 59-feet, a public access strip 0.5 feet wide (both sides), a sidewalk 5 feet wide (both sides), a landscape strip 7.5 feet wide (both sides), a bike lane 6 feet wide (both sides), street parking 7 feet wide (both sides), and three 11-foot wide travel lanes. Additional requirements include curb and gutter, street lights, and street trees. In the case of the subject property, however, the existing street right-of-way and improvements on both sides of this site do not meet these newer standards.

The engineering comments in the pre-application notes regarding Pease Road state: "It would be reasonable to match existing conditions with some slight modifications. This would be a modification to the code requirements and the applicant would need to address the criteria for modifications. It is suggested that improvements closely match the subdivision to the south which would include a 30-foot ROW to centerline, 15-foot pavement to centerline, 5.5-foot planter strip and a 5-foot sidewalk. Street lighting shall be provided to meet PGE lighting standard." The proposed site plan has been designed to meet this standard and a modification to allow its use is being requested.

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the standards is not specifically listed, but is clearly intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. In this instance, the subject property is a narrow strip, 154.6' in width along Pease Road, sandwiched between two subdivisions that were developed under lesser collector street standards. The proposed plan would provide for 30 feet of right-of-way (as measured from centerline), which is consistent with staff recommendations. The TAL submitted with this application indicates that there are no anticipated operational or safety issues associated with the proposed development. Thus, the intent of the standard will be met.
B. The proposed street section is adequate for vehicular traffic as it matches the existing condition on either side of the subject property.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process.
D. In this instance, the standard proposed matches the recommendation of City staff and will match pavement sections previously approved for the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

Boulder Run Ct.

Boulder Run Court: The subject property is an infill site. Prior development of the adjacent subdivision to the southwest did not extend Mayfly Ct. to the boundary of the subject site and, as a result, this property is left with an awkward configuration that does not permit construction of a full City-standard

street. A reduced standard dead-end public street is proposed as a superior alternative to development with flag lots sharing a private easement. Specifically, the following modifications are requested for this street:

- Reduction of the right-of-way width from 54 feet to 34 feet,
- Reduction of pavement width from 32 feet to 28 feet (with parking limited to one side), approval with a private hammerhead turn-around rather than a full-standard circular cul-de-sac,
- Construction with a curb-tight sidewalk being provided only on one side (or in the alternative, with the sidewalk along Lots 15 and 16 being in an easement),
- Street trees being placed in an easement behind the sidewalk.

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the local street standards is not specifically listed, but is clearly intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. In this instance, because of the narrow configuration of the subject property and the unavailability of a street stub from Mayfly Ct., it is not practicable to serve this area of the site with a full-standard cul-de-sac. Provision of street trees in easements behind the sidewalk will provide for aesthetics comparable to local street standards. Boulder Run Ct. serves only five homes. Given the low volumes of traffic the proposed access will provide for safe and efficient vehicular access to these homes.

B. The proposed plan would provide for two travel lanes, a parking strip and for sidewalk access. This is clearly preferable to a flag lot configuration with private ownership of a paved accessway. The plan provides for an emergency vehicle turn-around that is consistent with fire code standards, thereby ensuring the safety of the proposed design. Sidewalk access is proposed to provide for pedestrian traffic, and traffic volumes will be very low so that shared use of the pavement by cars and bicycles will be safe.

C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process. In this instance, the proposed alternative design will provide for a street that will meet the intent of the TSP.

D. The proposed street design for Boulder Run Ct. serves only five homes. It will provide for two travel lanes, the same as local street standards in the surrounding area, and for sidewalk access. The only functional difference will be that parking will be limited to one side of the street. Given the low traffic volumes and the fact that the lots in this area are large enough that homes will have ample area for off-street parking, this limitation will not be out of character with the design of other streets in the area.

E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

Street Spacing/Pedestrian Accessway

Street Spacing/Pedestrian Accessway Standards: Section 12.04.195 sets a maximum spacing distance between streets of 530 feet and says that if this distance is exceeded then a pedestrian accessway must be provided every 330 feet. The distance between Hampton Drive and Fishermans Way is approximately 689 feet. A new street intersection at this location is not desirable because it would be too close, but not aligned with, the new intersection of Pavilion Place and Pease Road on the opposite side of the street. Initial designs for the subdivision included a pedestrian accessway, but discussions with Public Works staff indicate that they do not believe there is a need for the accessway and do not want to maintain it. For this reason, it was eliminated from the final design and a modification is requested.

A. The 530 foot intersection spacing standard listed in Section 12.04.195 does not list a specific purpose, but the intent presumably is to achieve the goals of the TSP to provide for connectivity and safe pedestrian and vehicular traffic flow. In this instance, the separation distance exceeds the standard by about 150 feet. The proposed modification eliminates an on-going expense to the City of Oregon City.
B. The connection of Windmill Drive will improve the existing condition in terms of both connectivity and pedestrian and vehicular traffic flow.
C. The proposed modification is consistent with the layout of the subdivision, which furthers the TSP by providing for connectivity of both pedestrian and vehicular modes of transportation.
D. The proposed street design provides for the completion of the connection of Windmill Drive through this site as intended in the future street planning that was reviewed with the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

Staff concurs with the modification on Pease Road as proposed.

Staff concurs with the modification on Boulder Run Court subject to the following revision: The alternate to provide sidewalk in an easement along Lot 15 and Lot 16 will be evaluated at construction plan review, when driveway, street tree, and utility locations are known.

Staff concurs with the modification eliminating a pedestrian/bicycle accessway from Pease Road to Windmill Drive, between Fishermans Way and Hampton Drive. With the completion of Windmill Drive between Fishermans Way and Hampton Drive, all lots will be provided direct connectivity to Pease Road in the southwesterly and northeasterly directions without additional length of route.

Submitted plan and narrative conform to the standards, with the condition that elimination of sidewalk on Boulder Run Court will be further considered at time of construction plan review. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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. Applicant has stated that street, curb and sidewalk improvements will be constructed in accordance with approved plans designed to conform to City street standards.

12.04.020 Construction specifications—Unimproved streets.
Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.
Finding: Not Applicable. No unimproved streets are proposed.

12.04.025 - Street design—Driveway Curb Cuts.
12.04.025.A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.
12.04.025.B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

Property Use	*Minimum Driveway*	*Maximum Driveway*

	Width at sidewalk or property line	*Width at sidewalk or property line*
Single or Two-Family Dwelling with one Car Garage/Parking Space	*10 feet*	*12 feet*
Single or Two-Family Dwelling with two Car Garage/Parking Space	*12 feet*	*24 feet*
Single or Two-Family Dwelling with three or more Car Garages/Parking Space	*18 feet*	*30 feet*
Non Residential or Multi-Family Residential Driveway Access	*15 feet*	*40 feet*

The driveway width abutting the street pavement may be extended 3 feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).

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

1. *To provide adequate space for on-street parking;*
2. *To facilitate street tree planting requirements;*
3. *To assure pedestrian and vehicular safety by limiting vehicular access points; and*
4. *To assure that adequate sight distance requirements are met.*
    a. *Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.*
    b. *Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single –Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.*

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

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

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

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

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

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

Finding: Complies as Proposed. Applicant has indicated that curb cuts will comply with standards.

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 as Proposed. The owner is responsible for maintaining said sidewalk and abutting curb.

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: Not Applicable. This is not a criterion for this development.

12.04.032 Required sidewalk repair.
A. When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.
B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the city may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.
C. The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.
D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.
Finding: Not Applicable. The applicant has not proposed to and is not required to repair a sidewalk.

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. This is not a criterion for this development because no sidewalk repair is required.

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. This is not a criterion for this development because no sidewalk repair is required.

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. This is not a criterion for this development.

***12.04.045** Street design – Constrained local streets and/or rights-of-way*
Any accessway with a pavement width of less than thirty-two feet shall require the approval of the city engineer, community development director and fire chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed

accessway. Constrained local streets and/or right-of-way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the city engineer and community development director.

Table 12.04.045		
STREET DESIGN STANDARDS FOR LOCAL CONSTRAINED STREETS		
	Minimum	*Required*
Type of Street	*Right-of-way*	*Pavement Width*
Constrained local street	*20 to 40*	*20 to less than 32 feet*

Type of Street

Finding: Not Applicable. See Section 12.04.007 for discussion of modification to Boulder Run Court

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. No retaining walls are proposed.

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. No retaining walls are proposed.

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.

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 as Proposed. Applicant has acknowledged future compliance with permit requirements at time of construction.

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: Complies as Proposed. Applicant has acknowledged future compliance with permit requirements at time of construction.

12.04.100 Excavations – Restoration of Pavement

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.

Finding: Complies with Condition. The applicant has proposed work in the public ROW that will require pavement restoration. This includes new pipe lines. The applicant shall restore the pavement in accordance with the City pavement cut standards and meet the Full Standard for all cuts. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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: Complies as Proposed. All excavations will comply with this Chapter via the conditions of approval.

12.04.120 Obstructions – Permit Required

12.04.120.A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B of this section, in any public street or alley in the city, without obtaining approval for a right-of-way permit from the commission by passage of a resolution.

1. *The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.*
2. *The applicant shall submit at least the following information in the permitting process in order to allow the commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:*
   a. Site plan showing right-of-way, utilities, driveways as directed by staff;
   b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;
   c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);
   d. Alternative routes if necessary;
   e. Minimizing obstruction area; and
   f . Hold harmless/maintenance agreement.
3. *If the commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the city engineer shall issue a right-of-way permit with any conditions deemed necessary by the commission.*

12.04.120.B. Temporary Obstructions.

1. *A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.*
2. *The city engineer, or designee, is authorized to grant a permit for a temporary obstruction.*
3. *The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.*
4. *The applicant shall submit, and the city engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the city engineer:*

a. Site plan showing right-of-way, utilities, driveways as directed by staff;
b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;
c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);
d. Alternative routes if necessary;
e. Minimizing obstruction area; and
f. Hold harmless/maintenance agreement.

5. *In determining whether to issue a right-of-way permit to allow a temporary obstruction, the city engineer may issue such a permit only after finding that the following criteria have been satisfied:*

a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;
b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;

c. No alternative locations are available that would not require use of the public right-of-way; and
d. Any other factor that the city engineer deems relevant.
6. The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.
12.04.120.C. Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the commission.
Finding: Not Applicable. The applicant has not proposed an obstruction with 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.
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.

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.

***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. Applicant states that the proposed street design completes the existing street pattern by connecting Windmill Drive through the property. Further, it provides a logical plan for the extension of Hampton Drive through to Central Point Road in the future, as shown on the future street plan.

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: Complies as Proposed. Applicant states that the proposed street pattern connects Windmill Drive through the site to complete the existing block. The location of this street is set by existing street stubs on the east and west. The width is consistent with local street standards. The plan also extends Hampton Drive to the northwest border. This street connects to the existing terminus of Hampton Drive and extends it through the site so that it can eventually connect with Central Point Road, as shown on the Future Streets Plan. The width of this street meets local street standards. An access control strip will be provided to meet the standards of section 12.04.200.

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
Major 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.
	Industrial	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	Residential	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

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.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Collector	Mixed Use, Commercial or Public/Quasi Public	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A
	Industrial	88 ft.	62 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	N/A
	Residential	85 ft.	59 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 11 ft. Lanes	N/A

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
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
	Industrial	60 ft.	38 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 19 ft. Shared Space			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 with Condition. The applicant states that the design of Hampton Drive and Windmill Drive will conform with city local street standards. The existing right-of-way of Pease Road adjacent to this site does not conform to current standards for a collector street. A modification pursuant to the criteria in Section 12.04.007 is being requested to allow these previous standards to be used in this application. See discussion above. Additionally, due to site constraints, modifications are being requested for Boulder Run Ct., as outlined above.

Proposed designs of Hampton Drive and Windmill Drive comply with City standards. See 12.04.007 for discussion of modified street sections for Pease Road and Boulder Run Court. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.185 Street Design--Access Control.
A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the City as a City controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
B. The City may grant a permit for the adjoining owner to access through the access control.

C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."
Finding: Complies with Condition. A condition has been applied to require access control strip on Hampton Drive dead-end. **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: Complies as Proposed. The proposed street alignments meet the City requirements. This standard is met.

12.04.194 Traffic Sight Obstructions
All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.
Finding: Complies as Proposed. Applicant acknowledges streets will be designed per this standard.

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: Complies as Proposed. See 12.04.007 for discussion of modified spacing standards.

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

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	***Minimum Driveway Spacing Standards***	***Distance***
Major Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Minor Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Collector Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other than single and two-family dwellings*	*100 ft.*
Local Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other*	*25 ft.*

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	***Minimum Driveway Spacing Standards***	***Distance***
	than single and two-family dwellings	
The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.		

Finding: Complies with Condition. Driveway locations have not been shown on the proposed subdivision. A condition will be applied to ensure driveways will be located to meet the spacing standard. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.199 Pedestrian and Bicycle Accessways
Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three-hundred-and-thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.
12.04.199.A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.
12.04.199.B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:

1. *Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five foot planter strip and a three foot planter strip.*
2. *If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five foot planter strip and a three foot planter strip.*

12.04.199.C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.
12.04.199.D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.
12.04.199.E. Accessways shall comply with Americans with Disabilities Act (ADA).
12.04.199.F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:

1. *Within the three foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;*
2. *Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees;*
3. *Within the five foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;*
4. *In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.*

12.04.199.G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

12.04.199.H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.
12.04.199.I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings .
12.04.199.J. The Community Development Director may approve an alternative accessway design due to existing site constraints through the modification process set forth in Section 12.04.007.
12.04.199.K. Ownership, liability and maintenance of accessways.
To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:

1. *Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or*
2. *The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.*

Finding: Not Applicable. See 12.04.007 for discussion of modification to accessway standards.

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

A. For intersections within the Regional Center, the following mobility standards apply:

1. *During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
2. *During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
3. *Intersections located on the Regional Center boundary shall be considered within the Regional Center.*

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

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

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

1. *For signalized intersections:*

a. *During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*
b. *During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*

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

a. For unsignalized intersections, during the peak hour, all movements serving more than 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 / Beavercreek Road
State intersections located within or on the Regional Center Boundaries

1. *In the case of conceptual development approval for a master plan that impacts the above references intersections:*
   a. *The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and*
   b. *Only those trips approved by a detailed development plan review are vested.*
2. *Development which does not comply with the mobility standards for the intersections identified in 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.*

Finding: Complies with Condition. Please refer to the analysis in 16.08.030.B.5.

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

Finding: Complies as Proposed.

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. Please refer to section 12.04.180.

12.04.220 Street Design--Half Street.
Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access Control may be required to preserve the objectives of half streets.

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

Finding: Not Applicable. Half-streets are not proposed or required.

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: Complies as Proposed. The applicant has stated that existing development patterns require the use of a dead-end street. Had Mayfly Ct. been extended to the subject property, this may not have been the case, but it was permitted to be developed as a cul-de-sac. The maximum number of lots that may be served by a cul-de-sac or dead-end street is 25. The proposed Boulder Run Ct. would serve 5 lots. The maximum allowable length is 200 feet and the proposed length is 190 feet. As required, a hammerhead emergency vehicle turn-around meeting Fire District standards is proposed to be provided at the end of the dead-end street.

See 12.04.007 for further discussion on the modification to Boulder Run Court.

12.04.230 Street Design--Street Names.

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

Finding: Complies as Proposed. Boulder Run Court does not duplicate other street names within the City of Oregon City.

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: Complies as Proposed. Applicant has indicated grades and curves will conform to the standards.

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 as Proposed. Applicant states that the site abuts Pease Road, a collector street. Access to the two lots that abut this street is proposed to be taken from Pease Road. This is consistent with adjoining residences and the TAL submitted with this application indicates that no safety issues are likely to arise from allowing such access.

12.04.245 Street Design--Pedestrian and Bicycle Safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the City Engineer.

Finding: Not Applicable.

12.04.255 Street design--Alleys.

Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. The corners of alley intersections shall have a radius of not less than ten feet.

Finding: Not Applicable. No alleys are proposed.

12.04.260 Street Design--Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary in Chapter 12.04 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Finding: Not Applicable. There are no nearby transit facilities.

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: Complies as Proposed. Planter strips will be provided per City standards with the exception of Boulder Run Court. See 12.04.007 for discussion of Boulder Run Court proposed street cross-section.

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. Applicant has acknowledged that construction will need to comply with the standards.

12.04.280 Violation--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: Applicable.

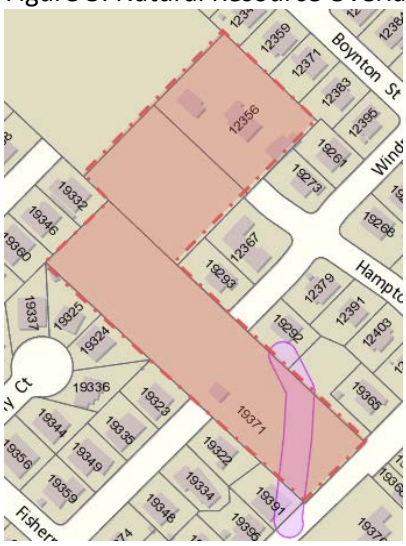
OCMC CHAPTER 17.49, NATURAL RESOURCE OVERLAY DISTRICT

The applicant submitted an NROD Report, prepared by Schott & Associates and dated April 2015, as part of the application materials. The report authors determined that the drainage which originally precipitated the NROD overlay was culverted when the subdivision to the northeast was constructed and that there are no wetlands or waterways on the subject site.

The City of Oregon City (the City) has contracted with David Evans and Associates, Inc. (DEA), to review permit applications located within the Natural Resource Overlay District (NROD) and mitigation plans, as applicable, to ensure they are complete and meet Oregon City zoning code criteria. Gigi Cooper of DEA submitted comments in Exhibit 9 concluding that "based on our review, the applicant meets the requirements of 17.49.260 for a Type II verification review".

Based on the analysis and findings presented in this report, and the exhibits attached herein, the enclosed project is **exempt** from further review under the standards contained in OCMC Chapter 17.49.

Figure 3: Natural Resource Overlay District



17.49.260. Type II verification.
Verifications of the NROD which cannot be determined pursuant to the standards of Section 17.49.255 may be processed under the Type II permit procedure.

Finding: Applies. The applicant proposed a Type II verification.

17.49.206.A. Applicants for a determination under this section shall submit a site plan meeting the requirements of Section 17.49.220 as applicable.
Finding: Complies as Proposed. The applicant submitted site plans per 17.49.220 as part of the application packet.

17.49.206.B. Such requests may be approved provided that there is evidence that demonstrates in an environmental report prepared by one or more qualified professionals with experience and credentials in natural resource areas, including wildlife biology, ecology, hydrology and forestry, that a resource function(s) and/or land feature(s) does not apply to a site-specific area.
Finding: Complies as Proposed. The applicant provided an NROD report dated April 2015, prepared by Schott & Associates. The applicant provided the company profile and qualifications of the report preparers.

17.49.260.C. Verification to remove a recently developed area from the NROD shall show that all of the following have been met:
1. All approved development in the NROD has been completed;
2. All mitigation required for the approved development, located within the NROD, has been successful; and
3. The previously identified resources and functional values on the developed site no longer exist or have been subject to a significant detrimental impact.

Finding: Not Applicable. The request is not to remove a recently developed area (there are structures on the subject site, but they are not recent), therefore provision C does not apply.

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.*
13.12.050.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 with Conditions. Applicant acknowledges development shall comply. Refer to section 16.08.030.B.3 of this report for a discussion of stormwater. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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:*
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: Complies with Condition. See 16.08.030.B.3 for discussion of stormwater design.

2. Activities that create more than two thousand square feet of impervious surface, cumulated over any given seven year period; or
Finding: Complies with Condition. Storm water quantity control is required. Refer to section 16.08.030.B.3 of this report for a discussion of stormwater.

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: Not Applicable. The proposed work is not redevelopment.

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:*

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: Storm water quality control is required. Refer to section 16.08.030.B.3 of this report for a discussion of stormwater.

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.

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.

13.12.090 Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;
B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020
C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
1. Do not exceed the capacity of receiving drainage conveyance facilities;
2. Do not increase the potential for streambank erosion; and
3. Do not add volume to an off-site closed depression without providing for mitigation.
D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and
2. Stormwater quality control facilities which:
a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;
b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and
c. Minimize any increase in nonpoint source pollution.
E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.
F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.
G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Finding: Complies with Conditions. See 16.08.030.B.3 for discussion of stormwater management.

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 street tree plan which included trees placed along the frontages of the development. The species of the trees was not identified on the plan and the applicant indicated that "the species of street trees will be submitted for review and approval of the community development director prior to final plat approval" (Exhibit 2). Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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. A street tree plan was submitted with the preliminary locations of 31 street trees. Based upon the layout, there is approximately 1,523 feet of frontage which require 43 street trees (1,523/35=43.5). The applicant shall revise the street tree plan to comply with this standard.

Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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. A street tree plan was submitted with the preliminary locations of street trees, but did not include the correct number of street trees nor did it include the location of street lights, fire hydrants or power lines. Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 with Condition. The applicant submitted a street tree plan which included trees placed along the frontages of the development. The size of the trees was not identified on the plan. Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 as Proposed. The applicant indicated that the "abutting property owners will be responsible for maintenance of street trees along their street frontage" (Exhibit 2).

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 street tree plan which included trees placed along the frontages of the development. The species of the trees was not identified on the plan and the applicant indicated that "the species of street trees will be submitted for review and approval of the community development director prior to final plat approval" (Exhibit 2). Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 as Proposed. The applicant indicated that the "abutting property owners will be responsible for maintenance of street trees along their street frontage" (Exhibit 2).

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 as Proposed. Though the City is not proposing maintenance on any existing street trees at this time, the applicant indicated that "the proposed development will conform to this provision" (Exhibit 2).

12.08.035 Public tree removal.

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

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

Finding: Not Applicable. All tree removal associated with the proposed development is reviewed under chapter 12.08.

12.08.040 Heritage Trees and Groves.

A. Purpose. Certain trees, because of their age, species, natural resource value, ecological or historical association, are of special importance to the city. These trees may live on private or public property.

1. The purpose of this chapter is to recognize, foster appreciation and provide for voluntary protection of Heritage Trees.

2. In particular, the following trees are shall be considered significant, and therefore eligible for heritage tree nomination in Oregon City, if they meet the minimum size requirements of the table below:

Finding: Not Applicable. No heritage trees or groves are currently on the subject site nor are they proposed with this development.

CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 Applicability—Grading permit required.

A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:

1. Grading activities in excess of ten cubic yards of earth;

2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;

3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;

4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or

5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.

Finding: Complies with Condition. The applicant provided a preliminary grading plan demonstrating general compliance with the City's Public Works requirements for grading standards. The preliminary plan presents grading and paving activities that will result in the disturbance of more than one-half acre.

A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. **Staff has determined that it**

is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

15.48.090 Submittal requirements.
An engineered grading plan or an abbreviated grading plan shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards whenever a city approved grading permit is required. In addition, a geotechnical engineering report and/or residential lot grading plan may be required pursuant to the criteria listed below.
A. Abbreviated Grading Plan. The city shall allow the applicant to submit an abbreviated grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards if the following criteria are met:
1. No portion of the proposed site is within the flood management area overlay district pursuant to Chapter 17.42*, the unstable soils and hillside constraints overlay district pursuant to* Chapter 17.44*, or a water quality resource area pursuant to* Chapter 17.49*; and*
2. The proposed filling or grading activity does not involve more than fifty cubic yards of earth.
B. Engineered Grading Plan. The city shall require an engineered grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer if the proposed activities do not qualify for abbreviated grading plan.
C. Geotechnical Engineering Report. The city shall require a geotechnical engineering report in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer who specializes in geotechnical work when any of the following site conditions may exist in the development area:
1. When any publicly maintained facility (structure, street, pond, utility, park, etc.) will be supported by any engineered fill;
2. When an embankment for a stormwater pond is created by the placement of fill;
3. When, by excavation, the soils remaining in place are greater than three feet high and less than twenty feet wide.
D .Residential Lot Grading Plan. The city shall require a residential lot grading plan in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer for all land divisions creating new residential building lots or where a public improvement project is required to provide access to an existing residential lot.
Finding: Complies with Conditions. Conditions will be applied to require lot grading plan and geotechnical report with construction plan submittal. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL

17.47.030 - *Applicability.*
A. This chapter, which may also be referred to as "erosion control" in this Code, applies to development that may cause visible or measurable erosion on any property within the city limits of Oregon City.
B. This chapter does not apply to work necessary to protect, repair, maintain or replace existing structures, utility facilities, roadways, driveways, accessory uses and exterior improvements in response to emergencies, provided that after the emergency has passed, adverse impacts are mitigated in accordance with applicable standards.
Finding: Applicable. The applicant has proposed to construct a new subdivision with associated street improvements.

17.47.060 - *Permit required.*
The applicant must obtain an erosion and sediment control permit prior to, or contemporaneous with, the approval of an application for any building, land use or other city-issued permit that may cause visible or measurable erosion.
Finding: Complies with Condition. The applicant has proposed to construct a new subdivision with associated street improvements. The applicant shall provide an Erosion Prevention and Sedimentation

Control Plan to the City for approval. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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

1.The erosion and sediment control plan meets the requirements of the City of Oregon City public works standards for erosion and sediment control incorporated by reference as part of this chapter;
2.The erosion and sediment control plan indicates that erosion and sediment control measures will be managed and maintained during and following development. The erosion and sediment control plan indicates that erosion and sediment control measures will remain in place until disturbed soil areas are permanently stabilized by landscaping, grass, approved mulch or other permanent soil stabilizing measures.

C. The erosion and sediment control plan shall be reviewed in conjunction with the requested development approval. If the development does not require additional review, the manager may approve or deny the permit with notice of the decision to the applicant.
D. The city may inspect the development site to determine compliance with the erosion and sediment control plan and permit.
E. Erosion that occurs on a development site that does not have an erosion and sediment control permit, or that results from a failure to comply with the terms of such a permit, constitutes a violation of this chapter.
F. If the manager finds that the facilities and techniques approved in an erosion and sediment control plan and permit are not sufficient to prevent erosion, the manager shall notify the owner or his/her designated representative. Upon receiving notice, the owner or his/her designated representative shall immediately install interim erosion and sediment control measures as specified in the City of Oregon City public works standards for erosion and sediment control. Within three days from the date of notice, the owner or his/her designated representative shall submit a revised erosion and sediment control plan to the city. Upon approval of the revised plan and issuance of an amended permit, the owner or his/her designated representative shall immediately implement the revised plan.
G. Approval of an erosion and sediment control plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).
Finding: Complies with Condition. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.41 - TREE PROTECTION STANDARDS

17.41.020 Tree Protection – Applicability.
1. Applications for development subject to Chapter 16.08 or 16.12 (Subdivision or Minor Partition) or Chapter 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.
2. For public capital improvement projects, the City Engineer shall demonstrate compliance with these standards pursuant to a Type II process.
3. Tree canopy removal greater than 25% on sites greater than 25% percent slope, unless exempted under section 17.41.040, shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of Chapter 12.08.050 shall be subject to the standards of this section.
Finding: Applicable. The proposed development includes a Subdivision, therefore this section applies.

17.41.030 – Tree Protection - Conflicting Code Provisions.

Except as otherwise specified in this section, where these standards conflict with adopted City development codes or policies, the provision which provides the greater protection for regulated trees or groves, as defined in section 17.04, shall govern.

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

17.41.040 – 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. These standards are not intended to regulate farm and forest practices as those practices are defined under ORS 30.930.

Farm or forest resources. An applicant for development may claim exemption from compliance with these standards if the development site containing the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use within one year prior to development application. "Forest practices" and "forestlands" as used in this subsection shall have the meaning as set out in ORS 30.930. The Community Development Director has the authority to modify or waive compliance in this case.

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

17.41.050 - 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.*

Finding: Complies with Condition. The applicant has proposed to utilize option 1, mitigation. As identified in this section, all replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city. Prior to occupancy of the dwellings on the subject site, the applicant shall record a covenant or easement on all properties with new or existing trees planted on private property.

The applicant did identify trees for protection onsite, thought the amount of mitigation trees needed is unknown because the caliper of all existing trees onsite was not identified. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.060 - Tree Removal and Replanting - Mitigation (Option 1).

17.41.060.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 arborculture. At the applicant's expense, the City may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08 – Community Forest and Street Trees.

Finding: Complies with Condition. This section requires the tree mitigation plan report be prepared by a certified arborist, horticulturalist, forester or other environmental professionals with experience and academic credentials in forestry or arboriculture. No documentation was submitted indicating compliance with this section and the narrative indicated that "A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval". Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professionals with experience and academic credentials in forestry or arboriculture. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.060.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*

Finding: Finding: Complies with Condition. The applicant submitted a tree mitigation plan which incorrectly calculated the mitigation and did not identify the caliper of arborvitae near the intersection of Hampton Drive and Boulder Run Court. Based on the tree removal plan submitted, staff calculated the mitigation in the table below (which did not include the row of arborvitae, resulting in a total 424 mitigation trees which are required to be planted.

Size of Tree Removed	Mitigation Outside of Construction Area			Mitigation Inside of Construction Area		
	# Removed	Mitigation for Each	Total	# Removed	Mitigation for Each	Total
6"-12"	6	3	18	59	1	59
13"-18"	8	6	48	24	2	48

19”-24”	2	9	18	20	3	60
25”-30”	4	12	48	10	4	40
31+”	3	15	45	8	5	40
Total	23		177	121		247
Grand Total	424 Mitigation Trees Required					

Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised tree mitigation plan in accordance with Chapter 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.070 – 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) shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:

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

Finding: Complies with Condition. The applicant indicated that the trees will be planted within this subdivision or within other subdivisions being developed by the applicant and the final mitigation plan would be submitted with the construction plans. The applicant shall have an approved mitigation planting plan prior to issuance of a permit associated with the proposed development. The mitigation plan may incorporate any of the options in Chapter 17.41 in addition to planting mitigation trees on private property (with an associated covenant) or increasing the size of trees onsite or within the right-of-way. Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised tree mitigation plan in accordance with Chapter 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.080. Tree Preservation within Subdivisions and Partitions – Dedicated Tract (Option 2).
A. Applicants for new subdivision and partition plats may delineate and show the regulated trees or groves as either a separate tract or part of a larger tract that meets the requirements of subsection (D) of this section.
B. The standards for land divisions subject to this section shall apply in addition to the requirements of the City land division ordinance and zoning ordinance, provided that the minimum lot area, minimum average lot width, and minimum average lot depth standards of the base zone may be superseded in order to allow for a reduction of dimensional standards pursuant to Section 17.41100 below.
C. Prior to preliminary plat approval, the regulated tree or grove area shall be shown either as a separate tract or part of a larger tract that meets the requirements of subsection (D) of this section, which shall not be a part of any parcel used for construction of a structure. The size of the tract shall be the minimum necessary as recommended by a consulting arborist to adequately encompass the dripline of the tree, protect the critical root zone and ensure long term survival of the tree or grove.
D. Prior to final plat approval, ownership of the regulated tree or grove tract shall be identified to distinguish it from lots intended for sale. The tract may be identified as any one of the following:
1. Private open space held by the owner or a homeowners association; or
2. For residential land divisions, private open space subject to an easement conveying stormwater and surface water management rights to the City and preventing the owner of the tract from activities and uses inconsistent with the purpose of this document; or
3. At the owners option, public open space where the tract has been dedicated to the City or other governmental unit; or
4. Any other ownership proposed by the owner and approved by the Community Development

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.090. Incentive for Tree Protection Tracts (Option 2).
A. The purpose of this section is to allow dimensional adjustments within a regulated tree protection tract to be transferred outside said tract to the remainder of the site. This provision applies on- site and density shall not be transferred beyond the boundaries of the development site.
B. Development applications for subdivisions and minor partitions that request a density transfer shall:
1. Provide a map showing the net buildable area of the tree protection tract;
2. Provide calculations justifying the requested dimensional adjustments
3. Demonstrate that the minimum lot size requirements can be met based on an average of all lots created, including the tree protection tract created pursuant to Section 17.41.080, 4. Demonstrate that, with the exception of the tree protection tract created pursuant to Section 17.41.080, no parcels have been created which would be unbuildable in terms of minimum yard setbacks;
5. Meet all other standards of the base zone except as modified in section 17.41.100.
C. The area of land contained in a tree protection tract may be excluded from the calculations for determining compliance with minimum density requirements of the zoning code.
Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.100. Permitted Modifications to Dimensional Standards (Option 2 Only).
A. An applicant proposing to protect trees in a dedicated tract pursuant to section 17.41.080 may request, and the Community Development Director, pursuant to a Type II procedure, may grant a reduction to, the lot size, width, depth, and setbacks of the underlying zone district in approving a subdivision or partition if necessary to retain a regulated tree or grove in a tract, as long as the calculation of average lot size, including tree protection tracts, meet the minimum lot size for the zone.. The applicant may choose to make the adjustments over as many lots as required. For example, the lot reduction could be spread across all the remaining lots in the proposed subdivision or partition or could be applied to only those needed to incorporate the area of the tree tract.

Table 17.41.100 A
Lot Size Reduction

ZONE	*Min. Lot Size (%)*	*Min. Lot Width*	*Min. Lot Depth*
R-10	*5,000 sq. feet*	*50'*	*65'*
R-8	*4,000 sq. feet*	*45'*	*60'*
R-6	*3,500 sq. feet*	*35'*	*55'*
R-5	*3,000 sq. feet*	*30'*	*50'*
R-3.5	*1,800 sq. feet*	*20'*	*45'*

Table 17.41.100 B
Reduced Dimensional Standards for Detached Single-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
8,000-9,999 square feet	*15 feet*	*20 feet*	*7/9 feet*	*15 feet*	*40%*
6,000-7,999 square feet	*10 feet*	*15 feet*	*5/7 feet*	*15 feet*	*40%*
4,000-5,999 square feet	*10 feet*	*15 feet*	*5/5 feet*	*10 feet*	*40%*
1,800-3,999 square feet	*5 feet*	*15 feet*	*5/5 feet*	*10 feet*	*55%*

Table 17.41.100 C
Reduced Dimensional Standards for Single-Family Attached or Two-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
3,500-7,000 square feet	*10 feet*	*15 feet*	*5/0* feet*	*10 feet*	*40%*
1,800-3,499 square feet	*5 feet*	*15 feet*	*5/0* feet*	*10 feet*	*55%*

**0 foot setback is only allowed on single-family attached units*

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.110. Tree Protection by Restrictive Covenant (Option 3).
Any regulated tree or grove which cannot be protected in a tract pursuant to Section 17.41.080 above shall be protected with a restrictive covenant in a format to be approved by the Community Development Director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the Community Development Director, are determined to be diseased or hazardous.

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.120. Permitted Adjustments (Option 3 Only).
A. The Community Development Director, pursuant to a Type II procedure, may grant an adjustment to the side, front and rear yard setback standards by up to 50 percent (50%) if necessary to retain a Regulated Tree or Grove through a restrictive covenant pursuant to this section. In no case may the side yard setback be reduce less than 3 feet. The adjustment shall be the minimum necessary to accomplish preservation of trees on the lot and shall not conflict with other conditions imposed on the property.
B. The Community Developmemt Director, pursuant to a Type II procedure, may grant an adjustment to street standards, pursuant to adopted public works standards, in order to preserve a tree. This may include flexibility to redesign sidewalk and planter strip sizes and locations and allow placement of sidewalks and planter strips in an easement within private lots.
C. The Community Developmemt Director, pursuant to a Type II procedure, may allow other adjustments in order to preserve any healthy tree that cannot be moved due to its size, but will contribute to the landscape character of the area and will not present a foreseeable hazard if retained.

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.130 - Cash-in-lieu of Planting (Tree Bank/Fund) (Option 4)
The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the Community Development Director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.
A. The cash-in-lieu payment per tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index (Index). The price shall include the cost of materials, transportation and planting.
B. The amount of the cash-in-lieu payment into the tree bank shall be calculated as the difference between the value of the total number of trees an applicant is required to plant, including cost of installation and adjusted

for Consumer Price Index, minus the value of the trees actually planted. The value of the trees shall be based on the adopted fee schedule.

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.130. Regulated Tree Protection Procedures During Construction.

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

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

1. *Except as otherwise determined by the Community Development Director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.*
2. *Approved construction fencing, a minimum of 4 feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the Community Development Director.*
3. *Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the Community Development Director.*
4. *No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.*
5. *The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.*
6. *No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the Community Development Director.*
7. *No machinery repair or cleaning shall be performed within 10 feet of the dripline of any trees identified for protection.*
8. *Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the Community Development Director and pursuant to the approved written recommendations and on-site guidance and supervision of a Certified Arborist.*
9. *The City may require that a Certified Arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.*
10. *The Community Development Director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.*

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

Finding: Complies as Proposed. The applicant has submitted a plan identifying protection fencing for existing tree which would be protected during development. Additional tree protection measures are not required.

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 Subdivision, Zone Change and Natural Resource Overlay District 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 Subdivision, Zone Change and Natural Resource Overlay District review 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 15-06) on April 1, 2015. The land use application was submitted within 6 months of the pre-application conference on April 15, 2015. The application was deemed incomplete on May 15, 2015 and after the submittal of additional information the application was deemed complete on July 1, 2015.

17.50.055 Neighborhood Association Meeting

Finding: Complies as Proposed. The applicant's representatives attended the Tower Vista Neighborhood general membership meeting on February 19, 2015 to present conceptual plans for the proposed office development.

17.50.060 Application Requirements.
Finding: Complies as Proposed. All application materials required are submitted with this narrative. The applicant has provided full-size and two reduced size sets of plans to accompany the submittal items.

17.50.070 Completeness Review and 120-day Rule.
Finding: Complies as Proposed. This land use application was submitted on April 15, 2015. The application was deemed incomplete on May 15, 2015 and after the submittal of additional information the application was deemed complete on July 1, 2015. The City has until October 29, 2015 to make a final determination.

17.50.080 Complete Application--Required Information.
Finding: Complies as Proposed. This land use application was submitted on April 15, 2015. The application was deemed incomplete on May 15, 2015 and after the submittal of additional information the application was deemed complete on July 1, 2015.

17.50.090 Public Notices.
Finding: Complies as Proposed. Staff provided public notice within 300' of the site via mail, the site was posted with multiple Land Use Notices, posted on the Oregon City website and in a general circulation newspaper. Staff provided email transmittal or the application and notice to affected agencies, the Natural Resource Committee and to all Neighborhood Associations requesting comment.

17.50.100 Notice Posting Requirements.
Finding: Complies as Proposed. The site was posted with a sign longer than the minimum requirement.

17.20 – RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS
Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. New construction will be reviewed for compliance with the dimensional standards of the zoning designation upon submittal of permits.

17.54.100 – FENCES, HEDGES AND WALLS
Finding: Not Applicable. The applicant has not proposed a fence or retaining wall with the proposed development.

CONCLUSION AND RECOMMENDATION:

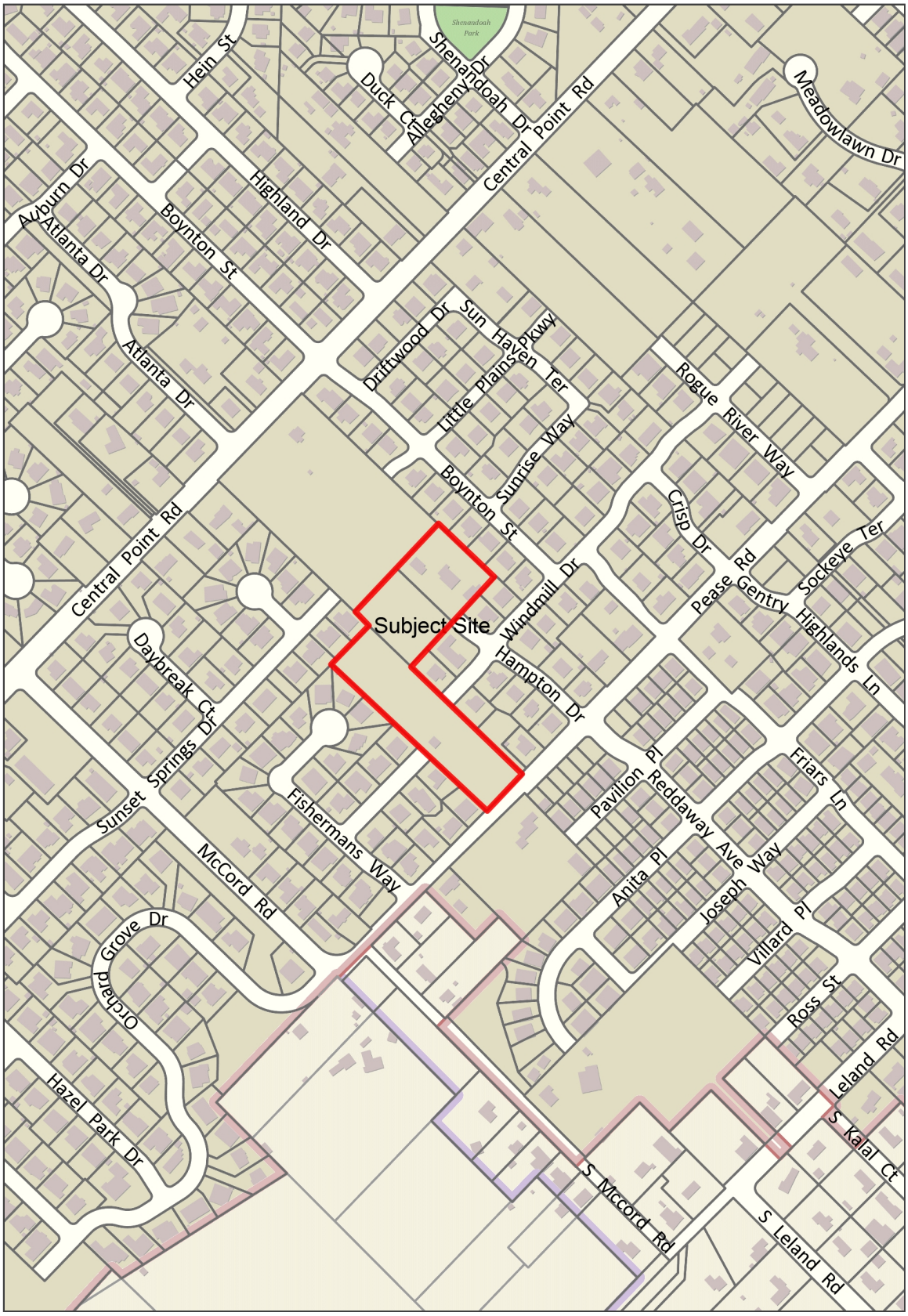
Based on the analysis and findings as described above, Staff concludes that the proposed development for a site identified as Clackamas County 3-2E-07B -02300, Clackamas County 3-2E-07BA-07000 and Clackamas County 3-2E-07BA-06900, can meet the requirements as described in the Oregon City Municipal Code by complying with the Conditions of Approval provided in this report. Therefore, the Community Development Director recommends the Planning Commission and City Commission approve files ZC 15-01, TP 15-02 and NR 15-04 with conditions, based upon the findings and exhibits contained in this staff report.

EXHIBITS:

1. Vicinity Map
2. Applicant's Narrative and Plans (On File)
3. Letter from John Replinger of Replinger and Associates, City Consultant
4. Comments from Greg Peterson of 18865 Shenandoah Drive, Oregon City
5. Comments from Mayor Dan Holladay
6. Comments from Todd Last

7. Comments from Wes Rogers, Director of Operations for the Oregon City School District
8. Comments from Scott Archer, Community Services Director
9. Letter from Gigi Cooper at David Evans and Associates
10. Excerpts from AN 07-07

ZC 15-01, TP 15-02 and NR 15-04

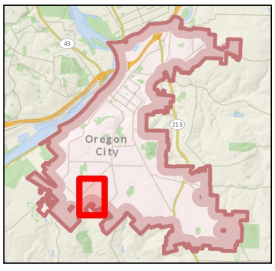


Legend

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

Notes

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.

N

0 449 Feet

1: 5,384

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

Map created 7/7/2015

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 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): ZC15-01/NR-15-04/TP 15-02 04/15/15

Proposed Land Use or Activity: Zone change from "R-10" to "R-8" and 19 Lot Subdivision.

Project Name: Boulder Run Number of Lots Proposed (If Applicable): 19

Physical Address of Site: 19371 Pease Road and 12356 Hampton Drive.

Clackamas County Map and Tax Lot Number(s): 3-2E-27B 2300, (3-2E-7BA 6900 & 7000 on separate app.)

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Mark Handris, Icon Construction & Dev. LLC Date: 4-9-2015

Mailing Address: 1980 Willamette Falls Drive, Suite 200 • West Linn, OR 97068••

Phone: (503) 657-0406 Fax: (503) 655-5991 Email: handris@aol.com

Property Owner(s):

Property Owner(s) Signature:

Property Owner(s) Name Printed: Frederick Dolsen & Nora Stevens Date: 4-9-2015

Mailing Address: 12730 NE Flett Rd., Gaston, OR 97119

Phone: 503-662-9991 Fax: Email: nora@clean-copy.com

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: Rick Givens, Planning Consultant Date: 4-9-2015

Mailing Address: 18680 Sunblaze Dr., Oregon City, OR 97045

Phone: 503-479-0097 Fax: 503-479-0097 Email: rickgivens@gmail.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.

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	☑ Subdivision (4+ lots)	❑ Municipal Code Amendment
	❑ Minor Variance	❑ Variance
	☑ Natural Resource (NROD) Review	☑ Zone Change

File Number(s): NR-15-04 / TP15-02 ZC15-01 04/15/15

Proposed Land Use or Activity: Natural Resource (NROD) Review

Project Name: Boulder Run Number of Lots Proposed (If Applicable): 19

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File Number(s):_____

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Project Name: Boulder Run Number of Lots Proposed (If Applicable): 19

Physical Address of Site: 19371 Pease Road and 12356 Hampton Drive.

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Boulder Run
Zone Change and Preliminary Subdivision Application
Application Narrative

Project Information:

Date:	April 2015
Applicant:	Icon Construction and Development, LLC. 1980 Willamette Falls Drive, Suite 200 West Linn, OR 97068 (503) 657-0406
Planning Consultant:	Rick Givens 18680 Sunblaze Dr. Oregon City, OR 97045 (503) 479-0097
Project Engineer:	Bruce Goldson, P.E. Theta Engineering 4260 Country Woods Ct Lake Oswego, OR 9703 (503) 481-8822
Request:	The applicant is requesting approval of a 19-lot subdivision, a zone change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District.
Location:	The property is located at 19371 Pease Road and 12356 Hampton Drive.
Legal Description:	3-2E-27B 02300, 3-2E-7BA 06900 & 07000
Site Area:	4.25 Acres
Zoning:	R-10 (existing), R-8 (proposed).

Background Information:

The subject property is located at 19371 Pease Road and 12356 Hampton Dr., near the intersection of Hampton Drive with Pease Road. The subject property abuts multiple subdivisions that are all developed at an R-8 density: Chinook Landing to the southwest, Salmon Springs to the northwest and Hampton Estates to the northeast. The only undeveloped property abutting this site is Tax Lot 7100 of Assessor's Map 3-2E-7BA, immediately to the northwest of Tax Lots 6900 and 7000.

Having been annexed to the City of Oregon City within the past several years, the subject property is zoned R-10, which is the default zoning applied to all Low Density Residential property upon annexation to the City. Because the adjacent developed neighborhoods are all zoned and developed under the R-8 zoning district, a zone

change is being requested to apply that zoning to the subject property. It should also be noted that property on the other side of Pease Road is zoned R-3.5 and R-6.

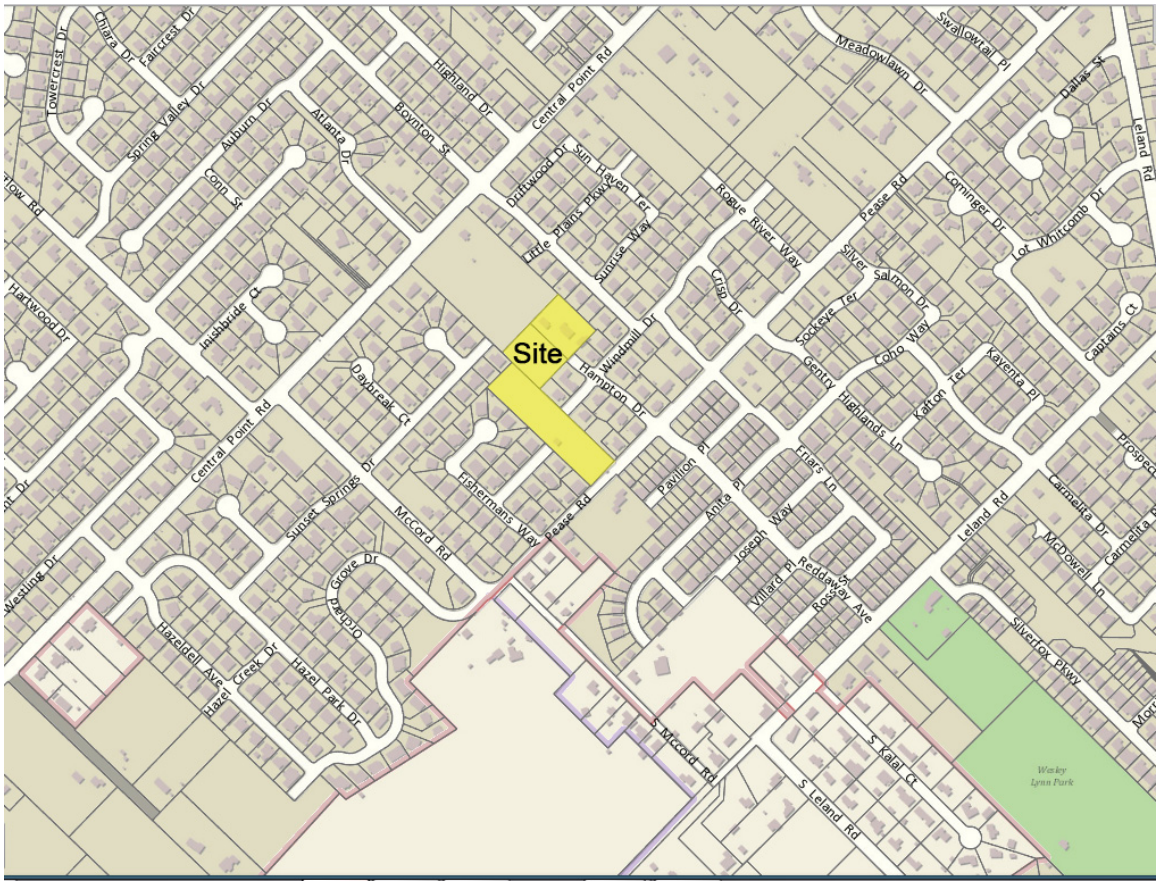


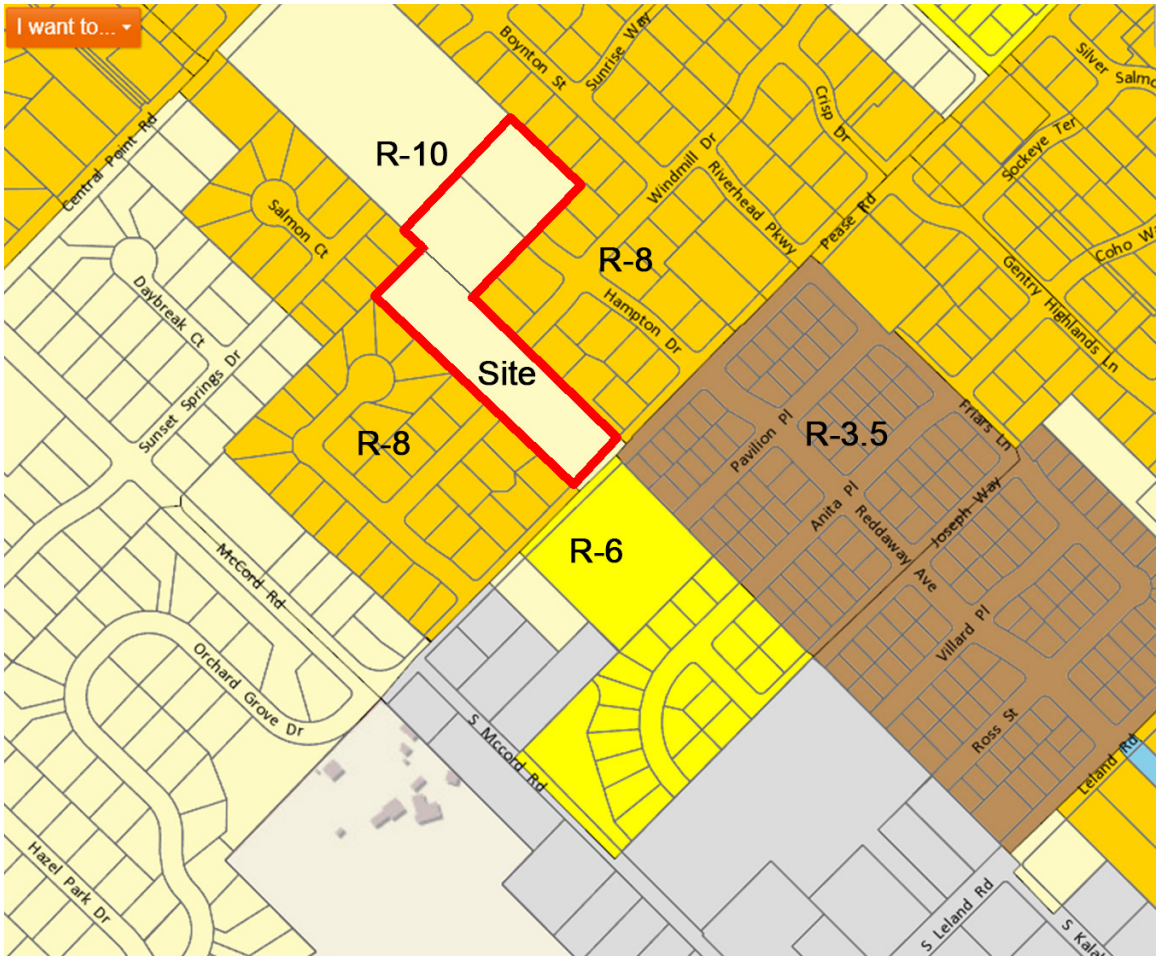
Figure 1- Vicinity Map

Approval Criteria: The relevant approval criteria for this subdivision are as follows:

Zone Change Application:
Chapter 17.68 – Zone Change

Subdivision Application:
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 16.08 – Subdivisions – Process and Standards
OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions
OCMC 17.10 – "R-8" Single-Family Dwelling District
OCMC 17.20 – Residential Design Standards
OCMC 17.41 – Tree Protection Standards
OCMC 17.50 – Administration and Procedures

COMPLIANCE WITH OCMC – ZONE CHANGE CRITERIA



17.68.010 Initiation of the Amendment.

Comment: Consistent with Subsection C, this application is being initiated by the owners of the subject properties and with the provision of forms and materials specified by City procedures.

17.68.020 Criteria.

The criteria for a zone change are set forth as follows:

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

Comment: The following goals and policies of the Comprehensive Plan apply to this zone change application:

Goal (1) Citizen Involvement

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

Comment: The City's adopted development ordinances include provisions that ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in zone change applications. Consistent with these provisions, the applicant met with the Neighborhood Association prior to the submittal of this application. This meeting provided attendees with information regarding the proposal and the applicant took comments from the neighbors into consideration in preparing this application. City provisions provide for public notice prior to hearings that will take place before the Planning Commission and City Commission. All interested persons will have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal (2) Land Use

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.

Comment: The Comprehensive Plan Land Use Map designates the subject property for Low Density Residential Development. The R-8 zoning district is a zone that implements this plan designation. Because the subject property is located in a neighborhood which is predominantly zoned R-8, the application of this zoning on the subject property is appropriate.

Goal (5) Natural Resources

Policy 5.4.4: 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.

Comment: The City does designate a small area in the eastern portion of TL 2300 as lying within the Natural Resources Overlay District. This designation apparently relates to the original drainage pattern that existed prior to the development of Hampton Estates. With the development of the storm sewer system in that subdivision, runoff was diverted away from the minor natural drainageway that existed on the subject property. An NROD verification application has been submitted to confirm this fact.

Goal (6) Quality of Air, Water and Land Resources

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.

Comment: The R-8 density proposed for the subject property will be consistent with this policy. The somewhat higher density of development than the existing R-10 zoning makes for a more compact land use pattern that reduces the amount of public street per dwelling, thereby reducing travel by single-occupancy vehicles and increased use of alternative modes of transportation. In particular, the proposed subdivision will provide for vehicular and pedestrian connections by completing Windmill Drive through the site and by extending Hampton Drive to the north so that an eventual connection to Central Point Road can be made. Public sidewalks will be provided on all streets within this project.

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.

Comment: This policy is implemented by development standards that require appropriate handling of storm water runoff. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. A storm detention facility is depicted on the Site Plan and Preliminary Utility Plan. It has been designed with sufficient capacity to accommodate surface runoff from this project.

Goal (10) Housing

Policy 10.1.3 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.

Comment: The proposed zone change will change the zoning for this site to match the surrounding R-8 neighborhoods. R-6 and R-3.5 zoning are located across Pease Road, providing for a variety of housing types in this area of the city.

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.

Comment: All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-8 zoning. Sanitary sewer is available from an existing 12" line that is installed in Pease Road along the frontage of Tax Lot 2300. Eight inch sewer lines are also available in Hampton Drive and Windmill Drive. Water service is available from existing 12 inch main in Pease Road and 8-inch lines in Hampton Drive and Windmill Drive. Storm water facilities are also planned, as shown on the preliminary utility plan. There is an existing storm detention facility located in Hampton Estates along the northwest property line of Tax Lot 2300. A storm detention and treatment facility is proposed to be constructed on the subject property adjacent to this existing facility to provide additional capacity to serve the new development. Oregon City Public Schools provides education services and has adequate levels of service available. Police and fire protection are provided by the City of Oregon City.

Goal (12) Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

Comment: A Traffic Assessment Letter was prepared for this project by Lancaster Engineering and is included with this application submittal. This analysis shows adequate capacity exists to serve the proposed development.

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.

Comment: These public facilities and services have been addressed in the discussion of compliance with Goal 11, above. All of these services are available and adequate to meet the needs of this property when developed to levels allowed by the R-8 zoning district.

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.

Comment: The capacity of the transportation system is addressed in the Traffic Assessment Letter submitted with this application. As discussed under Goal 12, above, the transportation services is adequate to meet the needs of this property when developed to levels allowed by the R-8 zoning district.

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

Comment: The statewide planning goals applicable to this proposed zone change have been addressed in specific goals and policies of the Oregon City Comprehensive Plan. City Goals and Policies addressed above are directly applicable to the corresponding statewide planning goals. No further comment is necessary.

As discussed above, the proposed zone change is in conformance with the approval criteria set forth in this chapter of the Oregon City Municipal Code. It would bring the subject property into conformance with the zoning of the adjacent subdivisions and would create a logical zoning pattern. Approval of the zone change would also make for a more efficient use of infrastructure such as streets and utilities and, by adding housing opportunities, would delay the time at which the urban growth boundary would need to be expanded to provide for population growth.

BOULDER RUN – COMPLIANCE WITH SUBDIVISION APPROVAL CRITERIA

COMPLIANCE WITH CHAPTER 16.08

16.08.010 Purpose and General Provisions.

A. Applicability. – As noted above, the proposed development is subject to the process and approval standards applicable to subdivisions including Chapters 16.08, 12.04, 16.12, and 17.50 of the Oregon City Municipal Code. Those provisions are addressed in this narrative and will be shown to be satisfied by this application.

B. Process – Subdivision applications follow a Type II process. In this instance, however, the applicant is also requesting a zone change and the combined applications will be heard concurrently through a Type IV process.

C. Purpose – The proposed design is consistent with basic design criteria so the use of a master plan provided under Chapter 17.65 or a variance per Chapter 16.60 is not necessary.

D. Process Overview – This application for preliminary plat approval is being together with a zone change application, which requires a Type IV process, with hearings before the Planning Commission and City Commission. The final plat will be submitted at a later date and reviewed in accordance with a Type I process.

16.08.015 Preapplication Conference Required.

Consistent with City procedures, a pre-application conference was held on April 1, 2015 (PA 15-06).

16.08.020 Preliminary Subdivision Plat Application.

The preliminary plat is being submitted within six months of the pre-application conference date. This narrative and the other plans and documents submitted with it, contain the required information that will allow the City to determine compliance with relevant City standards.

16.08.025 Preliminary Subdivision Plat--Required Plans.

Consistent with City requirements, the preliminary plat application includes the following:

A. Site Plan
B. A shadow plat demonstrating connectivity sufficient for development of adjoining undeveloped property to the north.
C. An Existing Conditions Map showing natural topography, and a Preliminary Grading & Drainage Plan.

D. Archeological Monitoring Recommendation – The City has contacted SHPO regarding archaeological concerns for this site.

16.08.030 Preliminary Subdivision Plat--Narrative Statement.

A. Subdivision Description – The background information section of this narrative provides the required statements regarding the use and ownership of lots within this proposed subdivision.

B. Timely Provision of Public Services and Facilities

1. Water –Water service is available from existing 12 inch main in Pease Road and 8-inch lines in Hampton Drive and Windmill Drive. Storm water facilities are also planned, as shown on the preliminary utility plan.

2. Sewer – Sanitary sewer is available from an existing 12" line that is installed in Pease Road along the frontage of Tax Lot 2300. Eight inch sewer lines are also available in Hampton Drive and Windmill Drive.

3. Storm Sewer – There is an existing storm detention facility located in Hampton Estates along the northwest property line of Tax Lot 2300. A storm detention and treatment facility is proposed to be constructed on the subject property adjacent to this existing facility to provide additional capacity to serve the new development.

4. Parks and Recreation – There are no park facilities in the immediate vicinity of the subject property. The closest park is Wesley Lynn Park, which is located approximately 1,650 feet south of this site via Reddaway Avenue. Park System Development Charges will be paid at the time of building permit application.

5. Traffic and Transportation – A Transportation Analysis Letter for the site has been prepared for this project by Lancaster Engineering, Inc. No capacity or safety issues have been identified that would impact the proposed development. Please refer to the attached TAL.

6. Schools – The subject property is located within the service area of Oregon City Public Schools. Discussions with the School District indicate that there are no capacity issues at this time.

7. Fire and Police Services – Clackamas County Fire District No. 1 provides fire protection services in this area. The Oregon City Police Department provides police protection. Prior to final plat approval, the applicant will coordinate with Fire District No. 1 to ensure that their standards are met.

C. Approval Criteria and Justification for Variances – No variances are being requested so these provisions do not apply. Other relevant approval criteria are addressed below in this narrative.

D. Drafts of CC&Rs, maintenance agreements, homeowners association agreements, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision – The required documents will be submitted prior to final plat approval.

E. Phasing – Not applicable. The project will be developed in a single phase.

F. Overall Density – The subdivision proposes nineteen lots for the construction of single family homes. The gross site area is 185,147 sq. ft., for a gross density of 4.47 units per acre.

16.08.040 Preliminary Subdivision Plat--Approval Standards and Decision.

The approval standards for subdivisions are addressed below in the discussion of compliance with Chapter 16.12. The dimensional standards applicable to the subdivision are those of the R-8 zone. Those standards are addressed in the discussion of Chapter 17.10.

16.08.045 Building Site--Frontage Width Requirement.

All lots in the proposed subdivision abut on a street or cul-de-sac for a width of at least twenty feet, as required by this section.

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.

A. Where the applicant can show that the existing parcel configuration, topographic constraints or where an existing dwelling unit is located so that it precludes a land division that meets the minimum density, lot width and/or depth standards of the underlying zone.

B. If a flag lot is created, a joint accessway shall be provided unless the location of the existing dwelling unit prevents a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.

C. The pole portion of the flag lot shall connect to a public street.

D. The pole shall be at least 8 feet wide for the entire length.

E. The pole shall be part of the flag lot and must be under the same ownership as the flag portion of the lot.

Comment: No flag lots are proposed. Please note that although Lots 4, 7, and 9 are flag-shaped parcels, they all have at least 20 feet of frontage on a public street and therefore are not flag lots per the provisions of this section. The subject property is an infill parcel that has dimensions that are not well-suited to development of typical street, lot and block patterns. The use of a street right-of-way modification is proposed to provide street access to Lots 9-12 and 15 and avoid having to create flag lots with joint 8' access strips. This design is superior in that the street will be owned and maintained by the City and public sidewalks will be provided.

COMPLIANCE WITH CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 Street Design--Generally.

Street design standards for all new development and land divisions shall comply with Chapter 12.04 Street Design Standards.

Comment: Please see discussion of Chapter 12.04, below.

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.

Comment: The proposed subdivision will connect Windmill Drive through the subject property. This will create a block that runs from Fisherman's Way on the southwest to Hampton Drive on the northeast. This block pattern will provide for reasonable traffic.

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.

Comment: The proposed layout provides sufficient room for two tiers of lots and is consistent with this requirement.

16.12.040 Building Sites.

Comment: The buildings sites proposed that are appropriate in size, width, shape, and orientation for low-density residential development, consistent with the R-8 zoning of the property. The applicant is not requesting a variance to any dimensional standard and the exception provisions of this section are not applicable to this proposal.

16.12.045 Building Sites – Minimum Density

All subdivision layouts shall achieve at least 80% of the maximum density of the base zone for the net developable area as defined in Section 17.04.

Comment: The net site area is 185,147 square feet (4.25 acres). The proposed R-8 zoning allows a density of one unit per 8,000 sq. ft. of net site area. Subtracting from the gross site area the street area (30,052 sq. ft.) and the storm detention tract (2,975 sq. ft.) leaves a net site area of 152,120 sq. ft. Dividing this area by minimum 8,000 square foot lot size of the R-8 zone yields a maximum density of 19 units. 80 percent of this maximum would be 15.2 units. The 19 units proposed in the subdivision meets this standard.

Chapter 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 20% 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.

Comment: The proposed subdivision does provide for lots that are up to 20% less in area than the minimum 8,000 sq. ft. standard of the R-8 zone. No lots of less than 6,400 sq. ft. are proposed. As discussed under 16.12.045, above, the net site area is 152,120 sq. ft. Dividing the net site area by 19 lots yields an average lot size of 8,006 sq. ft., which is consistent with the requirements of this standard.

16.12.055 Building Site--Through Lots.

Comment: No through lots are proposed in this subdivision.

16.12.060 Building Site--Lot and Parcel Side Lines.

Comment: Consistent with this section, side lot lines are designed to be as close to perpendicular to the streets on which they face as practicable.

16.12.065 Building Site--Grading.

Comment: Site grading will be designed to conform to Chapter 18 of the Oregon Structural Specialty Code and City standards, as demonstrated by the plan submitted with this application.

16.12.070 Building Site--Setbacks and Building Location.

This standard ensures that lots are configured in a way that development can be orientated toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on

and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.

A. *The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.*
B. *The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.*
C. *On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.*
D. *All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:*
    1. *No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or*
    2. *Allowing a single driveway access per lot will not cause a significant traffic safety hazard.*
E. *The community development director may approve an alternative design, consistent with the intent of this section, where the applicant* can show that existing development patterns preclude the ability to practically meet this standard.

Comment: Pease Road is classified as a collector street, so these provisions are applicable to Lots 1 and 2. These lots face onto Pease Road and the houses built on them will have their most architecturally significant façade facing Pease Road, as required by these standards.

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.

Comment: No lots are proposed that are large enough to be capable of redivision. This section does not apply.

16.12.080 Protection of Trees.

Protection of trees shall comply with the provisions of Chapter 17.41 – Tree Protection.

Comment: See discussion of Chapter 17.41, below.

16.12.085 Easements.

Comment: A 10-foot wide utility easement will be provided along all street frontages within this plat. No other easements are required for unusual facilities, watercourses, access or resource protection.

16.12.090 Minimum Improvements--Procedures.

Comment: No construction will commence until required plans have been approved by the City. All improvements will be constructed under the inspection and approval of the city engineer and expenses relating to this will be paid prior to final plat approval. Erosion control measures will be installed as required and utilities will be installed prior to surfacing of the streets. All other standards relating to construction of site improvements will be met.

16.12.095 Minimum Improvements--Public Facilities and Services.

Comment: Compliance with the minimum improvement standards of this section will be reviewed with the construction plans submitted prior to site construction and final plat review. The applicant will comply with all City standards relating to these improvements.

16.12.100 Minimum Improvements--Road Standards and Requirements.

Comment: The streets created through this subdivision application will be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04. No streets are proposed to be created by deed. All streets will be shown on the final plat for the subdivision.

16.12.105 Minimum Improvements--Timing Requirements.

Comment: The applicant will either complete construction of all public improvements required for the subdivision prior to application for final plat approval or will guarantee the construction of those improvements in a manner acceptable to the City Engineer.

16.12.110 Minimum Improvements -- <u>Financial Guarantee.</u>

Comment: If a financial guarantee is proposed for site improvements, the form, timing, and duration of the guarantee will comply with the provisions of this section.

COMPLIANCE WITH CHAPTER 17.10 – R-8 SINGLE-FAMILY DWELLING DISTRICT

17.10.020 - Permitted uses.

Comment: All lots in this subdivision are proposed to be used for construction of single-family detached homes, consistent with 17.10.020(A).

17.10.040 Dimensional Standards:

Dimensional standards in the R-8 district are:

A. *Minimum lot areas, eight thousand square feet;*

B. Minimum lot width, sixty feet;

C. Minimum lot depth, seventy-five feet;

D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;

E. Minimum Required Setbacks:

1. Front yard fifteen feet minimum setback;

2. Front porch, ten feet minimum setback;

2. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas;

3. Interior side yard, nine feet minimum setback for at least one side yard, seven feet minimum setback for the other side yard;

4. Corner side yard, fifteen feet minimum setback;

5. Rear yard, twenty feet minimum setback;

6. Rear porch, fifteen feet minimum setback.

F. Garage Standards: See Chapter 17.20—Residential Design and Landscaping Standards.

G. Maximum Lot Coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.

Comment: The minimum lot area standard of 8,000 sq. ft. may be averaged over the 19 lots in the subdivision, as discussed in the comments to Chapter 16.12.050, above. The proposed lots comply with this requirement. All proposed lots exceed the 60 foot minimum width and 75' minimum lot depth standards. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed.

COMPLIANCE WITH CHAPTER 13.12 – STORMWATER MANAGEMENT

13.12.050 - Applicability and exemptions.

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

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.

Comment: The proposed subdivision is subject to the stormwater conveyance, stormwater quantity control, and stormwater quality control provisions of this chapter.

13.12.080 - Submittal requirements.

A. Timing and Scope of Required Submittal.
   1. Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.
   2. Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.
   3. Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.
   4. Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.

B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Comment: A storm drainage report and preliminary storm drainage plan have been prepared by Theta Engineering for this proposed subdivision and are included in the application submittal package. These documents have been prepared in accordance with city standards.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;

B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020

C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
   1. Do not exceed the capacity of receiving drainage conveyance facilities;
   2. Do not increase the potential for streambank erosion; and

3. *Do not add volume to an off-site closed depression without providing for mitigation.*

Comment: The plan and report attached to this application demonstrate that the runoff from the project will be collected and directed to a storm detention/treatment facility that will be adequately sized to accommodate this subdivision. The storm sewer system has been designed to City standards and is adequately sized to convey runoff from the proposed development. No stream banks are impacted by the proposed storm sewer system.

D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:

1. *Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and*
2. *Stormwater quality control facilities which:*
   a. *Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;*
   b. *Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and*
   c. *Minimize any increase in nonpoint source pollution.*

Comment: The detention and treatment facility has been designed in accordance with City standards to accomplish these requirements. Please refer to the storm report attached to this application.

E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.

Comment: All runoff from roofs, footings and streets will be collected by the storm sewer system, as shown on the attached preliminary storm plan.

F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.

Comment: The existing and proposed storm sewer systems are piped to the detention facility. This new facility will meter the storm water at the pre-design rates. A 30-inch storm line carries the storm water down Pease Road to the southwest with discharge into a drainage course at 19400 Pease Road. This outfall has been upgraded with the development of Pavilion Park II and a portion of the storm water from the undeveloped Pavilion Park II has been redirected away from this outfall. An improved rip-rap outfall on Pavilion Park II has reduced the velocity and previous erosion problems. Following site development, there will no change in the size or location of stormwater discharge. The overall drainage pattern will be the same.

G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Comment: The storm water quantity control facilities will be dedicated to the City of Oregon City and operated and maintained by the City.

Chapter 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 - Applicability—Grading permit required.

A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:

1. Grading activities in excess of ten cubic yards of earth;

2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;

3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;

4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or

5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.

B. Those fill and grading activities proposed to be undertaken in conjunction with a land use application, including but not limited to subdivisions, planned unit developments, partitions and site plan reviews, are subject to the standards of this chapter. However, a separate grading permit is not required. Approval of the construction plans submitted through the land use application process shall constitute the grading permit required under this chapter.

Comment: No major site grading is planned in conjunction with this site. As shown on the preliminary grading plan submitted with this application, grading for site development is limited to street right-of-way areas and the proposed storm detention facility. No site grading will be commenced until the required grading permit has been issued by the City of Oregon City. Grading for individual homes will be reviewed prior to the issuance of building permits.

COMPLIANCE WITH CHAPTER 17.20 – RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS

17.20.015 - Street trees.

All new single or two-family dwellings or additions of twenty-five percent or more of the existing square footage of the home (including the living space and garage(s)) shall install a street tree along the frontage of the site, within the abutting developed right-of-way. Existing trees may be used to meet this requirement. A picture of the planted tree shall be submitted to the planning

division prior to issuance of occupancy. Upon approval by the community development director, when a planter strip is not present, a tree may be placed within an easement on the abutting private property within ten feet of the public right-of-way if a covenant is recorded for the property with the Clackamas County Recorders Office identifying the tree as a city street tree, subject to the standards in Chapter 12.08 of the Oregon City Municipal Code. The street tree shall be a minimum of two-inches in caliper and either selected from the Oregon City Street Tree List or approved by a certified arborist for the planting location.

Comment: Street trees will be provided along the street frontages at a maximum spacing of 35 feet, as required by this section. A street tree plan will be submitted prior to final plat approval once locations of driveway approaches have been determined.

17.20.030 - Residential design options.

Comment: Compliance with the residential design options will be reviewed at the time of building permit application.

17.20.035 - Corner lots and through lots.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.040 - Residential design elements.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.050 - Main entrances.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.060 - Residential yard landscaping.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

COMPLIANCE WITH CHAPTER 12.04 – STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 Applicability.

Comment: The provisions of this chapter apply to all land divisions and, thus, are applicable to this subdivision.

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

Comment: Consistent with this section, no work will be done within existing or proposed street rights-of-way without obtaining appropriate permits from the City of Oregon City.

12.04.007 Modifications

The provisions of this section recognize that development of streets in full compliance with City standards is not always practicable and allow for approval of modifications when certain criteria are met. The following street modifications are being requested in conjunction with this application:

1. Pease Road Frontage Improvements: Pease Road is functionally classified as a Collector Street (Residential). The standard code requirements for streets of this classification are: an 85-foot ROW required, with a pavement width of 59-feet, a public access strip 0.5 feet wide (both sides), a sidewalk 5 feet wide (both sides), a landscape strip 7.5 feet wide (both sides), a bike lane 6 feet wide (both sides), street parking 7 feet wide (both sides), and three 11-foot wide travel lanes. Additional requirements include curb and gutter, street lights, and street trees. In the case of the subject property, however, the existing street right-of-way and improvements on both sides of this site do not meet these newer standards.

   The engineering comments in the pre-application notes regarding Pease Road state: "It would be reasonable to match existing conditions with some slight modifications. This would be a modification to the code requirements and the applicant would need to address the criteria for modifications. It is suggested that improvements closely match the subdivision to the south which would include a 30-foot ROW to centerline, 15-foot pavement to centerline, 5.5-foot planter strip and a 5-foot sidewalk. Street lighting shall be provided to meet PGE lighting standard." The proposed site plan has been designed to meet this standard and a modification to allow its use is being requested.

2. Boulder Run Court: The subject property is an infill site. Prior development of the adjacent subdivision to the southwest did not extend Mayfly Ct. to the boundary of the subject site and, as a result, this property is left with an awkward configuration that does not permit construction of a full City-standard street. A reduced standard dead-end public street is proposed as a superior alternative to development with flag lots sharing a private easement. Specifically, the following modifications are requested for this street:
   A. Reduction of the right-of-way width from 54 feet to 34 feet,
   B. Reduction of pavement width from 32 feet to 28 feet (with parking limited to one side), approval with a private hammerhead turn-around rather than a full-standard circular cul-de-sac,
   C. Construction with a curb-tight sidewalk being provided only on one side (or in the alternative, with the sidewalk along Lots 15 and 16 being in an easement),
   D. Street trees being placed in an easement behind the sidewalk.

3. Street Spacing/Pedestrian Accessway Standards: Section 12.04.195 sets a maximum spacing distance between streets of 530 feet and says that if this distance is exceeded then a pedestrian accessway must be provided every 300 feet. The distance between Hampton Drive and Fishermans Way is approximately 689 feet. A new street intersection at this location is not desirable because it would be too close,

but not aligned with, the new intersection of Pavilion Place and Pease Road on the opposite side of the street. Initial designs for the subdivision included a pedestrian accessway, but discussions with Public Works staff indicate that they do not believe there is a need for the accessway and do not want to maintain it. For this reason, it was eliminated from the final design and a modification is requested.

The approval criteria for modifications are listed in Section 12.04.007:

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.

Compliance with Modification Approval Criteria: Pease Road

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the standards is not specifically listed, but is clearly intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. In this instance, the subject property is a narrow strip, 154.6' in width along Pease Road, sandwiched between two subdivisions that were developed under lesser collector street standards. The proposed plan would provide for 30 feet of right-of-way (as measured from centerline), which is consistent with staff recommendations. The TAL submitted with this application indicates that there are no anticipated operational or safety issues associated with the proposed development. Thus, the intent of the standard will be met.
B. The proposed street section is adequate for vehicular traffic as it matches the existing condition on either side of the subject property.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process.
D. In this instance, the standard proposed matches the recommendation of City staff and will match pavement sections previously approved for the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

Compliance with Modification Approval Criteria: Boulder Run Ct.

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the local street standards is not specifically

listed, but is clearly intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. In this instance, because of the narrow configuration of the subject property and the unavailability of a street stub from Mayfly Ct., it is not practicable to serve this area of the site with a full-standard cul-de-sac. Provision of street trees in easements behind the sidewalk will provide for aesthetics comparable to local street standards. Boulder Run Ct. serves only five homes. Given the low volumes of traffic the proposed access will provide for safe and efficient vehicular access to these homes.

B. The proposed plan would provide for two travel lanes, a parking strip and for sidewalk access. This is clearly preferable to a flag lot configuration with private ownership of a paved accessway. The plan provides for an emergency vehicle turn-around that is consistent with fire code standards, thereby ensuring the safety of the proposed design. Sidewalk access is proposed to provide for pedestrian traffic, and traffic volumes will be very low so that shared use of the pavement by cars and bicycles will be safe.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process. In this instance, the proposed alternative design will provide for a street that will meet the intent of the TSP.
D. The proposed street design for Boulder Run Ct. serves only five homes. It will provide for two travel lanes, the same as local street standards in the surrounding area, and for sidewalk access. The only functional difference will be that parking will be limited to one side of the street. Given the low traffic volumes and the fact that the lots in this area are large enough that homes will have ample area for off-street parking, this limitation will not be out of character with the design of other streets in the area.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

Compliance with Modification Approval Criteria: Street Spacing/Pedestrian Accessway

A. The 530 foot intersection spacing standard listed in Section 12.04.195 does not list a specific purpose, but the intent presumably is to achieve the goals of the TSP to provide for connectivity and safe pedestrian and vehicular traffic flow. In this instance, the separation distance exceeds the standard by about 150 feet. The proposed modification eliminates an on-going expense to the City of Oregon City.
B. The connection of Windmill Drive will improve the existing condition in terms of both connectivity and pedestrian and vehicular traffic flow.
C. The proposed modification is consistent with the layout of the subdivision, which furthers the TSP by providing for connectivity of both pedestrian and vehicular modes of transportation.
D. The proposed street design provides for the completion of the connection of Windmill Drive through this site as intended in the future street planning that was reviewed with the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

12.04.010 Construction specifications—Improved streets.

Comment: As required by this section, street, curb and sidewalk improvements will be constructed in accordance with approved plans designed to conform to City street standards.

12.04.020 Construction specifications—Unimproved streets.

Comment: Not applicable.

12.04.25 Street design--Curb cuts.

Comment: The applicant will work with City staff to ensure that curb cuts are designed and improved consistent with City standards.

12.04.030 Maintenance and repair.

Comment: Consistent with this section, the owner of land abutting the street where a sidewalk has been constructed will be responsible for maintaining the sidewalk and curb in good repair.

12.04.031 Liability for sidewalk injuries.

Comment: As set forth in this section, the future homeowners will be responsible for the liability associated with injuries resulting from failure to maintain sidewalks in good repair.

12.04.032 Required sidewalk repair through 12.040 Streets-Enforcement

Comment: Not applicable. These sections provide standards for notification and process issues relating to potential future sidewalk repairs. While they may impact future homeowners should sidewalks need repair, they are not directly applicable to this subdivision application.

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.

Comment: A retaining wall is proposed for the storm detention system and will be located on the border between Lot 1 and Tract A. This standard relates to retaining walls that are needed to keep soil from falling onto a street. This wall is not adjacent to a street. There are no grading issues that would require the use of a retaining wall on this site to keep soil from falling or sliding onto a street.

12.04.060 Retaining walls--Maintenance.

Comment: Not applicable. Again, this section relates to retaining walls that are needed to keep soil from falling or sliding onto a street. No such retaining walls are proposed or needed. The one retaining wall proposed is located between Lot 1 and Tract A and is associated with the storm water detention system.

12.04.070 Removal of sliding dirt.

Comment: Future homeowners will have the responsibility to maintain street and sidewalk areas free of dirt and debris as required by this section.

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.

Comment: No excavation will be done in rights-of-ways without obtaining required permits.

12.04.090 Excavations--Permit restrictions.

Comment: The applicant will comply with any restrictions placed upon excavation permits associated with this project.

12.04.095 Street Design – Curb Cuts.
Comment: The applicant will comply with City standards regarding number and design of curb cuts.

12.04.100 Excavations – Restoration of Pavement
Comment: All excavations within street areas will be restored to appropriate condition per this standard.

12.04.110 Excavations--Nuisance--Penalty.

Comment: Not applicable.

12.04.120 Obstructions – Permit Required

Comment: Required permits will be obtained before any obstructions of street areas that may be necessary are undertaken.

12.04.130 Obstructions--Sidewalk sales.

Comment: Not applicable.

12.04.140 Obstructions--Nuisance--Penalty.

Comment: Not applicable.

12.04.150 Street and alley vacations--Cost.

Comment: Not applicable.

12.04.160 Street vacations--Restrictions.

Comment: Not applicable.

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.

Comment: The proposed street design completes the existing street pattern by connecting Windmill Drive through the property. Further, it provides a logical plan for the extension of Hampton Drive through to Central Point Road in the future, as shown on the future street plan.

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.

Comment: The proposed street pattern connects Windmill Drive through the site to complete the existing block. The location of this street is set by existing street stubs on the east and west. The width is consistent with local street standards. The plan also extends Hampton Drive to the northwest border. This street connects to the existing terminus of Hampton Drive and extends it through the site so that it can eventually connect with Central Point Road, as shown on the Future Streets Plan. The width of this street meets local street standards. An access control strip will be provided to meet the standards of section 12.04.200.

12.04.180 Street Design

Comment: The design of Hampton Drive and Windmill Drive will conform with city local street standards. The existing right-of-way of Pease Road adjacent to this site does not conform to current standards for a collector street. A modification pursuant to the criteria in Section 12.04.007 is being requested to allow these previous standards to be used in this application. See discussion above. Additionally, due to site constraints, modifications are being requested for Boulder Run Ct., as outlined above.

12.04.185 Street Design--Access Control.

Comment: Pursuant to the provisions of this section, an access control strip will be required across the end of Hampton Dr. This will be provided on the final plat.

12.04.190 Street Design--Alignment.

Comment: The proposed streets continue the alignments Windmill Drive and Hampton Drive.

12.04.194 Traffic sight obstructions.

All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

Comment: The streets will be designed to conform to these standards.

12.04.195 Spacing Standards.

Comment: A modification to the 530 foot maximum spacing standard is requested and is discussed above.

12.04.199 Pedestrian and bicycle accessways.

Comment: No pedestrian accessway is proposed. Please see discussion of the proposed modification.

12.04.205 Mobility Standards.

Comment: Not applicable. No intersections will be created by the subdivision.

12.04.210 Street design--Intersection Angles.

Comment: Not applicable. No intersections will be created by the subdivision.
n
12.04.215 Street design--Off-Site Street Improvements.

Comment: No off-site improvements are needed or warranted in conjunction with this subdivision. Adjoining streets are fully improved.

12.04.220 Street Design--Half Street.

Comment: Not applicable. No half streets exist in the area or are proposed in this development.

12.04.225 Street Design--Cul-de-sacs and Dead-End Streets.

Comment: As noted in this section, the City typically discourages the use of cul-de-sacs and dead-end streets unless certain physical conditions exist that require the use of such streets. In this case, existing development patterns require the use of a dead-end street. Had Mayfly Ct. been extended to the subject property, this may not have been the case, but it was permitted to be developed as a cul-de-sac. The maximum number of lots that may be served by a cul-de-sac or dead-end street is 25. The proposed Boulder Run Ct. would serve 5 lots. The maximum allowable length is 200 feet and the proposed length is 190 feet. As required, a hammerhead emergency vehicle turn-around meeting Fire District standards is proposed to be provided at the end of the dead-end street.

12.04.230 Street Design--Street Names.

Comment: Boulder Run Ct. is the only new street name proposed and it does not duplicate any other street names in the city.

12.04.235 Street Design--Grades and Curves.

Comment: Grades and center line radii have been designed to conform to the standards in the City's street design standards and specifications.

12.04.240 Street Design--Development Abutting Arterial or Collector Street.

Comment: The site abuts Pease Road, a collector street. Access to the two lots that abut this street is proposed to be taken from Pease Road. This is consistent with adjoining residences and the TAL submitted with this application indicates that no safety issues are likely to arise from allowing such access.

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.

Comment: Windmill Drive and Hampton Drive are proposed to be paved to a 32 foot width, which is consistent with local street standards. Boulder Run Court is proposed to be 28 feet in paved width. The proposed paving is narrow enough to inhibit use by non-local traffic. No extra traffic-calming designs are warranted. No crosswalks will occur within the proposed subdivision.

12.04.255 Street design--Alleys.

Comment: Not applicable. No alleys are proposed.

12.04.260 Street Design--Transit.

Comment: Not applicable. The proposed development does not contain or abut any transit streets.

12.04.265 Street design--Planter Strips.

Comment: Consistent with the requirements of this section, proposed street improvements include the provision of planter strips that will accommodate street trees for Hampton Drive, Windmill Drive, and the Pease Road frontage. A modification is being requested, however, to eliminate planter strips along Boulder Run Ct. and permit street trees behind the sidewalk. Please refer to the modification discussion above.

12.04.270 Standard Construction Specifications.

Comment, as required by this section, the workmanship and materials for any work performed under permits issued per this chapter will be in accordance with City standards and 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.

COMPLIANCE WITH 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.

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

Comment: A preliminary design for street tree plantings is shown on the preliminary plan. A final planting plan will be submitted with the engineering drawings and will conform to the above standards.

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.

Comment: The species of street trees will be submitted for review and approval of the community development director prior to final plat approval.

12.08.025 General tree maintenance.

Comment: As required by this section, abutting property owners will be responsible for maintenance of street trees along their street frontage.

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.

12.08.040 Heritage Trees and Groves.

Comment: No heritage trees or groves exist on the subject property.

COMPLIANCE WITH CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.

Comment: The proposed subdivision is subject to the provisions of this chapter.

17.41.050 - Same—Compliance options.

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

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

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

The community development director, pursuant to a Type II procedure, may allow a property owner to cut a specific number of trees within a regulated grove if preserving those trees would:
1. *Preclude achieving eighty percent of minimum density with reduction of lot size; or*
2. *Preclude meeting minimum connectivity requirements for subdivisions.*

Comment: The subject property contains trees that are subject to the provisions of this section. A tree removal and planting plan will be submitted for approval prior to final plat submittal.

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 arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 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.*

Comment: The applicant proposes to make use of Mitigation Option 1. Trees not identified for removal will be protected outside of the construction area throughout the construction phase of the project. Replacement trees will be planted pursuant to the provisions of this section. A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval.

17.41.070 Planting area priority for mitigation (Option 1).

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

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

Comment: Mitigation on-site is proposed.

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

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

Comment: Not applicable. The applicant does not propose to make use of these provisions.

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

Comment: Not applicable. The applicant does not propose to make use of these provisions.

17.41.130 - Regulated tree protection procedures during construction.

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

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

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

Comment: The required procedures and arborist recommendations will be followed throughout the period of construction activities on the site. Changes in soils hydrology and site drainage within tree protection areas will be avoided.

Applicant:
Icon Construction & Development, LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Owner - 3-2E-27B-2300
Frederick Dolsen & Nora Stevens
12730 NE Flett Rd.
Gaston, OR 97119
PH: (503) 662-9991

Owner - 3-2E-27BA 6900 & 7000
Kirk & Wendy Smith
12356 Hampton Drive
Oregon City, OR 97045
PH: (503) 657-6506

Legal: 3-2E-27B-2300, 3-2E-27BA 6900 & 7000

Water: City of Oregon City

Sewer: City of Oregon City

Contours: Field Survey by Centerline Concepts, Inc.

Site Area: 4.25 Acres

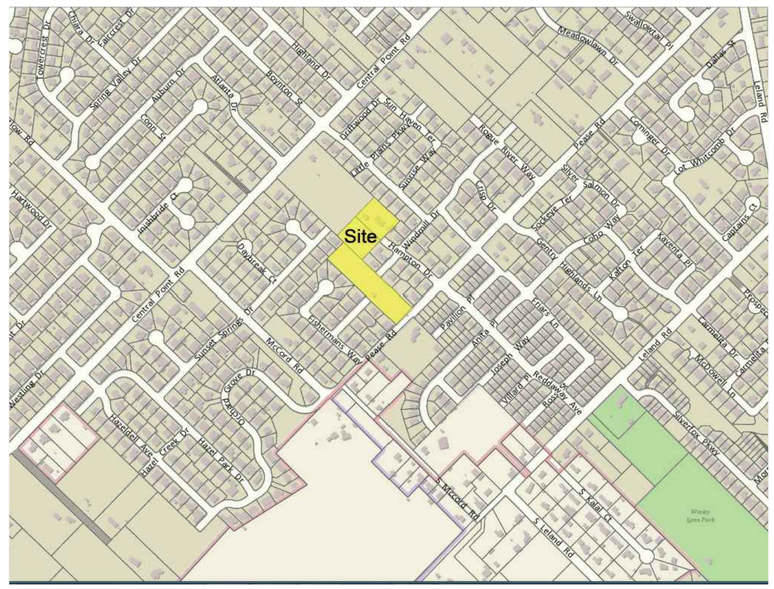
Engineer:
Theta Engineering, Inc.
4260 Country Woods Ct.
Lake Oswego, OR 97035
PH: (503) 481-8822

Zoning: R-10 (Existing), R-8 (Proposed)

Impervious Areas: Street - 21,076 sq. ft., Sidewalk - 5,459 sq. ft.

NROD Boundary Per City GIS.
No natural resources exist in this area.
Please refer to Schott & Associates NROD Report.

Street Tree - 35' O.C.



Vicinity Map

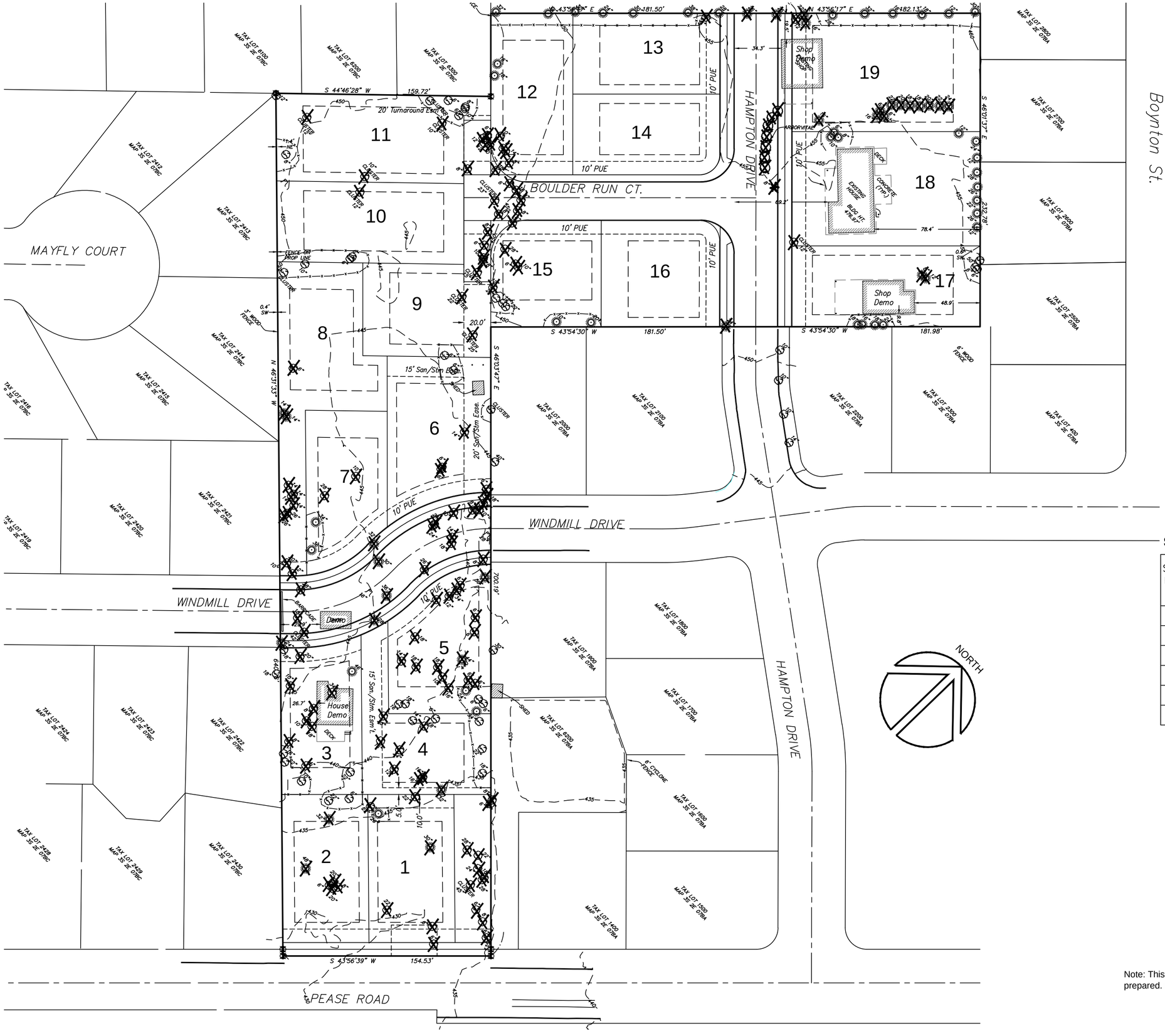
DESIGNED:	REG	6-8-2015	1	Easements updated to match utility plan. NROD boundary added.
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
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West Linn, OR 97068
PH: (503) 657-0406

Boulder Run
Preliminary Plan

SHEET: 1/2



SCHEDULE 1: TREE MITIGATION CALCS.

SIZE TREE TO BE REMOVED	MITIGATION OUTSIDE OF CONSTRUCTION		MITIGATION WITHIN CONSTRUCTION		REQUIRED TREES TO PLANT
	# Rem.	Multiplier	# Rem.	Multiplier	
6 TO 12"	0	3	64	1	64
13 TO 18"	0	6	33	2	64
19 TO 24"	0	9	18	3	54
25 TO 30"	0	12	17	4	68
31" PLUS	0	15	9	5	45
TOTAL MITIGATION TREES TO BE PLANTED:					295

CODE 17.41.060-1

Mitigation trees to be planted on lots in this subdivision and other subdivisions being developed by the applicant. Final mitigation plan to be submitted with construction plans.

Calculation of DBH for multi-trunk trees: If the tree splits into several trunks below 4.5' height, measure the DBH of each trunk separately. The DBH for the whole tree is then found by taking the square root of the sum of all squared trunk stem DBHs. If the split occurs at 4.5' height or above, DBH is measured at the 4.5' height.

Building Envelopes.

Construction fencing.

X Trees to be removed.

Note: This plan is preliminary and may be revised when construction plans are prepared. Final plan will be submitted for approval with construction plans.

DESIGNED:	REG	6-8-2015	1	Easements updated to match utility plan.
DRAWN:	REG	8-6-2015	2	Cluster trees caliper added.
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

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Boulder Run

Tree Removal, Protection & Mitigation Plan

SHEET: 3/3



DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
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APPLICANT: Icon Construction & Development LLC
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Boulder Run
Future Street Plan

SHEET: 2/2

SCALE: 1" = 60'

PRELIMINARY GRADING AND EROSION CONTROL PLAN

2014-129F

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
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BOULDER RUN
Preliminary Plan

1/2

C:\Acad\Dolsen\Dolsen Prelim1.dwg, 4/9/2015 9:15:26 AM

SCALE: 1" = 60'

PRELIMINARY UTILITY PLAN

2014-129F

HAMPTON DRIVE

WINDMILL DRIVE

PEASE ROAD

TRACT A

END PAVEMENT
STA. 3+74.91, ℄ HAMPTON DRIVE

EXISTING HOUSE

BEGIN PAVEMENT
STA. 1+40.21

STA. 2+35.84, ℄ HAMPTON DRIVE
STA. 0+00.00, ℄ ROAD NORTH

STA. 2+15.89, ℄

STA. 0+00.00, ℄ HAMPTON DRIVE
STA. 0+00.00, ℄ WINDMILL DRIVE

EXISTING STM CURB INLET
RIM: 445.90
IE. OUT (SW) 442.70, 12"

EXISTING STM CURB INLET
RIM: 445.96
IE. IN (NE) 442.21, 12"
IE. OUT (SE) 442.11, 12"

EXISTING SAN MH
RIM: 444.61
IE. IN (SW) 433.41
IE. OUT (SE) 433.21

PC = 0+57.93

PT = 0+84.16

EXISTING STM MH
RIM: 444.14
IE. IN (NW) 436.74, 12"
IE. IN (SE) 436.54, 12"
IE. IN (NE) 434.99, 30"
IE. OUT (SW) 434.79, 30"

EXISTING STM MH
RIM: 441.02
IE. OUT (SW) 433.77, 30"

EXISTING STM AREA DRAIN
TOP GRATE: 432.87
BOT GRATE: 431.40
IE. OUT (S) 429.66, 18"

EXISTING STM AREA DRAIN
TOP GRATE: 434.35
BOT GRATE: 433.30
IE. IN (N) 429.65, 18
IE. OUT (SW) 429.55, 24"

EXISTING FLOW
CONTROL STM MH

EXISTING STM AREA DRAIN
RIM: 435.90
IE. IN (SE) 428.54, 30"
IE. OUT (NW) 428.54, 30"

18" PVC OUTFALL
IE. 430.83

END NEW CURB
STA. 11+54.33, 10.83' LT

EXISTING STM MH
RIM: 441.30
IE. IN (NE) 433.00, 30"
IE. OUT (SE) 432.80, 30"

EXISTING STM MH
RIM: 436.90
IE. IN (SE) 432.38, 30"
IE. IN (NW) 431.16, 30"
IE. OUT (N) 431.09, 18"

EXISTING STM MH
RIM: 432.18
IE. IN (SE) 422.33, 10"
IE. IN (W) 421.53, 12"
IE. OUT (N) 421.38, 12"

EXISTING STM
CURB INLET
RIM: 436.49
IE. OUT 431.67, 8"

EXISTING STM MH
RIM: 437.15
IE. IN (E) 428.28, 10"
IE. OUT (W) 427.48, 24"
IE. IN/OUT (N) 426.93, 24"

EXISTING STM MH
RIM: 436.12
IE. IN (E) 426.47, 24"
IE. IN (SE) 426.67, 8"
IE. IN (N) 426.97, 8"
IE. OUT (W) 426.37, 24"

EXISTING SAN MH
RIM: 434.86
IE. IN (N) 423.16, 12"
IE. IN (S) 423.16, 12"
IE. IN (N) 419.16, 8"
IE. IN (S) 419.06, 12"
IE. OUT (E) 418.76, 18"

(WHERE IS THIS?)

EXISTING FLOW CONTROL MH
RIM: 436.77
TOP OF 30" STANDPIPE, 434.97
IE. IN (NE) 429.30, 24"
IE. IN (SE) 429.36, 30"
IE. OUT (N) 432.25, 30"
SUMP: 425.54

BEGIN NEW PAVEMENT
STA. 2+10.46, ℄

PC = 2+12.12

PRC = 2+93.26

PT = 3+75.12

END NEW PAVEMENT
STA. 3+85.78, ℄

BEGIN NEW CURB AND SIDEWALK
STA. 10+01.22. 14.11' LT

20' SAN/STM EASE.

SAN PUMP

TAX LOT 2300
MAP 3S 2E 07BA

TAX LOT 2200
MAP 3S 2E 07BA

TAX LOT 1800
MAP 3S 2E 07BA

TAX LOT 1700
MAP 3S 2E 07BA

TAX LOT 1600
MAP 3S 2E 07BA

TAX LOT 1500
MAP 3S 2E 07BA

TAX LOT 1400
MAP 3S 2E 07BA

TAX LOT 1900
MAP 3S 2E 07BA

TAX LOT 6200
MAP 3S 2E 07BA

TAX LOT 7000
MAP 3S 2E 07BA

TAX LOT 2100
MAP 3S 2E 07BA

TAX LOT 2000
MAP 3S 2E 07BA

TAX LOT 6300
MAP 3S 2E 07BC

TAX LOT 6200
MAP 3S 2E 07BC

TAX LOT 2421
MAP 3S 2E 07BC

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

Theta,llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

2/2

C:\Acad\Dolsen\Dolsen Prelim1.dwg, 4/8/2015 11:00:13 AM

EXISTING CONDITIONS MAP

TAX LOTS 6900–7000
LOCATED IN THE N.W. 1/4 SECTION 7, T.3S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
MARCH 25, 2015 SCALE 1"=30'

SURVEY NOTES:

THE DATUM FOR THIS SURVEY IS BASED UPON OREGON CITY BENCH MARK "ROUNDTREE", LOCATED AT THE INTERSECTION OF CENTRAL POINT ROAD AND ROUNDTREE DRIVE WITH AN ELEVATION OF 471.141', NAD83.

A TRIMBLE S6–SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.

THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER RECORD OF SURVEY RECORDED UNDER PRIVATE SURVEY NUMBER 27987, RECORDS OF CLACKAMAS COUNTY.

THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.

NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.

NO TITLE REPORT WAS SUPPLIED OR USED IN THE PREPARATION OF THIS MAP. THERE MAY EXIST EASEMENTS, CONDITIONS, OR RESTRICTIONS THAT COULD AFFECT THE TITLE OF THIS PROPERTY. NO ATTEMPT HAS BEEN MADE IN THIS SURVEY TO SHOW SUCH MATTERS THAT MAY AFFECT TITLE.

LEGEND:

Some Symbols shown may not be used on map

- DECIDUOUS TREE
- EVERGREEN TREE
- STORM SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- CATCH BASIN
- SANITARY SEWER MANHOLE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- GAS VALVE
- GAS METER
- SIGN
- MAILBOX
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- TRANSFORMER
- WATER TAP
- ELECTRIC BOX
- DOWN SPOUT TO GROUND SYSTEM
- UTILITY AND LIGHT POLE
- GUY WIRE
- TRAFFIC SIGNAL POLE
- ELECTRICAL POWER PEDESTAL
- COMMUNICATIONS PEDESTAL
- COMMUNICATIONS MANHOLE
- OVERHEAD LINE
- GAS LINE
- ELECTRICAL LINE
- COMMUNICATIONS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- WATER LINE
- FENCELINE
- ELECTRIC RISER
- COMMUNICATION BOX
- GAS STUB
- UTILITY RISER
- HEAT PUMP
- WATER SPIGOT
- DOWN SPOUT TO SPLASH GUARD

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

SIGNED ON: _____

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
NOVEMBER 30, 2007
JAMES BURTON BROWN
60379

VALID THROUGH DECEMBER 31, 2015

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M: \PROJECTS\ICON–PEASE ROAD–19371\dwg\ECM.dwg

EXISTING CONDITIONS MAP

TAX LOT 2300
LOCATED IN THE N.W. 1/4 SECTION 7, T.3S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
DECEMBER 22, 2014 SCALE 1"=30'

SURVEY NOTES:

THE DATUM FOR THIS SURVEY IS BASED UPON OREGON CITY BENCH MARK "ROUNDTREE", LOCATED AT THE INTERSECTION OF CENTRAL POINT ROAD AND ROUNDTREE DRIVE WITH AN ELEVATION OF 471.141', NAD83.

A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.

AREA OF SUBJECT PARCEL: 100,484 S.F. OR 2.31 ACRES

THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER RECORD OF SURVEY RECORDED UNDER PRIVATE SURVEY NUMBER 27987, RECORDS OF CLACKAMAS COUNTY.

THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.

NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.

FIDELITY NATIONAL TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER 20140104088-FTPOR55, DATED DECEMBER 12, 2014 AS PROVIDED HAS BEEN USED AND REFERENCED IN PREPARATION OF THIS MAP. PLEASE REFER TO THIS DOCUMENT FOR DESCRIPTIONS OF EXCEPTIONS TO TITLE INSURANCE.

LEGEND:

Some Symbols shown may not be used on map

- DECIDUOUS TREE
- EVERGREEN TREE
- STORM SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- CATCH BASIN
- SANITARY SEWER MANHOLE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- GAS VALVE
- GAS METER
- SIGN
- MAILBOX
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- TRANSFORMER
- WATER TAP
- UTILITY AND LIGHT POLE
- GUY WIRE
- TRAFFIC SIGNAL POLE
- ELECTRICAL POWER PEDESTAL
- COMMUNICATIONS PEDESTAL
- COMMUNICATIONS MANHOLE
- OVERHEAD LINE
- GAS LINE
- ELECTRICAL LINE
- COMMUNICATIONS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- WATER LINE
- FENCELINE
- ELECTRIC RISER
- COMMUNICATION BOX
- GAS STUB
- UTILITY RISER

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

SIGNED ON: _____

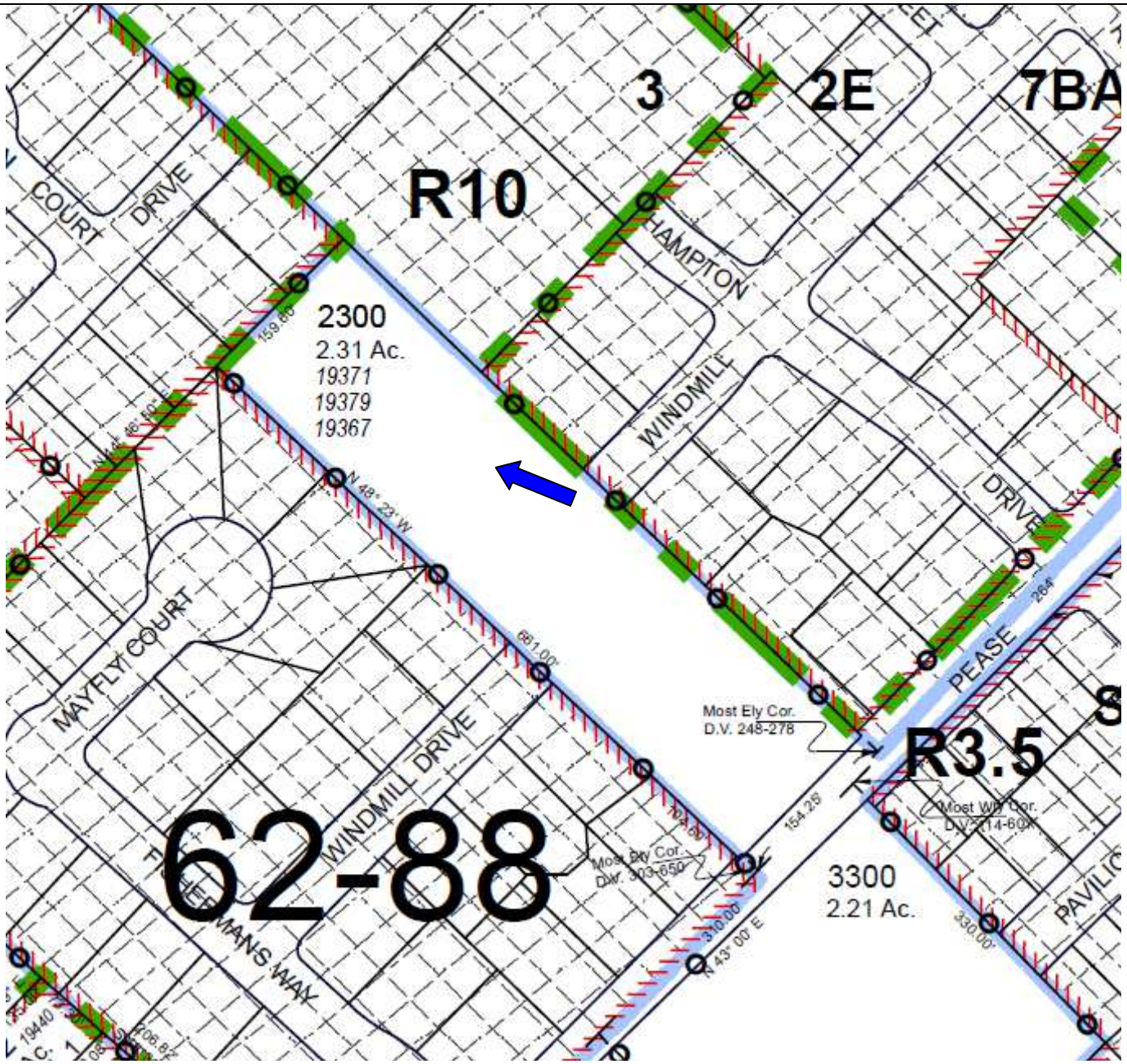
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 20, 2007
JAMES BURTON BROWN
60379

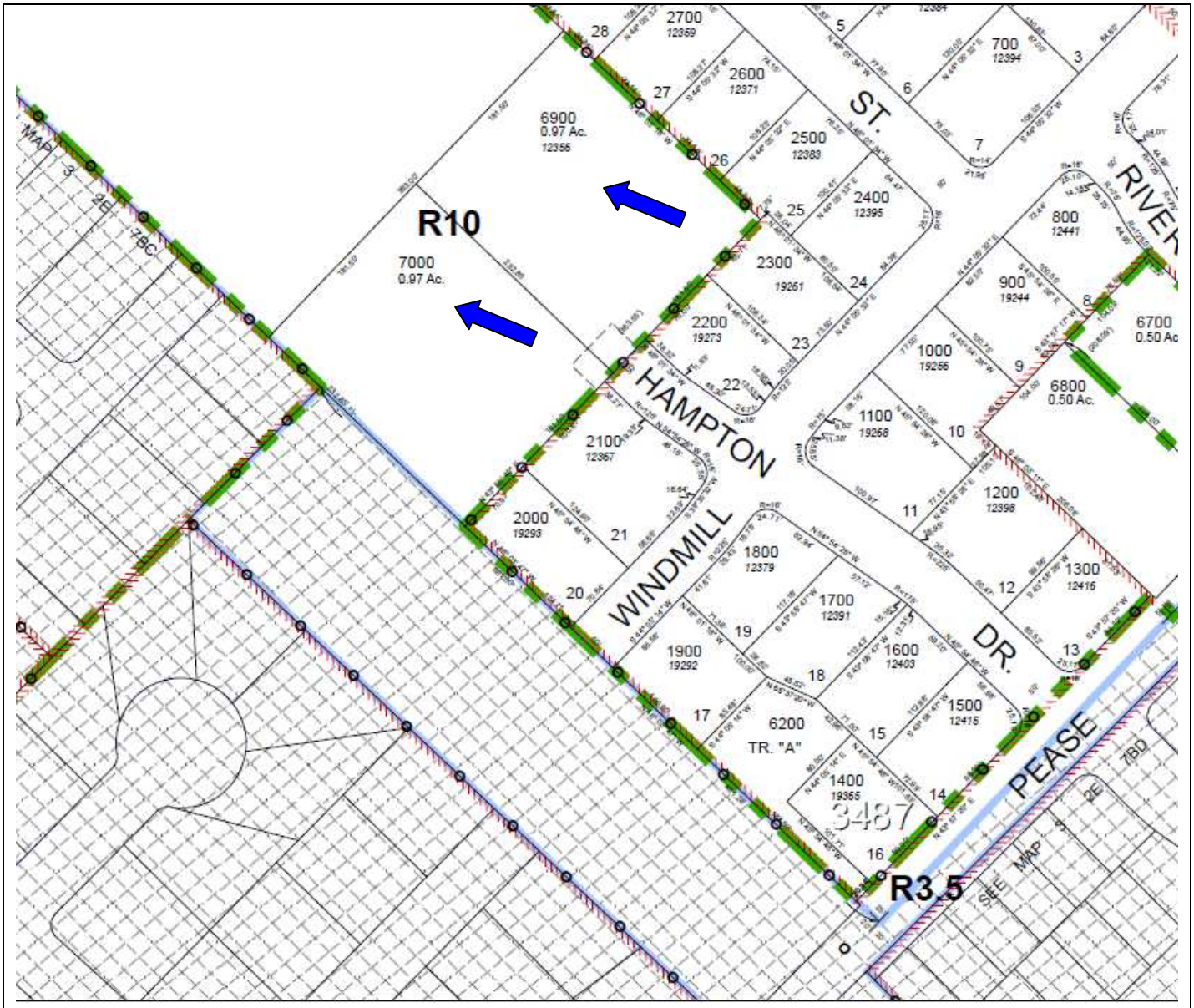
VALID THROUGH DECEMBER 31, 2015

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M:\PROJECTS\ICON-PEASE ROAD-19371\dwg\ECM.dwg



THIS MAP IS MADE SOLELY FOR THE PURPOSE OF ASSISTING IN LOCATING SAID PREMISES, AND THE COMPANY ASSUMES NO LIABILITY FOR VARIATIONS. IF ANY, IN DIMENSIONS, AREAS, AND LOCATIONS ASCERTAINED BY ACTUAL SURVEY.



THIS MAP IS MADE SOLELY FOR THE PURPOSE OF ASSISTING IN LOCATING SAID PREMISES, AND THE COMPANY ASSUMES NO LIABILITY FOR VARIATIONS. IF ANY, IN DIMENSIONS, AREAS, AND LOCATIONS ASCERTAINED BY ACTUAL SURVEY.

Tower Vista Feb 19th MEETING

NAME	GMAIL
Amy Willhite	@willhite yahoo.com
Laura Terway	lterway@orcity.org
Laura Hennig	
Suzanne Hennig	
Cherilyn Sunridge	cjsunridge@yahoo.com
Ron Toole	ronaldtoole@comcast.net
Ryan & Amanda Kinnebrew	audlinek@gmail.com
Robin & Monica Gray	rngray2002@hotmail.com
Barry & Marylee Magil	yrrab1949@yahoo.com
Rachel Gobel	Rachgobel@gmail.com
John Gobel	
DARREN GUSDORF (ICON)	DREAVE@ICONGNTWORK.NET
Rick Givens (Planning Consultant)	rickgivens@gmail.com
Sheila Wilson	SLwilson3@msn.com
Lynda Conhart	lconhart@aol.com
Judy Spreadborough	jsandgs@icloud.com
DOREK MOTEN	info@greenboxpdx.com
WILLIAM & JOYCE GIFFORD	email@SMALLFLAGS.com

Rick Givens

From: "Todd P Last" <Todd.Last@comcast.net>
Date: Monday, February 09, 2015 8:33 AM
To: "Rick Givens" <rickgivens@gmail.com>
Cc: <lterway@ci.oregon-city.or.us>
Subject: Re: Neighborhood Meeting for two projects in the Tower Vista NA Area

Do either Tuesday the 17th or Thursday the 19th work for you?

Todd

On 1/29/2015 7:28 AM, Rick Givens wrote:

> Hi Todd,
>
> Thanks for the reply. As far as the email communication goes, I just need to know if it is acceptable to you that our communications be by email rather than certified mail. The City's code says we have to send you a request for a meeting via certified mail unless you agree to another form of communication. Notice to people in the neighborhood would be by regular mail.
>
> Thanks,
>
> Rick
>
> **From:** Todd P Last
> **Sent:** Thursday, January 29, 2015 6:31 AM
> **To:** Rick Givens
> **Subject:** Re: Neighborhood Meeting for two projects in the Tower Vista NA Area
>
> Let me see what dates we could do it on.
> email is not reliable for communication since it never achieves 100% coverage, may not fit the legal definition of communication, and nobody has complete email lists.
>
> regards,
> Todd
>
> On 1/22/2015 12:24 PM, Rick Givens wrote:
>
> > Hello, Mr. Last.
> >
> > My name is Rick Givens and I am a planning consultant working with Icon Construction and Development, LLC on a couple of projects that are located within the Tower Vista Neighborhood Association area. As you probably know,

the City's development ordinance require that we hold a neighborhood meeting to discuss the proposals prior to the submittal of our land use applications. The provisions of the ordinance state that we must send you notification of the projects by certified mail, but that other forms of correspondence may be used if acceptable to the Neighborhood Association. In working on other projects in the City, we have found that email correspondence is the best and easiest way to develop a two-way conversation. If this is acceptable to you, it would be our preference for these projects. If you would rather have an additional notice by certified mail, please let me know and I will send you a letter in that manner.

The first project is a ten lot subdivision and zone change located at 19371 Pease Road. This is a narrow parcel located The existing zoning is R-10, but the adjoining subdivisions are zoned R-8.

The second project is located at 19588 McCord Road. This property was recently annexed to the City and is zoned R-10, the default zoning applied to all newly annexed residential property. As shown on the attached vicinity map, the property is adjacent to R-6 zoned land to the northwest in the Pavilion Park neighborhood, and R-3.5 zoning to the northeast. We are proposing to continue the R-6 zoning and the preliminary design for the subdivision shows 26 lots.

It is my understanding from the information on the City's website that the Tower Vista NA doesn't have any scheduled meetings until April. Would you be open to having a special meeting to discuss these two subdivisions or would you prefer that we schedule our own meeting? The City's regulations state that a minimum of 30 days notice must be provided for such a meeting.

We are looking forward to meeting with you and the Tower Vista Neighborhood Association. Please let us know how you would like to proceed on this .

Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
(503) 479-0097
Cell: (503) 351-8204
rickgivens@gmail.com

Rick Givens

From: "Todd P Last" <Todd.Last@comcast.net>
Date: Thursday, February 19, 2015 1:32 AM
To: "Rick Givens" <rickgivens@gmail.com>; "Katie Durfee" <kdurfee@ci.oregon-city.or.us>; "Laura Terway" <lterway@ci.oregon-city.or.us>
Subject: Re: Please confirm Feb 17th

Great! See you at 7pm today.

Todd

On 2/13/2015 9:10 AM, Rick Givens wrote:

> Hi Todd,
>
> Katie and I exchanged emails yesterday and she gave me the name of the contact at the Ainsworth House. I checked with Kevin Yee and he said it is available for the 19th at 7:00 pm and he changed the reservation to that time. I believe that Katie is proceeding with sending out the postcards, so we should be good to go for next Thursday.
>
> Rick
>
> **From:** Todd P Last
> **Sent:** Friday, February 13, 2015 2:09 AM
> **To:** Rick Givens ; Katie Durfee ; Laura Terway
> **Subject:** Re: Please confirm Feb 17th
>
> Yes - we can move to the 19th if that works better, or the following week. Just let me know so I can change the arrangements.
>
> Regards,
> Todd
>
> On 2/12/2015 11:27 AM, Rick Givens wrote:
>
> > Hi Katie,
> >
> > That would be fine from our perspective, but I don't know if the Ainsworth House is available that night. Is that something that you can check on?
> >
> > Rick
> >
> > **From:** Katie Durfee
> > **Sent:** Thursday, February 12, 2015 11:18 AM
> > **To:** Rick Givens ; Todd P Last ; Laura Terway
> > **Subject:** RE: Please confirm Feb 17th

Good Morning Rick,

If I send the postcard to the print shop today, then they could likely get the postcard to drop using first-class mail by Tuesday or Wednesday next week, if you would like to hold this meeting on the 19th instead.

Katie

From: Rick Givens [mailto:rickgivens@gmail.com]
Sent: Thursday, February 12, 2015 10:43 AM
To: Katie Durfee; Todd P Last; Laura Terway
Subject: Re: Please confirm Feb 17th

Good morning, Katie,

It sounds like the schedule may be too tight to make work for the 17th. When I spoke with Todd, he suggested both the 17th and 19th as possible dates so if the 19th is available to use the Ainsworth House, that would be fine with us. If not, slipping the meeting back a week or two is not going to be a problem from the applicant's end.

Thanks,

Rick Givens

From: Katie Durfee
Sent: Thursday, February 12, 2015 10:04 AM
To: Todd P Last ; Rick Givens ; Laura Terway
Subject: RE: Please confirm Feb 17th

Good Morning All,

In speaking to a representative of the print shop, the NA postcards can be prepared today but there is no guarantee with the present date that they will be received in time by Tuesday, even with express delivery. The biggest challenge is with Monday being a holiday.

Thanks,

Katie

From: Todd P Last [mailto:Todd.Last@comcast.net]
Sent: Thursday, February 12, 2015 2:55 AM
To: Rick Givens; Katie Durfee; Laura Terway
Subject: Please confirm Feb 17th

All:

I have reserved the Aninsworth House and Gardens on Feb 17th at 7pm

for Rick's presentation for Land use proposals for:

19371 Pease Road.
19588 McCord Road.

Please confirm that you can attend on this date.

Katie, please send out a postcard asap with the meeting announcement, and put text that the meeting will be for a presentaion for two proposed developments (include addresses) in the Tower Vista Neighborhood.

Thank you,
Todd Last
(502) 387-3046

Boulder Run Minutes From 2-19-2015

Tower Vista Neighborhood Planning Meeting

The meeting with the Tower Vista Neighborhood Association was coordinated with Chairman Todd Last. The meeting was held at 7:00 pm on February 19, 2015 at the Ainsworth House.

The applicant's representative, Rick Givens, presented the proposed development. He explained that there were two different site plans: one with 10 lots and a second with 19 lots that was dependent upon reaching a purchase agreement with the owners of that property. The proposal includes a zone change from R-8 to R-10.

Mr. Givens explained the process that would be used by the City to review the application, noting that the subdivision and zoning applications would be heard by the Planning Commission and that the Zone Change would then go to the City Commission for final decision.

One neighbor made a general comment that she would like to see more paths in the surrounding neighborhoods, especially noting the Pavilion Park 2 project across the street. Mr. Givens explained that that project was already approved and would be developed in accordance with the approved preliminary plan.

Another neighbor asked about schools and the possibility of re-opening Mt. Pleasant Elementary. Mr. Givens noted that the School District had sold that school, but that the School District would be notified of the application. There have been no capacity issues raised by the District on other recent applications in this area.

One comment concerned flag lots and how the fire department has concerns with safety on such lots. Mr. Givens explained that the City discourages flag lots, but that in this instance there is a portion of the site that is otherwise inaccessible. The lots would be developed to City standards with Fire Dept. review. Note: since the date of the meeting, the plan has been revised to provide for a dead-end public street serving that portion of the site.

Questions were asked about the timing of the application. Mr. Givens noted that the traffic study and engineering had not been completed yet. He estimated that it would be submitted in March at the earliest.

SCHOTT & ASSOCIATES
Ecologists & Wetlands Specialists

21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

NATURAL RESOURCE OVERLAY DISTRICT REPORT

FOR 19371 PEASE ROAD OREGON CITY

Prepared for:

Rick Givens
Planning Consultant
18680 Sunblaze Dr
Oregon City, OR 97045
503-479-0097

April 2015
S&A #2366

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(E) DEVIATION FROM NROD MAP 2
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FIGURE 4. AERIAL PHOTOGRAPH 7

(A) Landscape Setting and Land Use

The approximate 2.31 acre property is located northwest of S Pease Rd at 19371 S Pease Road in Clackamas County, Oregon City, Oregon (T3S, R2E, Sec. 7B, TL 2300). The rectangular shaped subject property is bordered by residential homes on all sides and a water detention pond to the northeast.

The property has a slight slope to the southwest. The property is accessed from South Pease Road by a dirt road that heads northwest, forks about 50' into the property, reattaching a few hundred feet further up the drive. To the west of the reconnected dirt drive, approximately half way up the property, is a small house with two associated storage buildings. The dirt road continues north, northwest up the property before fading out. The southern half of the property is forested with Oregon white oaks (*Quercus garryana*), bigleaf maples (*Acer macrophyllum*), douglas fir trees (*Pseudotsuga menziesii*) and scattered cherry trees in the overstory. The understory contained large patches of Himalayan blackberry (*Rubus armeniacus*) as well as clusters snowberry (*Symphoricarpos albus*), Oregon grape (*Mahonia aquifolium*) and a laurel variety. The herbaceous layer was very mixed with geranium, ivy, sword fern and non-native grasses.

The northern portion had scattered trees and a large amount of Himalayan blackberry.

(B) Site Alterations

The Natural Resource Overlay District (NROD) map indicates a drainage way crossing a portion of the southern half of the property. The drainage way culverted when the subdivision to the northeast was constructed. A water detention pond was put in off site to the east and water was piped to Pease Road.

(C) Site Specific Methods

Prior to visiting, site information was gathered, including aerial photographs provided by Google Earth, the soil survey (NRCS web soil survey), the Natural Resource Overlay District map as well as the Local Wetland Inventory and National Wetland Inventory. The USGS topography map was also reviewed prior to site visits.

Schott and Associates initially walked the subject property to assess the presence or absence of onsite wetlands and waters and collected data. Sample plots were placed where mapped information, geomorphic location or vegetation indicated the possibility of wetlands or waterways. For each sample plot, data on vegetation, hydrology and soils was collected, recorded in the field and later transferred to data forms. (Appendix B)

(D) Description of All Wetlands and Waterways onsite.

The entire site was walked. In the area mapped as a protected resource on the NROD map 2 sample plots were taken as well as supporting photographs. Based on soil, vegetation and hydrology data taken in the field no wetland or waterways were found. Most of the vegetation was from the upland community and consisted of Douglas fir, Oregon white oak, Himalayan blackberry, snowberry, swordfern, ivy and geranium (sp1 at Photo point 2, sp2 at Photo point 3). Soils were a very bright mix of 10YR3/3 and 4/3. No hydrology was observed. Sample plots and Photo points have been placed on the NROD map within the mapped drainage area.

(E) Deviation from NROD map

There is a Local NROD map showing a protected drainage on the site. This drainage no longer exists due to development and a detention pond to the northeast-rerouting any water onsite. There are no wetlands or waterways onsite.

(F) Results and Conclusions

Based on soil, vegetation and hydrology data taken in the field no wetlands or waterways were found onsite. Vegetation was dominated by an upland community. Soils were not hydric and no hydrology was observed. The soil survey map for Clackamas County mapped Jory silt loam on a majority of the site and Bornstedt silt loam in the northwest corner of the site. Neither soil is listed as hydric. The NROD map showed a protected area on site that was not consistent with our findings. No drainage was found on the property.

Appendix A: Maps

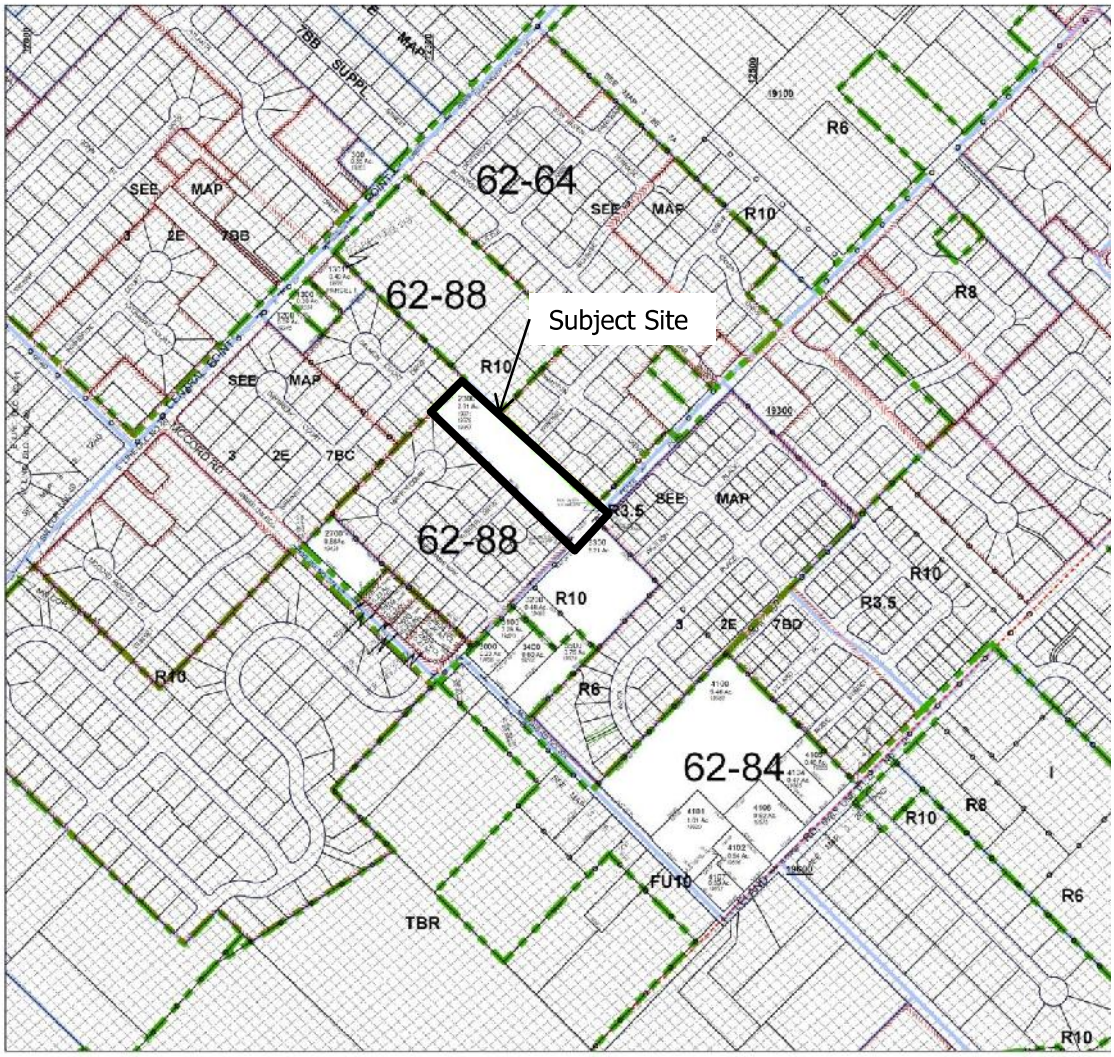


Figure 1: Tax Map
Pease Road
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

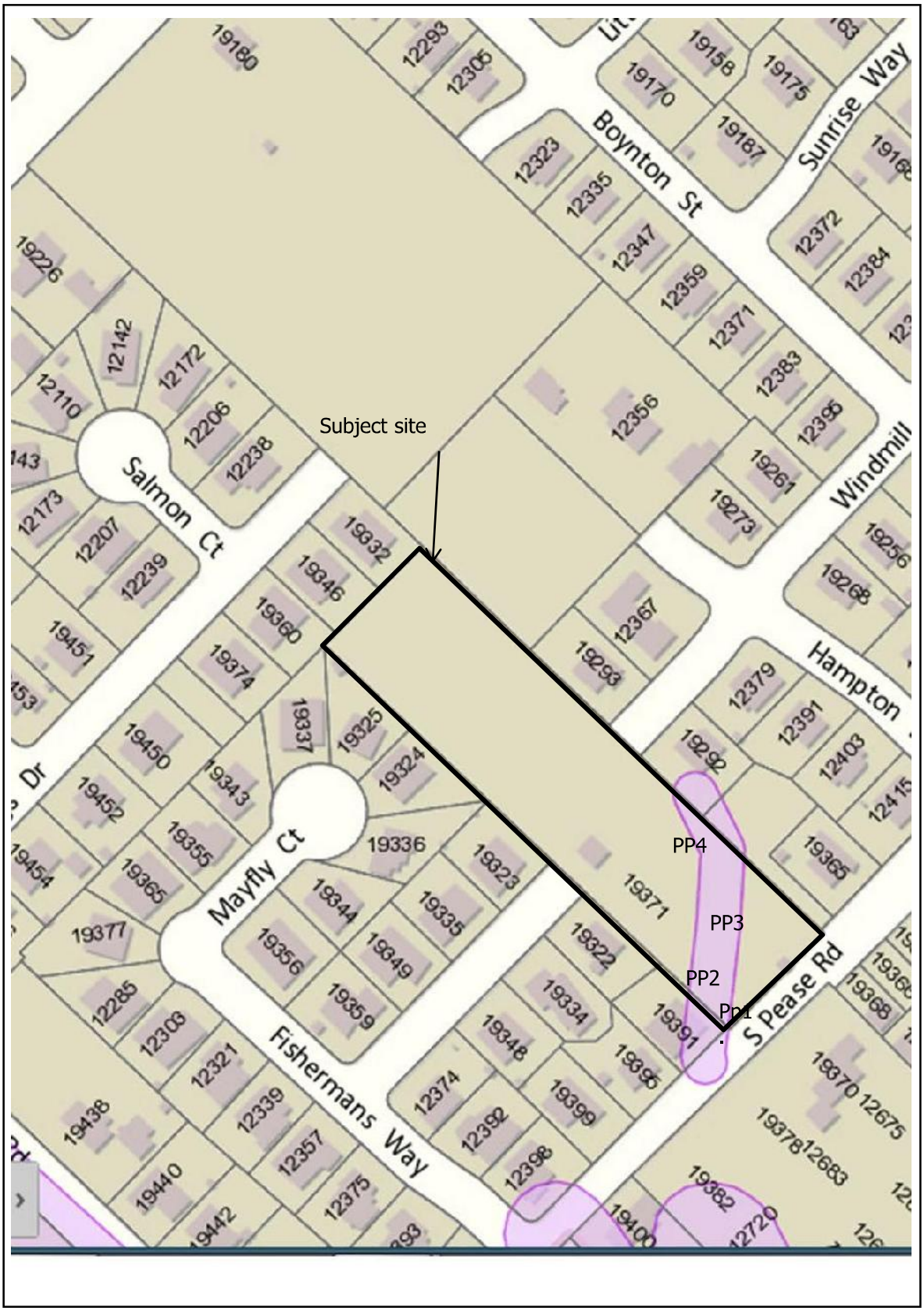


Figure 2: NROD Map
Pease Road
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Soils Legend
8B-Bornstedt silt loam-non hydric
46C-Jory stony silt loam-non hydric

Figure 3: Soils Map
Pease Rd
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Figure 4: Aerial Photo
Pease Road
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

Appendix B: Data Forms

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: 19371 S Pease Road City/County: Oregon City, OR Sampling Date: 4-8-15
Applicant/Owner: Rick Givins State: OR Sampling Point: Sp1 at PP2
Investigator(s): CLC Section, Township, Range: 7 3S 2E
Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): convex Slope (%): 1-3
Subregion (LRR): A Lat: 45.32659 Long: -122.61328 Datum:
Soil Map Unit Name: Jory Stony Silt Loam NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ___ (If no, explain in Remarks.)
Are Vegetation ___ , Soil ___ , or Hydrology ___ Significantly disturbed? Are "Normal Circumstances" present? Yes x No ___
Are Vegetation ___ , Soil ___ , or Hydrology ___ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	___	No	x
Hydric Soil Present?	Yes	___	No	x
Wetland Hydrology Present?	Yes	___	No	x

Is the Sampled Area within a Wetland? **Yes** ___ **No** x

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus garryana	30	X	FACU
2. Pseudotsuga menziesii	20	X	FACU
3. Prunus sp	5		FACU
4.			
	55	= Total Cover	

Sapling/Shrub Stratum (Plot size: 5')			
1. Rubus armeniacus	70	X	FACU
2. Mahonia aquifolium	10		FACU
3.			
4.			
5.			
	80	= Total Cover	

Herb Stratum (Plot size: 5')			
1. Geranium sp	5		
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
		= Total Cover	

Woody Vine Stratum (Plot size:)			
1.			
2.			
		= Total Cover	

% Bare Ground in Herb Stratum ___

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
Total Number of Dominant Species Across All Strata: 3 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ 5 - Wetland Non-Vascular Plants[1]
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** ___ **No** 0

Remarks: understory was mainly covered in Himalayan blackberry.

SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-18	10YR3/3-4/3	100						Mixed-likely fill

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (**except MLRA 1**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ____ **No** x

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) (**except MLRA 1, 2, 4A, and 4B**)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) (**MLRA 1, 2, 4A, and 4B**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ____ No x Depth (inches): _____

Water Table Present? Yes ____ No x Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ____ No x Depth (inches): _____

Wetland Hydrology Present? **Yes** ____ **No** x

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: 19371 S Pease Road | City/County: Oregon City, OR | Sampling Date: 4-8-15
Applicant/Owner: Rick Givins | State: OR | Sampling Point: SP2 at PP3
Investigator(s): CLC | Section, Township, Range: 7 3S 2E
Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): convex | Slope (%): 1-3
Subregion (LRR): A | Lat: 45.32659 | Long: -122.61328 | Datum:
Soil Map Unit Name: Jory Stony Silt Loam | NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ___ (If no, explain in Remarks.)
Are Vegetation ___ , Soil ___ , or Hydrology ___ Significantly disturbed? Are "Normal Circumstances" present? Yes x No ___
Are Vegetation ___ , Soil ___ , or Hydrology ___ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ___	No x	**Is the Sampled Area within a Wetland?**	**Yes ___ No x**
Hydric Soil Present?	Yes ___	No x		
Wetland Hydrology Present?	Yes ___	No x		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus garryana	30	X	FACU
2. Pseudotsuga menziesii	20	X	FACU
3. Prunus sp	5		FACU
4.			
	55	= Total Cover	

Sapling/Shrub Stratum (Plot size: 5')			
1. Rubus armeniacus	40	X	FACU
2. Mahonia aquifolium	20	x	FACU
3. Crataegus monogyna	10		FAC
4. Symphoricarpos albus	20	x	FACU
5.			
	90	= Total Cover	

Herb Stratum (Plot size: 5')			
1. Geranium sp	50	X	FACU
2. Polystichum munitum	20	X	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	70	= Total Cover	

Woody Vine Stratum (Plot size: 5)			
1. Hedera helix	25	X	FACU
2.			
		= Total Cover	

% Bare Ground in Herb Stratum

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
Total Number of Dominant Species Across All Strata: 7 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ 5 - Wetland Non-Vascular Plants[1]
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ___ No 0

Remarks:

SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-18	10YR3/3	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (**except MLRA 1**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ____ **No** x

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) (**except MLRA 1, 2, 4A, and 4B**)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) (**MLRA 1, 2, 4A, and 4B**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ____ No x Depth (inches): _____

Water Table Present? Yes ____ No x Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ____ No x Depth (inches): _____

Wetland Hydrology Present? **Yes** ____ **No** x

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix C: Ground Level Photographs



Photo Point 1 facing northeast



Photo Point 2 facing northeast

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P.O. Box 589
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Photo Point 3 facing west



Photo Point 3 facing southeast

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P.O. Box 589
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503.678.6007



Photo Point 3 facing northwest



Photo Point 4 facing southwest

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P.O. Box 589
Aurora, OR. 97002
503.678.6007



Photo Point 4 facing south

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

Appendix D: References

Environmental Laboratory, 1987. *Corps of Engineers Wetlands Delineation Manual,* Technical Report Y-87-1, U.S. Army Engineers Waterways Experiment Station, Vicksburg, MS.

Environmental Laboratory, 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys and Coast Region (Version 2.0),* Wetlands Regulatory Assistance Program ERDC/EL TR-10-3 U.S. Army Engineer Research and Development Center. Vicksburg, MS.

Federal Interagency Committee for Wetland Delineation, 1989. *Federal Manual for Identifying and Delineating Jurisdictional Wetlands*, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, and U.S.D.A. Soil Conservation Service, Washington, D.C. Cooperative technical publication. 138 pp.

Federal Register, 1980. 40 CFR Part 230: Section 404(b)(1), *Guidelines for Specification of Disposal Sites of Dredged or Fill Material,* Vol. 45, No. 249, pp. 85352-85353, U.S. Govt. Printing Office, Washington, D.C.

Federal Register, 1982. Title 33, *Navigation and Navigable Waters; Chapter II, Regulatory Programs of the Corps of Engineers.* Vol. 47, No. 138, p. 31810, U.S. Govt. Printing Office, Washington, D.C.

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Kollmorgen Corporation, 1975. *Munsell Soil Color Charts.* Macbeth Division of Kollmorgen Corporation, Baltimore, MD.

U.S. Army Corps of Engineers – Cold Regions Research and Engineering Laboratory (CRREL). 2012. *State of Oregon NWPL – Final Draft Ratings*

U.S. Department of Agriculture, Web Soil Survey *Soil Survey of Clackamas County, Oregon.* U.S.D.A. Soil Conservation Service, Washington, D.C.,

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CARI CRAMER

Cari joined Schott & Associates in 2006. With an Applied Science degree in Landscape Technology from Portland Community College, and a two year landscaping design certification, her knowledge within the plant species industry is well established. Cari has completed a wide variety of certified training to include wetland delineations, advanced wetland soils, hydrology and plants of the Pacific Northwest at Portland State University.

Since joining Schott & Associates she has conducted numerous projects to include: wetland determinations, wetland delineations, significant natural resources (Washington County), natural resource assessments (Clean Water Services) and numerous mitigation monitoring projects. Her latest projects include yearly mitigation monitoring.

Education

Associates of Applied Science Degree in Landscape Technology (1988), PCC
Two Year Certificate in Landscape Design (1988), PCC
Biology 202, Botany (2005), PCC

Special Training

Wetland Delineation Certification (2004-05), Portland State University
Advanced Soils & Hydrology (2004-05), Portland State University
Wetland Plants of the Pacific Northwest (2004-05), Portland State University
Western Regional Supplement (2008)
Western Mountains, Valleys & Coasts Delineation Manual Supplement (2008)

Work History

2006 - Present	Schott and Associates Ecologists & Wetland Specialists, Aurora, OR
1996-2005	Bizon Landscape, Sherwood, OR
1988-1996	Landscape West, Tualatin OR

SELECTED PROJECT EXPERIENCE

A site visit was conducted, data collected and applicable reports written for the following projects:

Churchhill Forest (Forest Glen)-Washington County

Cari was part of a two man team that delineated the wetlands on the site. In addition, a Sensitive Lands Report with a mitigation plan was prepared for this proposed residential subdivision. A Service Provider Letter was issued February 19, 2008. Wetland fill permit applications were prepared and wetland fill permits were obtained. She has been monitoring the wetland and buffer mitigation areas to insure they develop as intended.

Home Depot, Warrenton, Oregon

Conducted fieldwork and submitted a wetland delineation for a new Home Depot in Warrenton, Oregon. A wetland fill permit application for 0.107 acres of impact was submitted and approved by the Department of State Lands and US Army Corps of Engineers (COE) in 2007. A mitigation plan for 0.172 acres of compensatory mitigation was included in the application. Agency communication and support provided through all phases of the project. The mitigation area was monitored for five years.

Liberty High School-Hillsboro School District-Washington County
A Sensitive Lands Report, with a mitigation plan was prepared for the proposed redevelopment of an existing fill pad into an athletic field. A Service Provider Letter was issued January 3, 2007.

Lincoln Center II- Washington County
A delineation report was written which was concurred with on May 8, 2008 for this proposed Commercial Development Project.

Carmichael Estates-Happy Valley-Clackamas County
A delineation report was written which was concurred with November 5, 2007 for the proposed lot subdivision to add an additional residence.

WL Henry Elementary School- Hillsboro School District- Washington County
A portable classroom was proposed behind the school. A Sensitive Lands report was written and a Service Provider Letter was issued February 12, 2007

Boones Ferry Road-LaFontain Project- Lake Oswego-Clackamas County
A delineation report was written which was concurred with April 21, 2008 for a proposed lot subdivision.

Swan Avenue Subdivision-Oregon City-Clackamas County
A delineation report was written which was concurred with December 5, 2007 for the proposed residential subdivision.

Lucille Street-Happy Valley-Clackamas County
A delineation report was written which was concurred with June 6, 2008 for a proposed lot division.

Claus Subdivision-Sherwood-Washington County
A residential subdivision was proposed. A delineation report was written which was concurred with November 4, 2008. A Sensitive Lands report with a mitigation plan was written and a Service Provider Letter was issued November 10, 2008.

Village of Scholls-Beaverton-Washington County
A lot partition and a final plat of the subject property was proposed. A Sensitive Lands report with a mitigation plan was written and a Service Provider letter was issued July of 2009.

Mitigation Monitoring Sites-Oregon and Washington
Over 40 Mitigation Monitoring sites are visited twice yearly for the Department of State Lands (DSL) and the Army Corps of Engineers - once in the spring for Hydrology Monitoring and one in the late summer to assess vegetation. A report is written for each mitigation site and submitted to DSL and the Corp.

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MARTIN R. SCHOTT, Ph.D., PWS

Dr. Schott is a wetland specialist/ ecologist/botanist/range and wildlife scientist with 30 plus years of project experience, including: wetland delineation, mitigation, permitting, construction monitoring and mitigation monitoring; threatened and endangered species surveys; botanical surveys; range management; wildlife habitat assessments and expert testimony. He is familiar with NEPA, CEQA, SEPA, and has worked on environmental check-lists, environmental assessments, biological assessments and environmental impact statements. He has worked on a wide range of projects, including; electrical facilities, wind farms, general aviation airports, sewer lines, mining, highways, light rail, destination resorts, housing developments, shopping centers, reservoirs, hydroelectric dams, range and wildlife management plans throughout the west.

Education

Ph.D. Ecology (1984), New Mexico State University
MS Range Ecology (1981), University of Idaho
BS Range Science (1978), Oregon State University
BS Biology (1975), University of Oregon

Special Training

Basic Wetland Delineation (1990), Wetland Training Institute
Wetlands in Oregon (1990), CLE International
Environmental Law & Management (2000)
Mitigation Goals, Objectives & Success Criteria Workshop (2001)
Arid Land West Regional Supplement (2006)
Western Regional Supplement (2008)
Oregon Rapid Wetland Assessment Procedure (2009)
Oregon Stream flow Duration Assessment Method (2009)

Work History

1993 To Present	Schott & Associates, Inc.
1992 - 1993	Natural Resource Program Leader, ASCG, Inc., Portland, Oregon
1990 - 1992	Senior Scientist, SHAPIRO & Associates, Portland, Oregon
1988 - 1990	Senior Scientist, BEAK Consultants, Inc. Portland, Oregon
1985 - 1988	Research Associate, Oregon State University, Corvallis, Oregon

SELECTED PROJECT EXPERIENCE

Goering Air-Park, Alfalfa, OR. The Goering's own a section of land (Section 16), which is surrounded by BLM land. There is an existing airstrip, hanger, and house on the property. They intend on developing the land into an airpark, which would include up to 32 residences and additional airplane hangers. Crook County had mapped the area and surrounding vicinity as critical deer wintering area. Schott assessed the habitat for deer, elk and antelope. The BLM land is a designated Off Highway Vehicle recreation area, and it receives heavy use. In addition the site is in poor ecological condition. Between the heavy disturbance and poor ecological condition the property proved to be very poor wintering range for big game.

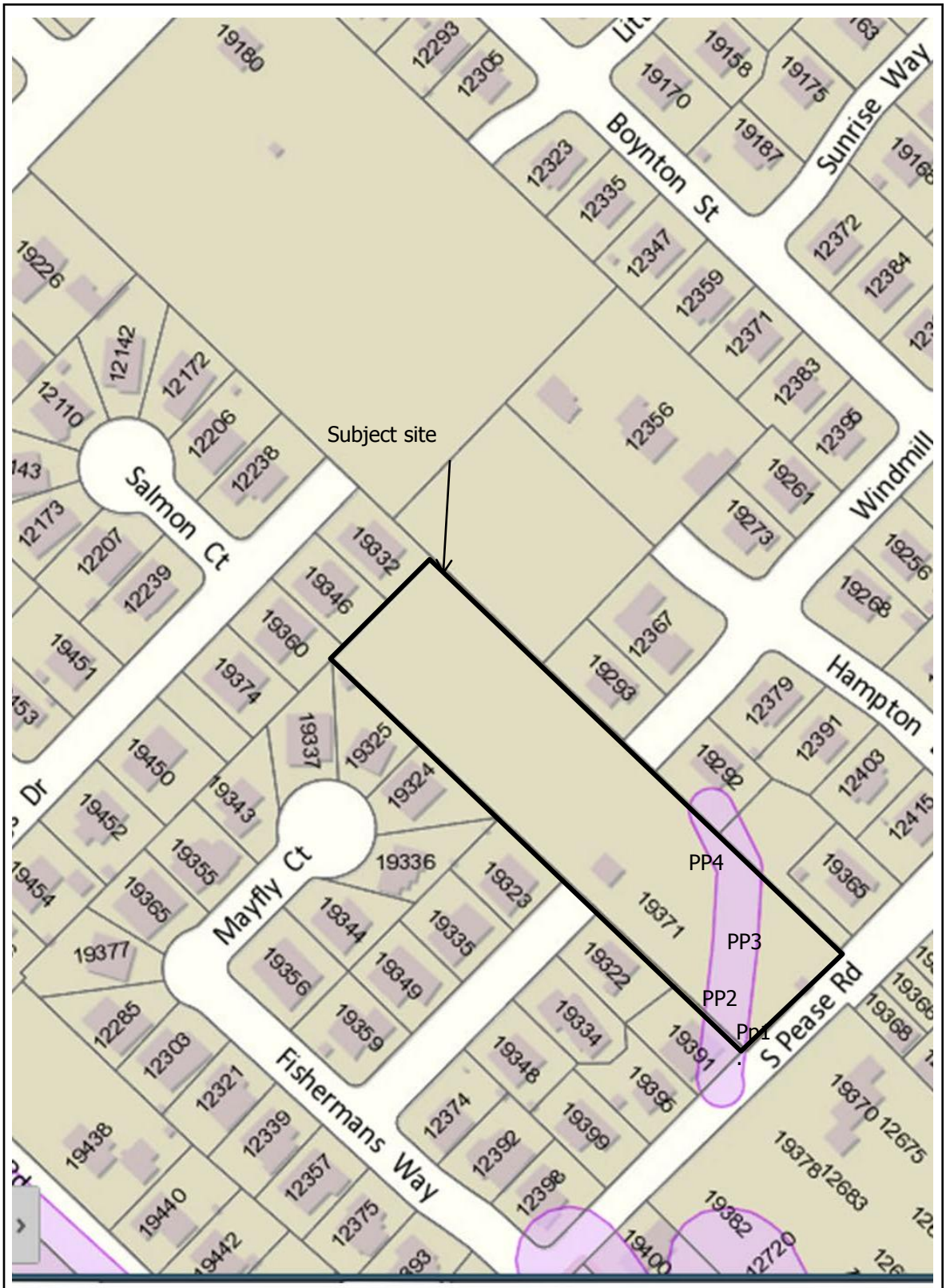


Figure 2: NROD Map
Pease Road
S&A 2366

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Photo Point 1 facing northeast into area mapped as a drainage



Photo Point 2 facing northeast into area mapped as drainage

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Aurora, OR. 97002
503.678.6007



Photo Point 3 while standing in driveway within mapped drainage area and facing west



Photo Point 3 in same place and facing southeast

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503.678.6007



Photo Point 3 while standing on driveway that is within mapped drain and facing northwest



Photo Point 4 at north end of mapped drainage and facing southwest

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Photo Point 4 at north end of mapped drainage and facing south

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COMPANY PROFILE

Schott & Associates, founded in 1993 by Martin Schott, Ph.D. provides professional natural resource services to business and government agencies.

Services provided include; wetland determinations, wetland delineations, wetland inventories, wetland mitigation design, wetland permitting, wetland assessments, wetland mitigation construction monitoring, wetland mitigation monitoring, and wetland management plans. We are very experienced with Section 404b of the Clean Water Act, and Oregon's ORS's and OAR's concerning wetlands.

We are thoroughly familiar with the Endangered Species Act, and have prepared numerous Biological Assessments. In addition, we have conducted Threatened and Endangered species surveys for both plants and wildlife. Our staff has experience with bird, amphibian and mammal surveys and have done numerous wildlife habitat assessments. We are very familiar with many local government environmental regulations and regularly submit reports to jurisdictions throughout the region. One of our services is to provide expert testimony at public hearings, and court cases.

Representative Projects:

Echanis Wind Farm, SE Oregon
Stonegate Subdivision, Medford, OR
Macadam Ridge Housing, Portland, OR
Grand Island Gravel, Yamhill County, OR
Deer Habitat Assessment, Prineville, OR
Hermiston Wetland Inventory, Hermiston, OR
Normal Ave Housing Development, Ashland, OR
Interstate Crossroads Industrial, Portland, OR
Walmart, Warrenton, Oregon
Maryville Golf Course, Corvallis, OR
Vernal Pool Delineation, Rogue River Rd, Medford, OR

Services:

Wetland Determinations
Wetland Delineations
Wetland Inventories
Wetland Mitigation Design
Wetland Construction Monitoring
Wetland Mitigation Monitoring
Wetland Management Plans
Expert Witness Testimony
Threatened and Endangered Plant Surveys
Threatened and Endangered Animal Surveys
Biological Assessments
Wildlife Habitat Assessments
Significant Natural Resource Assessments
Wildlife Surveys
Risk Assessments
Botanical Surveys

Boulder Run

19- Lot proposed development

19371 Pease Road

Oregon City, Oregon

PRELIMINARY DRAINAGE REPORT

April 2015



EXPIRES: 06-30-15

Prepared By:

Bruce D. Goldson, PE

Theta, llc

PO Box 1345, Lake Oswego, Oregon 97035

2014-129F

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NARRATIVE ASSUMPTIONS

Existing Conditions:

The subject property has two existing homes and out buildings on approximately 4.21 acres. The site is generally wooden to the south with a treeless area of lawn area of approximately one acre to the east and with slopes ranging from 2% to 8%. The site has the older South Hampton Estates on the north and west sides. This project, vintage 1998, has a detention pond adjacent to the property, but did not include this property in the calculations even though much of the property drains towards the South Hampton Estates. Storm water from the South Hampton Estates is conveyed via a 30-inch storm drain in Pease Road; through Pavilion II with discharge into a drainage way on 19400 Pease Road.

Developed conditions:

19-new lots are proposed connecting Windmill drive and extending Hampton Drive with frontage on Pease Road. A separate detention facility is proposed in a track adjacent to Pease Road. This facility would use the current access for the South Hampton Estates detention facility and connect into the 30-inch outfall line.

Drain Basin Description:

Existing

The easterly side of Pease Road has a natural low point at the common line between Boulder Run and the older South Hampton Estates. A 30-inch storm line carries the storm water down Pease Road to the southwest with discharge into a drainage course at 19400 Pease Road. This outfall has been upgraded with the development of Pavilion Park II and a portion of the storm water from the undeveloped Pavilion Park II has been redirected away from this outfall. An improved rip-rap outfall on Pavilion Park II has reduced the velocity and previous erosion problems.

Developed

In the developed condition there will no change in the discharge size or location. The overall drainage pattern will be the same. This new facility will meter the storm water at the pre-design rates.

Summary of storm water flow

	2-YEAR	5-YEAR	10-YEAR	25-YEAR
PRE-DEVELOP	0.66CFS	0.95CFS	1.13CFS	1.50CFS
POST-DEVELOP	1.37 CFS	1.76 CFS	2.00 CFS	2.49 CFS

DESIGN STORM	REQUIRED RELEASE	DESIGN RELEASE
25 YEAR-24 HR	1.13 CFS	1.13CFS
10 YEAR -24 HR	N/A	N/A
5 YEAR - 24 HR	0.95 CFS	0.49CFS
2 YEAR -24 HR	0.33 CFS	0.31 CFS

REGULATORY DESIGN CRITERIA

The storm water quantity management requirements of Oregon City are:

- City Code 13.12 Storm water management and the 1988 Drainage Mater Plan
- City of Oregon City, Public Works, Storm Water & Grading Design Standards.

References

1. King County Department of Public Works, Surface Water Management Division, Hydrographic Programs, Version 4.21B
2. South Hampton Estates Drainage Report (7/28/98) Sisul Engineering

Water Quality Facility

The required treatment rate is 1/3 of the 2-year design storm. For this project the calculations the 2-year storm is 1.37CF and the water quality quantity is 0.46CFS. The following options will

be considered in the final design: a swale inside the detention pond, infiltration at the bottom of the facility or a Stormceptor by CRS with the capacity to treat 100% of the flows.

Design Parameters

The design storm is a 24 hour standard SCS Type 1A

- 2-year.....2.6 inches
- 5-year.....3.1 inches
- 25-year.....4.0 inches
- 100-year.....4.5 inches

SOIL TYPES

8B Bornstedt silt - Type C soil

46B Jory Stony silt - Type C soil

Time of Concentration

$T = 0.42(n\ L)^{.8}/(P_2)^{0.5}(S_0)^{0.4}$ & $T = L/60k(s_0)^{0.5}$

Pre-Development: $(.42)[(0.25(300)]^{0.8}/(2.6)^{0.5}(0.025)^{4} = 36.0$ min & $370/(60)(13)(0.033)^{.5} =$ 2.6min : total 38.6 minutes

Post-Development $(.42)[(0.15(300)]^{0.8}/(2.6)^{0.5}(0.025)^{4} = 23.9$ min $90/(60)(27)(0.020)^{.5} = 0.4$ min + $200/(60)(42)(0.02)^{.5} = 0.6$ min: Total 24.9 minutes

HYDROGRAPH RESULTS

KING COUNTY DEPARTMENT OF PUBLIC WORKS

Surface Water Management Division

HYDROGRAPH PROGRAMS

Version 4.21B

1 - INFO ON THIS PROGRAM

2 - SBUHYD

3 - MODIFIELD SBUHYD

4 - ROUTE

5 - ROUTE2

6 - ADDHYD

7 - BASEFLOW

8 - PLOTHYD

9 - DTATA

10 - REFAC

11 - RETURN TO DOS

ENTER OPTION:

2

SBUN/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

2,24,2.6

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 2-YEAR 24-HOUR STORM xxxx 2.60 "TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx/

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.O7,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.66	8.00	17485

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:BR2pre

SPECIFY: C - CONTINUE, N - NEWSTORM, P -PRINT, S - STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.37	7.83	25866

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:BR2post

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

5,24,3.1

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 5-YEAR 24-HOUR STORM xxxx 3.1O" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.07,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
0.95	8.00	23522

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:BR5pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.76	7.83	32706

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br5post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - s.c.s. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

10,24,3.4

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 10-YEAR 24-HOUR STORM xxxx 3.40" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.07,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.13	8.00	27294

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br10pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)

2.00	7.83	36889

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br10post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - S.C.S.. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

25,24,4

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 25-YEAR 24-HOUR STORM xxxx 4.00" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.07,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.51	7.83	35025

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br25pre

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
2.49	7.83	45395

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br25post

DETENTION SIZING

ENTER OPTION

10

R/D FACILITY DESIGN ROUTINE

SPEFICY TYPE OF R/D FACILTY

1 - POND 4 - INFILTRATION POND

2 - TANK 5 - INFILTRATION TANK

3 -VAULT 6 - GRAVEL TRENCH/BED

4

ENTER: POND SIDE SLOPE (HORIZ. COMPOENT)

3

ENTER: EFFECTIVE STORAGE DEPTH(ft) BEFORE OVERFLOW

5

ENTER: VERT-PERN(min/in), PERM-SURFACE (0 = SIDES ONLY, 1 = SIDES AND BOTTOM)

52.448,1

ENTER [d:][path]filename[.ext] OF PRIMARY DESIGN INFLOW HYDROGRAPH:

C:br25post

PRELIMINARY DESIGN INFLOW PEAK = 2.49

ENGER PRIMARY DESIGN RELEASE RATE(cfs)

1.13

ENTER NUMBER OF INFLOW HYDROGRAPHS TO BE TESTED FOR PERFORMANCE (5 MAXIMUM)

2

ENTER [d:][path]filename[ext] OF HYDROGRAPH 1:

C:br5post

ENTER TARGET RELEASE RATE(cfs)

0.95

ENTER [d:][path]filename[ext] OF HYDROGRAPH 2:

C:br2post

ENTER TARGET RELEASE RATE(cfs)

.33

ENTER: NUMBER OF ORIFICES, RISER-HEAD(ft), RISER-DIAMETER(in)

2,4,12

RISER OVERFLOW DEPTH FOR PRIMARY PEAK INFLOW= 0.42FT

SPECIFY ITERATION DISPLAY: Y -YES, N - NO

N

SPECIFY: R - REVIEW/REVISE INPUT, C - CONTINUE

C

INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 22596 CU-FT

BOTTOM ORIFICE: ENTER Q-MAX(cfs)

0.38

DIA.=2.65 INCHES

TOP ORIFICE: ENTER HEIGHT (ft)

3.5

DIA.= 6.25 INCHES

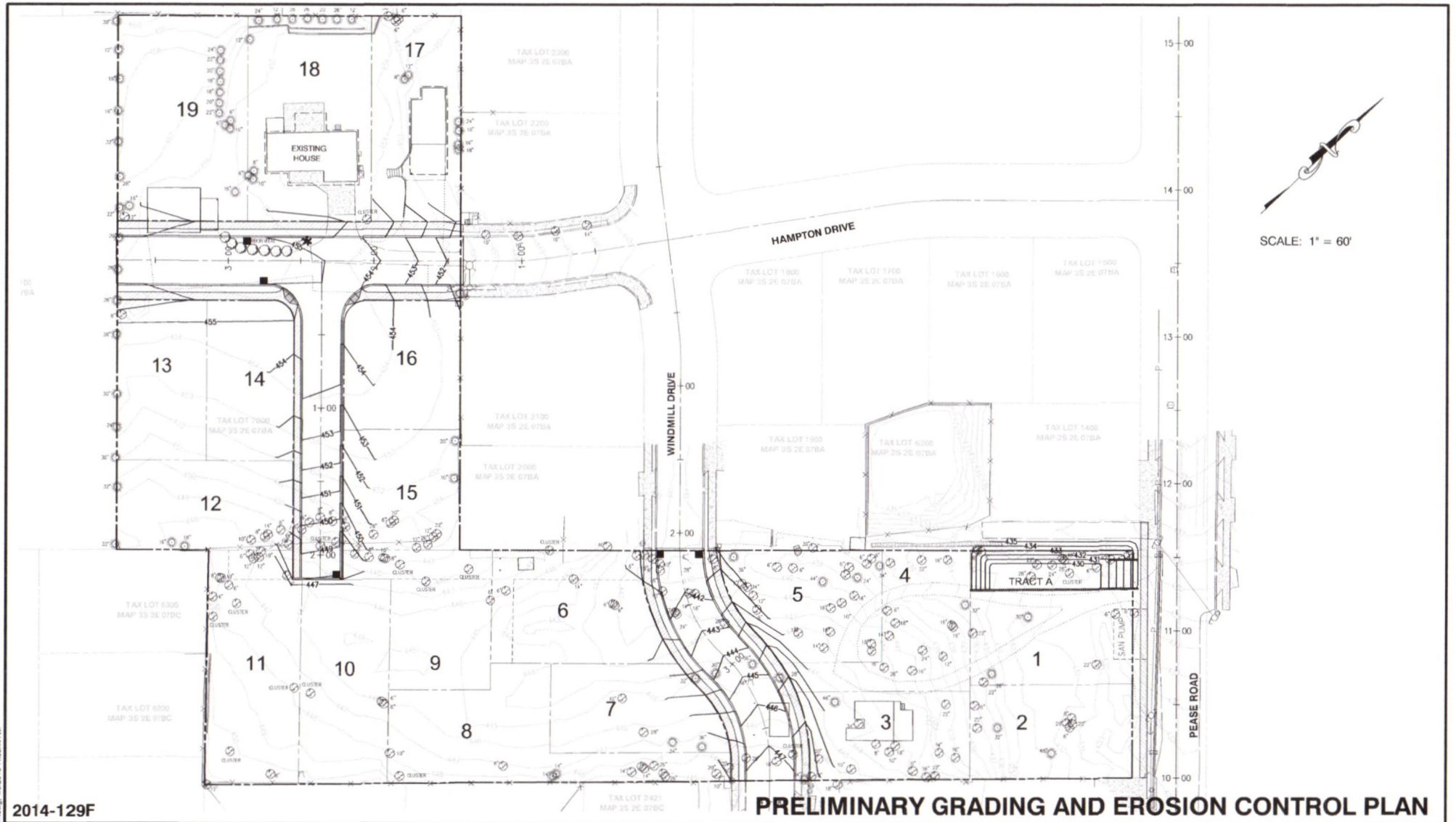
PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	2.49	1.13	1.13	4.00	9326
TEST HYD 1:	1.76	.95	.49	3.54	7740
TEST HYD 2:	1.37	.33	.31	2.88	5730

SPECIFY: D - DOCUMENT, R -REVISE, A - ADJUST ORIF, E -ENLARGE, S -STOP

PRELIMINARY DESIGN:

A proposed detention and water quality pond is proposed on the property at the northwesterly corner of the property. This the low point of the tract and with direct access to the existing access way for the South Hampton Estates facility and the 30-inch outfall. The calculations indicate that a total of 9326 cubic feet of volume is required. Because of the elevation of the existing storm connection and topography of the detention area a retaining wall is proposed on one side of the facility. Infiltration and water quality requirements will be met by the type A pond configuration.

Appendix



2014-129F

PRELIMINARY GRADING AND EROSION CONTROL PLAN

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

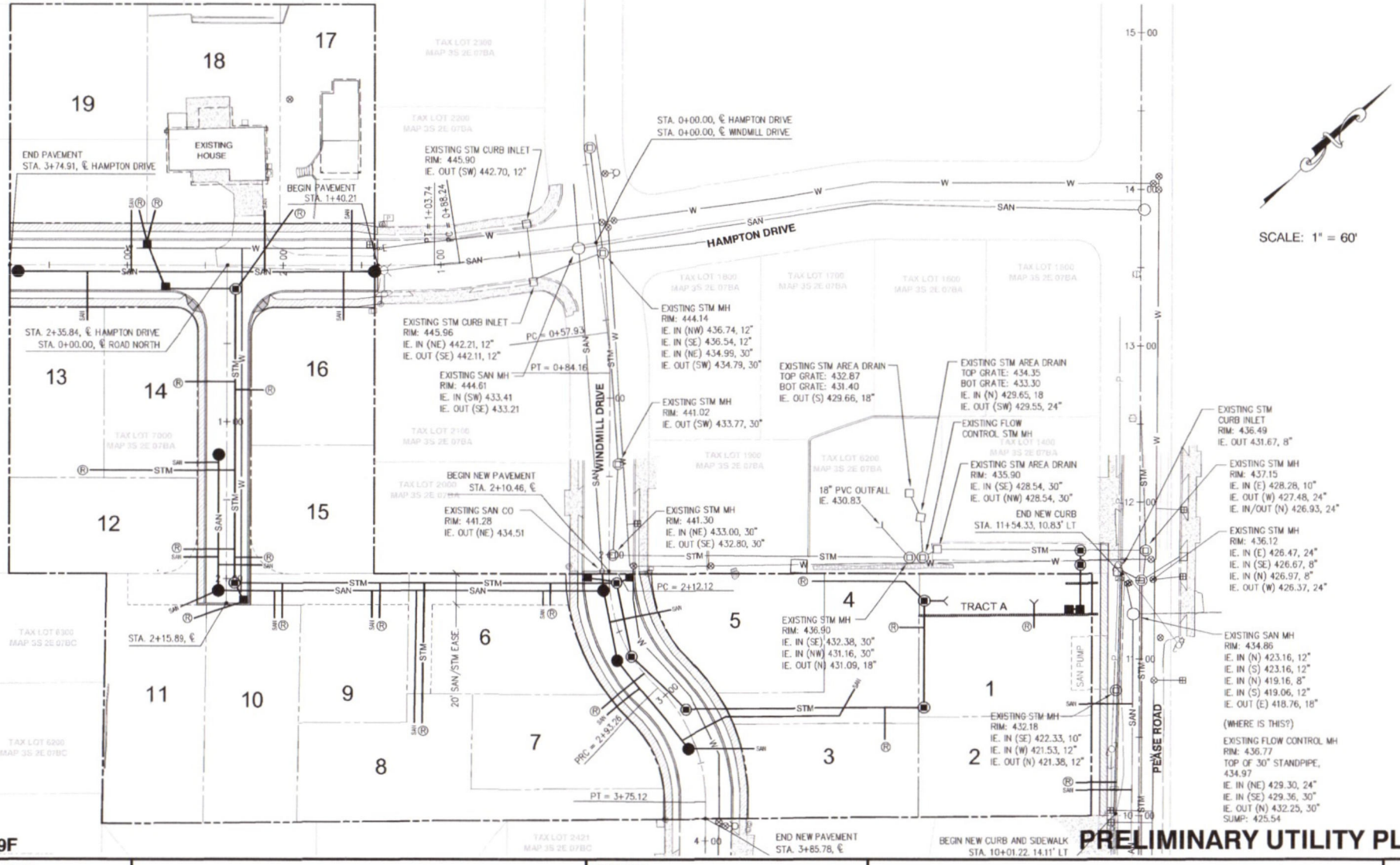
Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

1/2

C:\Acad\Dosen\Dosen Prelim1.dwg, 4/8/2015 11:00:44 AM



2014-129F

PRELIMINARY UTILITY PLAN

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

2/2

C:\Acad\Dosen\Dosen Prelim1.dwg, 4/8/2015 11:00:13 AM

4.1.2.1 RAINFALL DISTRIBUTION

The rainfall distribution to be used within the City is the design storm of 24-hour duration based on the standard SCS Type 1A rainfall distribution (See Figure 4-2).

Table 4-1 below links the total depth per year of reoccurrence.

Table 4-1: TOTAL DEPTH

Reoccurrence Year	Total Depth
2	2.6
5	3.1
10	3.4
25	4.0
50	4.4
100	4.5

Table 4-3 MODIFIED CURVE NUMBERS

SCS Western Washington Runoff Curve Numbers

Runoff curve numbers for selected agricultural, suburban, and urban land use for Type 1A rainfall distribution, 24-hour storm duration. (Published by SCS in 1982)

LAND USE DESCRIPTION		CURVE NUMBERS BY HYDROLOGIC SOIL GROUP			
		A	B	C	D
Cultivated land[1]	Winter Condition	86	91	94	95
Mountain Open Areas:	Low growing brush and grassland.	74	82	89	92
Meadow or pasture:		65	78	85	89
Wood or forest land:	Undisturbed	42	64	76	81
	Established second growth[2]	48	68	78	83
	Young second growth or brush	55	72	81	86
Orchard:	With over crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good Condition:	Grass cover on > =75% of area	68	80	86	90
Fair Condition:	Grass cover on 50-75% of area	77	85	90	92
Gravel Roads and Parking Lots:		76	85	89	91
Dirt Roads and Parking Lots:		72	82	87	89
Impervious surfaces, pavement, roofs, etc.		98	98	98	98
Open water bodies:	Lakes, wetlands, ponds, etc.	100	100	100	100
Single Family Residential [3]:					
Dwelling unit/gross acre	% Impervious[4]				
1.0 DU/GA	15				
1.5 DU/GA	20				
2.0 DU/GA	25				
2.5 DU/GA	30				
3.0 DU/GA	34	Select a separate curve number for pervious and impervious portions of the site or basin.			
3.5 DU/GA	38				
4.0 DU/GA	42				
4.5 DU/GA	46				
5.0 DU/GA	48				
5.5 DU/GA	50				
6.0 DU/GA	52				
6.5 DU/GA	54				
7.0 DU/GA	56				
Planned Unit Developments, condominiums, apartments, commercial businesses & industrial areas[3]	% impervious[4] Must be computed	Select a separate curve number for pervious and impervious portions of the site or basin.			

[1] For a more detailed description of agricultural land use curve numbers, refer to National Engineering Handbook, Sec. 4, Hydrology, Chapter 9, August 1972.

[2] Modified by KCFW, 1995.

[3] Assumes roof and driveway runoff is directed into street/storm system.

[4] The remaining pervious areas (lawn) are considered to be in good condition for these curve numbers.

Table 4-4 MANNING'S COEFFICIENTS/"K" FACTORS		
"n" AND "k" Value Used in Time Calculations for Hydrographs "n_s" Sheet Flow Equation Manning's Values (for initial 300 ft. of travel)		n_s
Smooth surfaces (concrete, asphalt, gravel, or bare hand packed soil)		0.01
Fallow fields or loose soil surface (no residue)		0.05
Cultivated soil with residue cover (s # 0.20 ft/ft)		0.06
Cultivated soil with residue cover (s > 0.20 ft/ft)		0.17
Short prairie grass and lawns		0.15
Dense grasses		0.24
Bermuda grass		0.41
Range (natural)		0.13
Woods or forest with light underbrush		0.40
Woods or forest with dense underbrush		0.80
* Manning values for sheet flow only, from Overton and Meadows 1976 (See SCS's TR-55, 1986) "K" Values Used in Travel Time/Time of Concentration Calculations Shallow Concentrated Flow (After the initial 300 ft. of sheet flow, R = 0.1)		k_s
1.	Forest with heavy ground litter and meadows (n = 0.10)	3
2.	Brushy ground with some trees (n = 0.060)	5
3.	Fallow or minimum tillage cultivation (n=0.040)	8
4.	High grass (n=0.035)	9
5.	Short grass, pasture, and lawns (n=0.030)	11
6.	Nearly bare ground (n=0.025)	13
7.	Paved and gravel areas (n=0.012)	27
** Channel flow (intermittent) (At beginning of visible channels R=0.2)		k_c
1.	Forested swale with heavy ground litter (n=0.10)	5
2.	Forested drainage course/ravine with defined channel bed (n=0.050)	10
3.	Rock-lined waterway (n=0.035)	15
4.	Grassed waterway (n=0.030)	17
5.	Earth-lined waterway (n=0.025)	20
6.	CMP pipe (n=0.024)	21
7.	Concrete pipe (0.012)	42
8.	Other waterways and pipe 0.508/n	
Channel flow (Continuous stream, R=0.4)		k_c
9.	Meandering stream with some pools (n=0.040)	20
10.	Rock-lined stream (n=0.035)	23
11.	Grass-lined stream (n=0.030)	27
12.	Other streams, man-made channels and pipe 0.807/n **	
** See Table 6-3 for additional Mannings "n" values for open channels.		

4.1.2.3 TIME OF CONCENTRATION

The time of concentration (T_c) is the length of time for runoff to travel from the hydraulically most distant point of a watershed to the point of discharge from the watershed. For computation purposes, it is assumed that water moves through the watershed as sheetflow, having a maximum depth of less than one tenth foot (0.1'), as shallow concentrated flow, having a maximum depth exceeding one tenth-foot (0.1'), and as open channel flow. Minimum T_c shall be five minutes.

It is assumed that runoff in a watershed begins as sheetflow. It is also assumed that regardless of site conditions, the maximum distance that runoff will travel in the form of sheetflow will not exceed 300 feet. Where there are no topographic features suggesting channel flow within the first 300 feet of flow, it may be assumed that the first 300 feet of flow is sheetflow and the remaining flow distance until water reaches a channel is shallow concentrated flow.

For further discussion of methods of computing time of concentration, the designer is referred to the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin.

For computing the travel time of sheetflow, the following formula should be used:

$$T = \frac{0.42\,(n_s L)^{0.8}}{(P_2)^{0.5}(S_o)^{0.4}}$$

where T = travel time, in minutes
n_s = Manning's roughness coefficient.-sheetflow (Table 5-3)
L = flow length, in feet
P_2 = two-year, 24-hour rainfall, in inches
s_o = slope of land, in feet per foot

Travel time for shallow concentrated flow and open channel flow is computed using the following formula:

$$T = \frac{L}{60\,k\sqrt{s_o}}$$

where T = travel time, in minutes
L = flow length, in feet
60 = conversion factor from seconds to minutes
k = velocity factor, in feet per second (Table 5-3)
s_o = slope of flow path, in feet per foot
V = $60\,k\sqrt{s_o}$, average velocity, in feet per second

Tables — Hydrologic Soil Group — Summary By Map Unit

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
8B	Bornstedt silt loam, 0 to 8 percent slopes	C	2.9	28.0%
46C	Jory stony silt loam, 8 to 15 percent slopes	C	7.4	72.0%
Totals for Area of Interest			**10.2**	**100.0%**



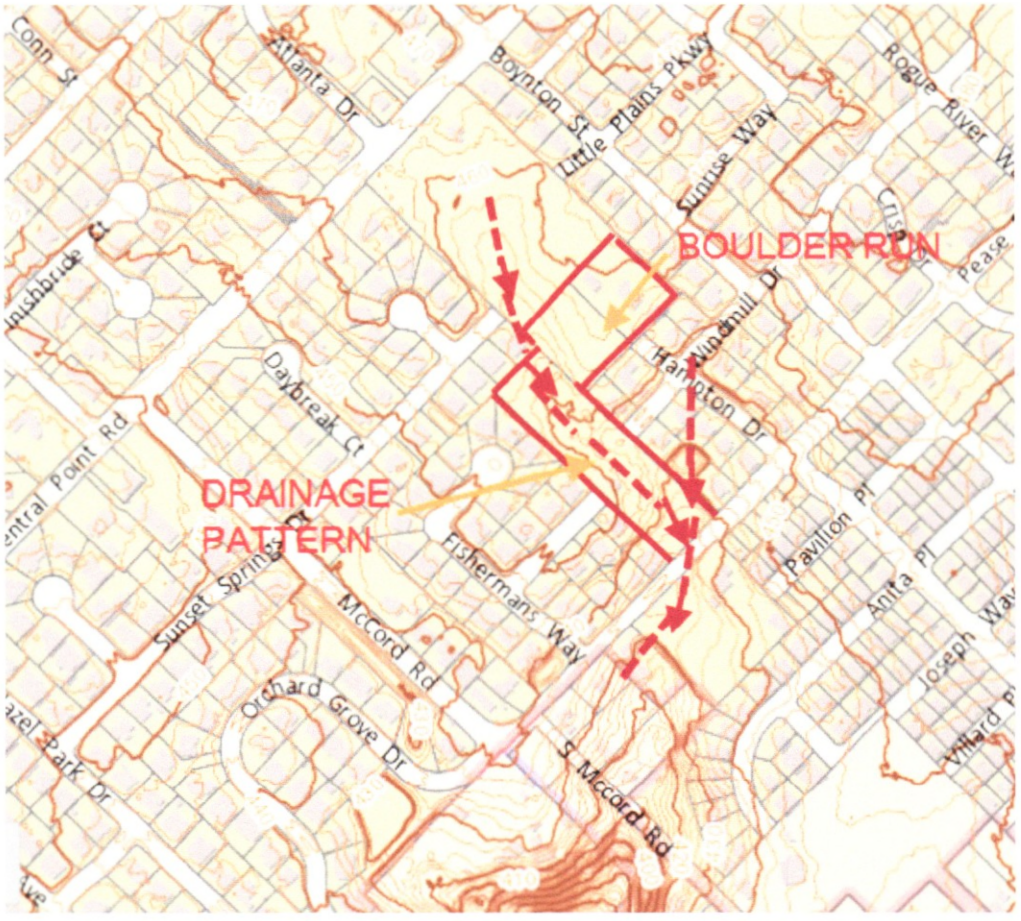
Boulder Run

Addendum to preliminary storm report

May 2015

Drainage Basin:

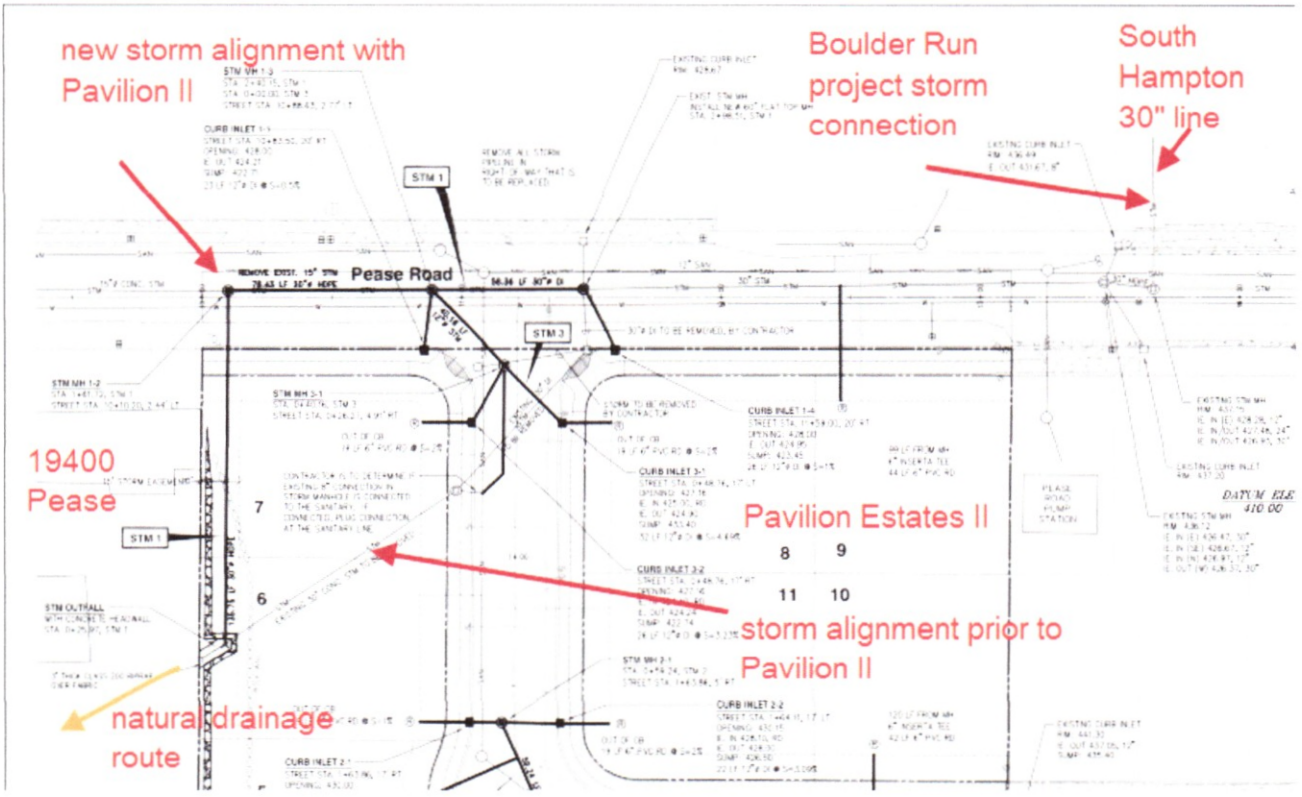
The proposed Boulder Run and the existing South Hampton Estates both naturally drain towards Pease Road. A 30-inch storm system beginning at the South Hampton Estates detention facility continues westerly along Pease Road. This line was redirected with the Pavilion Estates II project and discharges at the same natural drainage swale at 19400 Pease Rd. An improved rip-rap impact area has been provided at this discharge point to slow the storm water down before entering the natural channel.



As shown in the above sketch the proposed Boulder Run historically discharged at the same location that is proposed.

The pre-developed storm water flow for Pavilion II was all directed towards the natural channel at 19400 Pease Rd. Prior to Pavilion II development the storm water flow was calculated at 0.76 cfs, In the developed condition only 0.49cfs will flows towards the west with the balance of the flow redirected to the south east.

Both the existing South Hampton Estates and the proposed Boulder Run have and will have or will have detention facilities that meter the developed storm water out at pre-development rates.



Prepared By:

Bruce D. Goldson, PE

May 2015

REGISTERED PROFESSIONAL ENGINEER
7120
OREGON
July 16, 1971
BRUCE D. GOLDSON

EXPIRES: 06-30-15

DATE SIGNED: 5/12/15

April 14, 2015

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Mark Handris
Icon Construction and Development
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068

RE: Boulder Run Subdivision, Oregon City
Transportation Analysis Letter

Dear Mark,

We have completed our transportation analysis for the proposed 19-lot residential subdivision for the property at 19371 Pease Road in Oregon City, Oregon. This Transportation Analysis Letter examines the traffic impacts resulting from the construction and occupancy of single-family detached homes on the subject site.

PROJECT & LOCATION DESCRIPTION

The site is an assembly of properties located north of Pease Road. There are currently two single-family homes on the site, one of which is planned to remain, occupying Lot 18. The site will take access via Windmill Drive, which stubs to the site on both the east and west property boundaries. Windmill Drive will be connected through the site. In addition, Hampton Drive will be extended north through the site and stubbed to the northern property line. Lots 1 and 2 have frontage along Pease Road, where direct access is proposed.

Windmill Drive and Hampton Drive are under the jurisdiction of the City of Oregon City and are classified as a local residential streets. They are full-width local streets with curbs, sidewalks, and planter strips in place on both sides of the street. Also, on-street parking is permitted on both sides of the street. They have a statutory residential speed zone of 25 mph. Due to the low volumes and speeds of traffic on local streets, bicyclists can safely share the roadway with motor vehicles.

Pease Road is under the jurisdiction of the City of Oregon City and is classified as a Collector. It is a two-lane roadway with curbs, sidewalk, and planter strips in place adjacent to subdivisions. Frontage along undeveloped properties is generally unimproved. Similarly, bike lanes are in place intermittently, where improved frontages allow.

An aerial view of the site and nearby vicinity is shown on the following page (image from Google Earth).



TRIP GENERATION ANALYSIS

The site currently contains two single-family detached dwellings, one of which will be removed with construction of the proposed subdivision. As such, the 19-lot subdivision will result in the net increase of 18 single-family homes.

To estimate the trip generation of the new homes, trip rates from the manual *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used. Trip rates for land-use code 210, *Single-Family Detached Housing*, based on the number of dwelling units, were used to calculate the expected trip generation.

The calculations show that the proposed subdivision will generate a net increase of 14 trips during the morning peak hour with 4 trips entering and 10 trips exiting the site. During the evening peak hour, the subdivision is projected to generate a net increase of 18 trips with 11 trip entering and 7 trips exiting. The subdivision is projected to generate a net increase of 172 total daily trips with half entering the site and half exiting.

The following table offers a summary of the trip generation calculations. Detailed trip generation calculations are included in the technical appendix.

TRIP GENERATION SUMMARY

	Size	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Total
Existing								
Single Family Detached	1 unit	0	1	1	1	0	1	10
Proposed								
Single Family Detached	19 units	4	11	15	12	7	19	182
Net New Trips		**4**	**10**	**14**	**11**	**7**	**18**	**172**

Since the proposed subdivision will generate fewer than 25 trips during the peak hours, site impacts will be minimal and no nearby intersections require a detailed capacity analysis. The traffic impacts resulting from the new homes constructed on the property are projected to be minor, and no mitigations are recommended.

ACCESS SPACING & CONNECTIVITY

Since the proposed subdivision will simply connect two existing local streets, no new public street intersections will be created as part of the project. As such, access spacing standards are not directly applicable. However, the site does provide a connection of Windmill Drive, providing increased connectivity for the neighborhoods to the east and west of the site. The street connection will allow access to either Fisherman's Way to the west or Hampton Drive to the east. Both of these streets connect to Pease Road, offering access to the surrounding transportation system.

SIGHT DISTANCE

As explained above, the site simply connects two existing street stubs, but does not create any new public street intersections. However, two lots are proposed to take direct access to Pease Road. While Pease Road is classified as a Collector, there are many homes along the street that have direct access driveways, from both new subdivisions and properties that have not redeveloped. For example, on the south side of the Pease Road immediately east of the site, individual residential driveways are in place for the Pavilion Park subdivision, which was recently approved and constructed.

Since residents will back out of the proposed residential driveways, it is important to provide sufficient stopping sight distance along Pease Road, so oncoming vehicles can see backing vehicles and slow or stop to avoid a collision. Given the many other direct residential driveways along the roadway, this operation is consistent with existing conditions.

There is no posted speed in the immediate vicinity of the site, although Pease Road is residential in nature and subject to a statutory residential speed zone of 25 mph. Based on this speed, stopping sight distance of 155 feet along Pease Road is required according to *A POLICY ON GEOMETRIC*

DESIGN OF HIGHWAYS AND STREETS, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). In the vicinity of the site, Pease Road is tangent and relatively flat. There is a crest vertical curve to the east of the site, but sight distance is available well in excess of the required 155 feet.

CONCLUSIONS

The traffic impacts resulting from the proposed 19-lot Boulder Run subdivision will not cause any significant impact to the nearby transportation system and provides additional connectivity for the existing residential neighborhood by connecting Windmill Drive through the site and extending Hampton Drive to the north. Adequate sight distance is available along Pease Road to allow the two proposed driveways to operate safely. Based on field observations and calculations, the development will not cause any safety issues for road users. No mitigations are required or recommended.

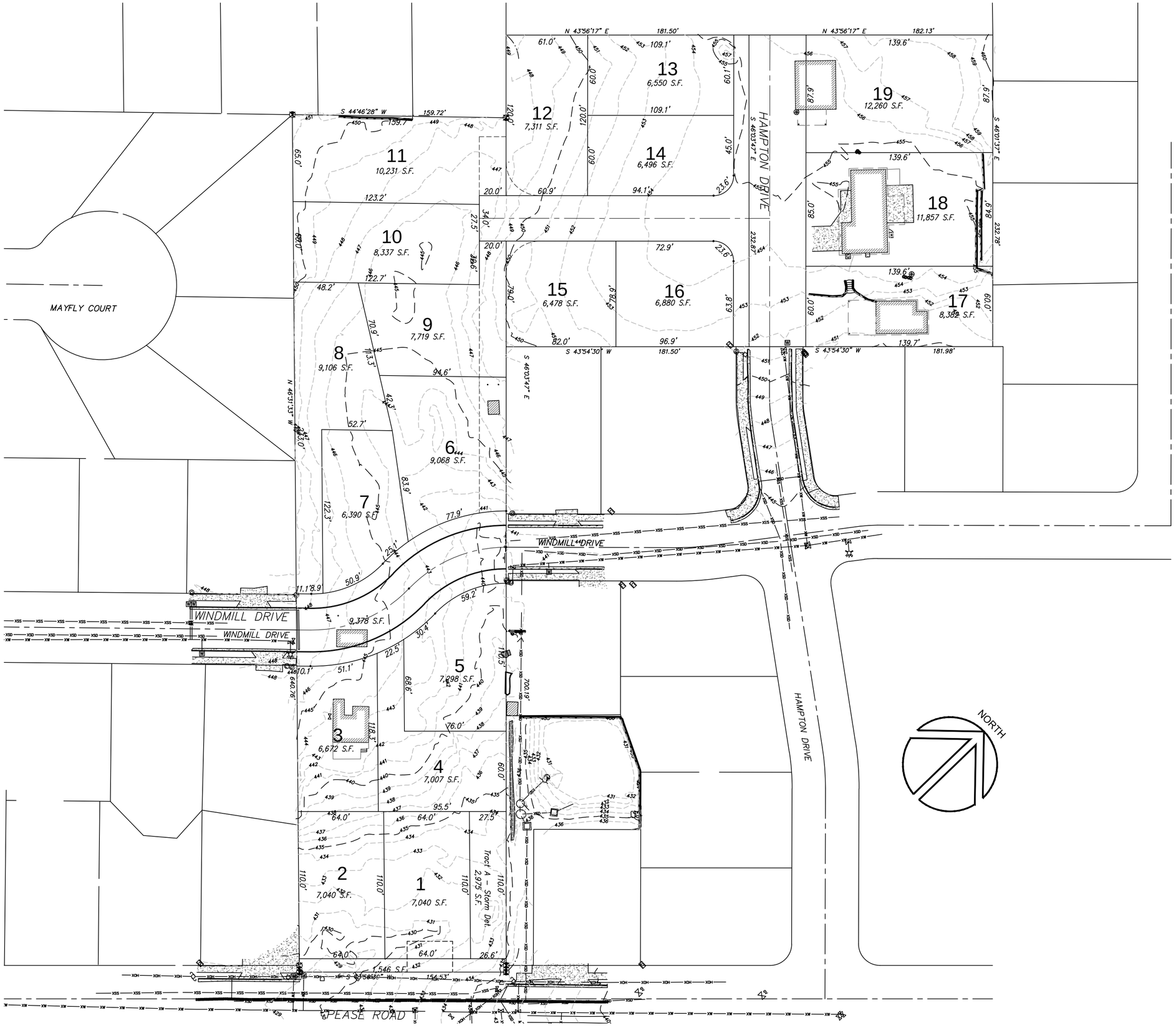
If you have any questions, comments, or concerns regarding this report or if you need any further assistance, please don't hesitate to call.

Sincerely,

Todd E. Mobley, PE, PTOE
Principal

REGISTERED PROFESSIONAL ENGINEER
54853PE
OREGON
JULY 9, 2001
TODD E. MOBLEY
RENEWS: 12/31/2016

TECHNICAL APPENDIX



DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Boulder Run
Preliminary Plan

SHEET: 1/1

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 18

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**4**	**10**	**14**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**11**	**7**	**18**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**86**	**86**	**172**

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**89**	**89**	**178**

Source: TRIP GENERATION, Ninth Edition

June 8, 2015

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Mark Handris
Icon Construction and Development
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068

RE: Boulder Run Subdivision, Oregon City
Transportation Addendum #1

Dear Mark,

This letter serves as an addendum to the original April 14, 2015 Transportation Analysis Letter (TAL). The addendum is written to provide an analysis of the Transportation Planning Rule, since the proposed subdivision includes a zone change from R-10 to R-8.

TRANSPORTATION PLANNING RULE

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. While the change in zoning from R10 to R8 is in conformance with the Comprehensive Plan designation for the side of Low-Density Residential, the change in zoning triggers the need to address the TPR. The applicable elements of the TPR are quoted in italics below, with a response 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);

(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.

For the proposed development, subsections (a) and (b) are not triggered, as no change in functional classification or standards are proposed or necessitated by the proposed zone change and subsequent development. As demonstrated by the April 14, 2015 TAL, subsection (c) is also not triggered since the intersections surrounding the site are operating favorably and will meet applicable performance standards and the types and levels of travel and access for all roadways are consistent with the respective functional classifications of the roadways.

Under the R-10 zoning designation, a total of 15 homes could be constructed. Under the proposed R-8, a total of 19 homes could be constructed, as proposed. The change in zoning results in a net increase of only four homes, which is not sufficient to alter the near or long-term operation of the surrounding transportation system. As such, the proposed zone change will not "significantly affect" the transportation system as defined by the TPR and the TPR is satisfied.

If you have any questions, comments, or concerns regarding this report or if you need any further assistance, please don't hesitate to call.

Sincerely,



Todd E. Mobley, PE, PTOE
Principal

tyler
TECHNOLOGIES

City of Oregon City
Permit Receipt
RECEIPT NUMBER 00029900

Account Number: 017006 **Date:** 4/15/2015

Applicant: ICON CONSTRUCTION & DEVELOPMEN

Type: check # 017465&1760

Permit Number	Fee Description	Amount
NR-15-0004	4332 NROD Fee	962.00
TP-15-0002	4332 Subdivision Fee	10,484.00
TP-15-0002	4346 Traffic Impact Study Fee	461.00
ZC-15-0001	4332 Zone Change Fee	2,748.00
ZC-15-0001	4138 Mailing Labels	15.00
	Total:	$14,670.00

Fidelity National Title Insurance Company

900 SW 5th Ave., Mezzanine Level, Portland, OR 97204
FAX

SUPPLEMENTAL SUBDIVISION GUARANTEE FOR THE PROPOSED PEASE RD/DOLSEN SUBDIVISION

ORDER NO.: 20140104088-FTPOR55 FEE: $ 400.00

DATED: March 31, 2015

Fidelity National Title Insurance Company

GUARANTEES

Any County or City within which the subdivision or proposed subdivision is located.

That the estate or interest in the land which is covered by this Guarantee is:

A Fee

According to the public records which impart constructive notice of matters affecting title to the premises described on Exhibit "One", we find that as of March 19, 2015, at 08:00-AM the last deed of record runs to:

Frederick Dolsen and Nora Stevens, as tenants by the entirety, as to Parcel 1; and Kirk M. Smith and Wendy E. Smith, as tenants by the entirety, as to Parcel 2

We also find the following apparent encumbrances, which include 'Blanket Encumbrances' as defined by ORS 92.305(1), and also easements, restrictive covenants and rights of way.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $2,437.83
Levy Code: 062-088
Account No.: 00862267
Map No.: 32E07B 02300
Affects: Parcel 1

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $5,165.13
Levy Code: 062-088
Account No.: 00862221
Map No.: 32E07BA06900
Affects: Portion of Parcel 2

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $254.69
Levy Code: 062-088
Account No.: 00862212
Map No.: 32E07BA07000
Affects: Portion of Parcel 2

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

1. City Liens, if any, in favor of the City of Oregon City. No search has been made as to the existence of any liens.

2. Easement(s) for the purpose(s) shown below and rights incidental thereto as granted in a document;

   Purpose: Ingress, egress and utilities
   Recording Date: August 23, 1974
   Recording No.: 74-024676
   Affects: Parcel 2 - An area near the West end of Hampton Drive - as shown by dashed line on tax assessor's map Reference is made to said document for full particulars.

3. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

   Granted to: City of Oregon City
   Purpose: Sanitary sewer pump station
   Recording Date: September 13, 1990
   Recording No: 90-045598
   Affects: Parcel 1
   Reference is hereby made to said document for full particulars.

4. A deed of trust to secure an indebtedness in the amount shown below,

   Amount: $224,000.00
   Dated: November 18, 2014
   Trustor/Grantor: Kirk M. Smith and Wendy E. Smith
   Trustee: Lawyers Title Insurance
   Beneficiary: Mortgage Electronic Registration Systems, Inc. as nominee for USA Direct Funding, NMLS:3240
   Loan No.: 141046239 /MIN: 1002473-3000048773-8
   Recording Date: November 25, 2014
   Recording No: 2014-060807
   Affects: Portion of Parcel 2

   NOTE: Based on recitals in the trust deed or an assignment of the trust deed, it appeared that USA Direct Funding, NMLS: 3240 was the then owner of the indebtedness secured by the trust deed. It may be possible, for a MERS trust deed, to obtain information regarding the current owner of the indebtedness and the servicer, if any, by contacting MERS at 888-679-6377 or through the MERS website.

We have also searched our General Index for judgments and state and federal liens against the grantees named above and find:

NONE

This is not a report issued preliminary to the issuance of a title insurance policy. Our search is limited and its use

is intended as an informational report only, to be used in conjunction with the development of real property. Liability is limited to an aggregate sum not to exceed $ 1,000.00

Fidelity National Title Insurance Company

By: _____

Toni Stanhope
Land Development

NOTE - ORS 92.305(1) reads as follows:

"Blanket encumbrance" means a trust deed or mortgage or any other lien or encumbrance, mechanics' lien or otherwise, securing or evidencing the payment of money and affecting more than one interest in subdivided or series partitioned land, or an agreement affecting more than one such lot, parcel or interest by which the subdivider, series partitioner or developer holds such subdivision or series partition under an option, contract to sell or trust agreement.

EXHIBIT "ONE"

The premises are in Clackamas County and are described as follows:

PARCEL 1: Part of the Donation Land Claim of the S.S. White and wife, in Section 7, Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, Clackamas County, Oregon, described as follows:

Beginning at a stone in the center of the county road at the most Easterly corner of a tract of land conveyed by Nellie Lyons, widow to L.T. Carstensen and Wilda Cartensen, his wife, by deed recorded in Book 248, at Page 729, Clackamas County Deed Records, which point is South 42°15' West 75.50 chains and South 47°45' East 20.00 chains, more or less, and North 42°15' East 10.00 chains, more or less, from the most Northerly corner of said Donation Land Claim; thence South 42°07' West 154.25 feet to the most Easterly corner of a tract of land conveyed to James P. Fynskov by Deed recorded March 8, 1943, in Book 303, at Page 650, Clackamas County Deed Records; thence North 48°23' West 661.00 feet to a gas pipe at the most Northerly corner of said Fynskov land; thence North 42°57' East 159.66 feet, more or less, to a gas pipe set in the Northerly boundary of said Carstensen land; thence South 47°55' East 658.63 feet, more or less, to the point of beginning.

PARCEL 2: Part of the S.S. White D.L.C. No. 41, in Township 3 South, Range 2 East of the Willamette Meridian, in Clackamas County, Oregon, described as follows:

Commencing at the most Northerly corner of said Claim; thence South 42°15' West 57.50 chains; thence South 47°45' East 9.09 chains to the most Northerly corner of that tract conveyed to Arthur B. Altman, et ux, recorded March 9, 1973 as Recorder's No. 73-6862, Film Records, and the true point of beginning; thence South 42°15' West along the Northwesterly line of said Altman tract 363.00 feet to the most Westerly corner thereof; thence South 47°45' East along the Southwesterly line of said Altman tract 232.85 feet; thence North 42°15' East parallel with the Northwesterly line of the Altman tract 363.00 feet to the Northeasterly line of the Altman tract; thence North 47°45' West along the Northeasterly line of the Altman tract 323.85 feet to the point of beginning.

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 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): ZC15-01/NR-15-04/TP 15-02 04/15/15

Proposed Land Use or Activity: Zone change from "R-10" to "R-8" and 19 Lot Subdivision.

Project Name: Boulder Run Number of Lots Proposed (If Applicable): 19

Physical Address of Site: 19371 Pease Road and 12356 Hampton Drive.

Clackamas County Map and Tax Lot Number(s): 3-2E-27B 2300, (3-2E-7BA 6900 & 7000 on separate app.)

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Mark Handris, Icon Construction & Dev. LLC Date: 4-9-2015

Mailing Address: 1980 Willamette Falls Drive, Suite 200 • West Linn, OR 97068••

Phone: (503) 657-0406 Fax: (503) 655-5991 Email: handris@aol.com

Property Owner(s):

Property Owner(s) Signature:

Property Owner(s) Name Printed: Frederick Dolsen & Nora Stevens Date: 4-9-2015

Mailing Address: 12730 NE Flett Rd., Gaston, OR 97119

Phone: 503-662-9991 Fax: Email: nora@clean-copy.com

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: Rick Givens, Planning Consultant Date: 4-9-2015

Mailing Address: 18680 Sunblaze Dr., Oregon City, OR 97045

Phone: 503-479-0097 Fax: 503-479-0097 Email: rickgivens@gmail.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.

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 FORM

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

File Number(s): NR-15-04 / TP15-02 ZC15-01 04/15/15

Proposed Land Use or Activity: Natural Resource (NROD) Review

Project Name: Boulder Run Number of Lots Proposed (If Applicable): 19

Physical Address of Site: 19371 Pease Road

Clackamas County Map and Tax Lot Number(s): 3-2E-27B 2300

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Mark Handris, Icon Construction & Dev. LLC Date: 4-9-2015

Mailing Address: 1980 Willamette Falls Drive, Suite 200 • West Linn, OR 97068• •

Phone: (503) 657-0406 Fax: (503) 655-5991 Email: handris@aol.com

Property Owner(s):

Property Owner(s) Signature:

Property Owner(s) Name Printed: Frederick Dolsen & Nora Stevens Date: 4-9-2015

Mailing Address: 12730 NE Flett Rd., Gaston, OR 97119

Phone: 503-662-9991 Fax: Email: nora@clean-copy.com

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: Rick Givens, Planning Consultant Date: 4-9-2015

Mailing Address: 18680 Sunblaze Dr., Oregon City, OR 97045

Phone: 503-479-0097 Fax: 503-479-0097 Email: rickgivens@gmail.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.

tyler
TECHNOLOGIES

City of Oregon City
Permit Receipt
RECEIPT NUMBER 00029900

Account Number: 017006 **Date:** 4/15/2015

Applicant: ICON CONSTRUCTION & DEVELOPMEN

Type: check # 017465&1760

Permit Number	Fee Description	Amount
NR-15-0004	4332 NROD Fee	962.00
TP-15-0002	4332 Subdivision Fee	10,484.00
TP-15-0002	4346 Traffic Impact Study Fee	461.00
ZC-15-0001	4332 Zone Change Fee	2,748.00
ZC-15-0001	4138 Mailing Labels	15.00
	Total:	$14,670.00

Applicant:
Icon Construction & Development, LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Owner - 3-2E-27B-2300
Frederick Dolsen & Nora Stevens
12730 NE Flett Rd.
Gaston, OR 97119
PH: (503) 662-9991

Owner - 3-2E-27BA 6900 & 7000
Kirk & Wendy Smith
12356 Hampton Drive
Oregon City, OR 97045
PH: (503) 657-6506

Legal: 3-2E-27B-2300, 3-2E-27BA 6900 & 7000

Water: City of Oregon City

Sewer: City of Oregon City

Contours: Field Survey by Centerline Concepts, Inc.

Site Area: 4.25 Acres

Engineer:
Theta Engineering, Inc.
4260 Country Woods Ct.
Lake Oswego, OR 97035
PH: (503) 481-8822

Zoning: R-10 (Existing), R-8 (Proposed)

Impervious Areas: Street - 21,076 sq. ft., Sidewalk - 5,459 sq. ft.



Vicinity Map

DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Boulder Run
Preliminary Plan

SHEET: 1/2



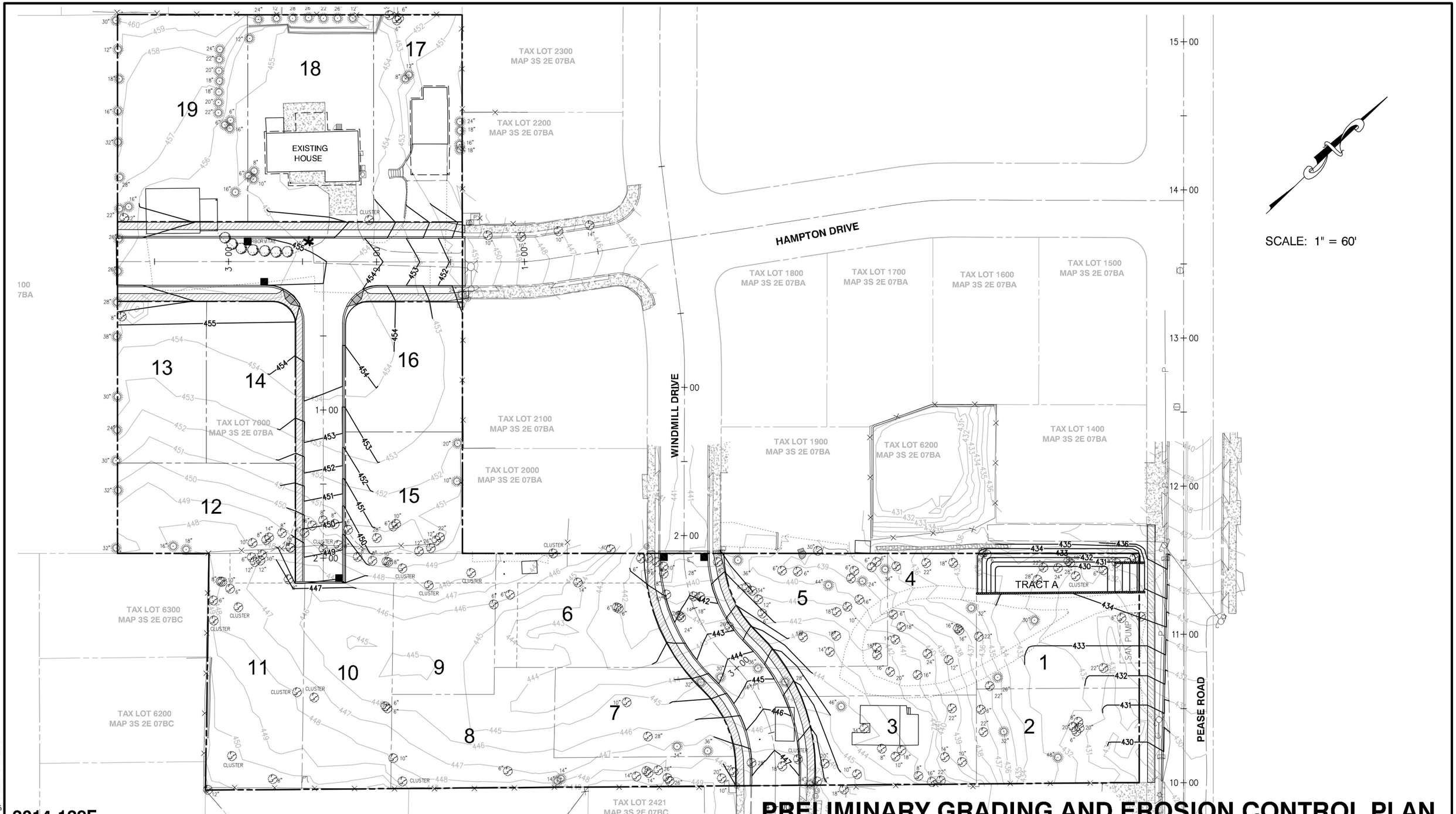
DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Boulder Run
Future Street Plan

SHEET: 2/2



2014-129F

PRELIMINARY GRADING AND EROSION CONTROL PLAN

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

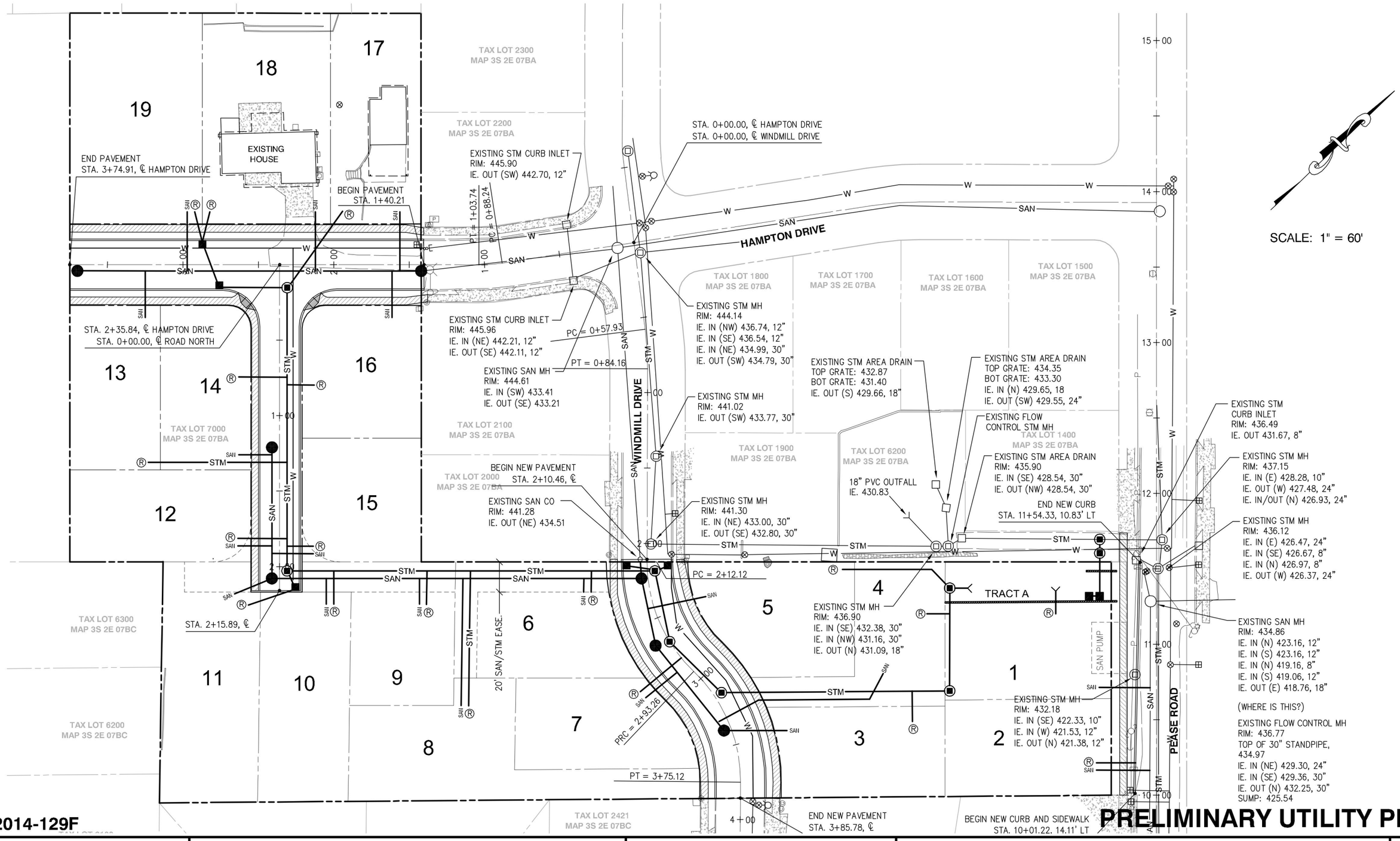
Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

1/2

C:\Acad\Dolsen\Dolsen Prelim1.dwg, 4/9/2015 9:15:26 AM



2014-129F

PRELIMINARY UTILITY PLAN

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

2/2

C:\Acad\Dolsen\Dolsen Prelim1.dwg, 4/8/2015 11:00:13 AM

EXISTING CONDITIONS MAP

TAX LOTS 6900–7000
LOCATED IN THE N.W. 1/4 SECTION 7, T.3S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
MARCH 25, 2015 SCALE 1"=30'

SURVEY NOTES:

THE DATUM FOR THIS SURVEY IS BASED UPON OREGON CITY BENCH MARK "ROUNDTREE", LOCATED AT THE INTERSECTION OF CENTRAL POINT ROAD AND ROUNDTREE DRIVE WITH AN ELEVATION OF 471.141', NAD83.

A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.

THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER RECORD OF SURVEY RECORDED UNDER PRIVATE SURVEY NUMBER 27987, RECORDS OF CLACKAMAS COUNTY.

THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.

NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.

NO TITLE REPORT WAS SUPPLIED OR USED IN THE PREPARATION OF THIS MAP. THERE MAY EXIST EASEMENTS, CONDITIONS, OR RESTRICTIONS THAT COULD AFFECT THE TITLE OF THIS PROPERTY. NO ATTEMPT HAS BEEN MADE IN THIS SURVEY TO SHOW SUCH MATTERS THAT MAY AFFECT TITLE.

LEGEND:

Some Symbols shown may not be used on map

- DECIDUOUS TREE
- EVERGREEN TREE
- STORM SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- CATCH BASIN
- SANITARY SEWER MANHOLE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- GAS VALVE
- GAS METER
- SIGN
- MAILBOX
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- TRANSFORMER
- WATER TAP
- ELECTRIC BOX
- DOWN SPOUT TO GROUND SYSTEM
- UTILITY AND LIGHT POLE
- GUY WIRE
- TRAFFIC SIGNAL POLE
- ELECTRICAL POWER PEDESTAL
- COMMUNICATIONS PEDESTAL
- COMMUNICATIONS MANHOLE
- OVERHEAD LINE
- GAS LINE
- ELECTRICAL LINE
- COMMUNICATIONS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- WATER LINE
- FENCELINE
- ELECTRIC RISER
- COMMUNICATION BOX
- GAS STUB
- UTILITY RISER
- HEAT PUMP
- WATER SPIGOT
- DOWN SPOUT TO SPLASH GUARD

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

SIGNED ON: _____

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
NOVEMBER 20, 2007
JAMES BURTON BROWN
60379

VALID THROUGH DECEMBER 31, 2015

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M: \PROJECTS\ICON-PEASE ROAD-19371\dwg\ECM.dwg

EXISTING CONDITIONS MAP

TAX LOT 2300
LOCATED IN THE N.W. 1/4 SECTION 7, T.3S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
DECEMBER 22, 2014 SCALE 1"=30'

SURVEY NOTES:

THE DATUM FOR THIS SURVEY IS BASED UPON OREGON CITY BENCH MARK "ROUNDTREE", LOCATED AT THE INTERSECTION OF CENTRAL POINT ROAD AND ROUNDTREE DRIVE WITH AN ELEVATION OF 471.141', NAD83.

A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.

AREA OF SUBJECT PARCEL: 100,484 S.F. OR 2.31 ACRES

THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER RECORD OF SURVEY RECORDED UNDER PRIVATE SURVEY NUMBER 27987, RECORDS OF CLACKAMAS COUNTY.

THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.

NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.

FIDELITY NATIONAL TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER 20140104088-FTPOR55, DATED DECEMBER 12, 2014 AS PROVIDED HAS BEEN USED AND REFERENCED IN PREPARATION OF THIS MAP. PLEASE REFER TO THIS DOCUMENT FOR DESCRIPTIONS OF EXCEPTIONS TO TITLE INSURANCE.

LEGEND:

Some Symbols shown may not be used on map

- DECIDUOUS TREE
- EVERGREEN TREE
- STORM SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- CATCH BASIN
- SANITARY SEWER MANHOLE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- GAS VALVE
- GAS METER
- SIGN
- MAILBOX
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- TRANSFORMER
- WATER TAP
- UTILITY AND LIGHT POLE
- GUY WIRE
- TRAFFIC SIGNAL POLE
- ELECTRICAL POWER PEDESTAL
- COMMUNICATIONS PEDESTAL
- COMMUNICATIONS MANHOLE
- OVERHEAD LINE
- GAS LINE
- ELECTRICAL LINE
- COMMUNICATIONS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- WATER LINE
- FENCELINE
- ELECTRIC RISER
- COMMUNICATION BOX
- GAS STUB
- UTILITY RISER

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

SIGNED ON:

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
NOVEMBER 13, 2007
JAMES BURTON BROWN
60379

VALID THROUGH DECEMBER 31, 2015

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M:\PROJECTS\ICON-PEASE ROAD-19371\dwg\ECM.dwg

Fidelity National Title Insurance Company

900 SW 5th Ave., Mezzanine Level, Portland, OR 97204
FAX

SUPPLEMENTAL SUBDIVISION GUARANTEE FOR THE PROPOSED PEASE RD/DOLSEN SUBDIVISION

ORDER NO.: 20140104088-FTPOR55 FEE: $ 400.00

DATED: March 31, 2015

Fidelity National Title Insurance Company

GUARANTEES

Any County or City within which the subdivision or proposed subdivision is located.

That the estate or interest in the land which is covered by this Guarantee is:

A Fee

According to the public records which impart constructive notice of matters affecting title to the premises described on Exhibit "One", we find that as of March 19, 2015, at 08:00-AM the last deed of record runs to:

Frederick Dolsen and Nora Stevens, as tenants by the entirety, as to Parcel 1; and Kirk M. Smith and Wendy E. Smith, as tenants by the entirety, as to Parcel 2

We also find the following apparent encumbrances, which include 'Blanket Encumbrances' as defined by ORS 92.305(1), and also easements, restrictive covenants and rights of way.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $2,437.83
Levy Code: 062-088
Account No.: 00862267
Map No.: 32E07B 02300
Affects: Parcel 1

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $5,165.13
Levy Code: 062-088
Account No.: 00862221
Map No.: 32E07BA06900
Affects: Portion of Parcel 2

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $254.69
Levy Code: 062-088
Account No.: 00862212
Map No.: 32E07BA07000
Affects: Portion of Parcel 2

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

1. City Liens, if any, in favor of the City of Oregon City. No search has been made as to the existence of any liens.

2. Easement(s) for the purpose(s) shown below and rights incidental thereto as granted in a document;

   Purpose: Ingress, egress and utilities
   Recording Date: August 23, 1974
   Recording No.: 74-024676
   Affects: Parcel 2 - An area near the West end of Hampton Drive - as shown by dashed line on tax assessor's map Reference is made to said document for full particulars.

3. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

   Granted to: City of Oregon City
   Purpose: Sanitary sewer pump station
   Recording Date: September 13, 1990
   Recording No: 90-045598
   Affects: Parcel 1
   Reference is hereby made to said document for full particulars.

4. A deed of trust to secure an indebtedness in the amount shown below,

   Amount: $224,000.00
   Dated: November 18, 2014
   Trustor/Grantor: Kirk M. Smith and Wendy E. Smith
   Trustee: Lawyers Title Insurance
   Beneficiary: Mortgage Electronic Registration Systems, Inc. as nominee for USA Direct Funding, NMLS:3240
   Loan No.: 141046239 /MIN: 1002473-3000048773-8
   Recording Date: November 25, 2014
   Recording No: 2014-060807
   Affects: Portion of Parcel 2

   NOTE: Based on recitals in the trust deed or an assignment of the trust deed, it appeared that USA Direct Funding, NMLS: 3240 was the then owner of the indebtedness secured by the trust deed. It may be possible, for a MERS trust deed, to obtain information regarding the current owner of the indebtedness and the servicer, if any, by contacting MERS at 888-679-6377 or through the MERS website.

We have also searched our General Index for judgments and state and federal liens against the grantees named above and find:

NONE

This is not a report issued preliminary to the issuance of a title insurance policy. Our search is limited and its use

is intended as an informational report only, to be used in conjunction with the development of real property. Liability is limited to an aggregate sum not to exceed $ 1,000.00

Fidelity National Title Insurance Company

By: _____

Toni Stanhope
Land Development

NOTE - ORS 92.305(1) reads as follows:

"Blanket encumbrance" means a trust deed or mortgage or any other lien or encumbrance, mechanics' lien or otherwise, securing or evidencing the payment of money and affecting more than one interest in subdivided or series partitioned land, or an agreement affecting more than one such lot, parcel or interest by which the subdivider, series partitioner or developer holds such subdivision or series partition under an option, contract to sell or trust agreement.

EXHIBIT "ONE"

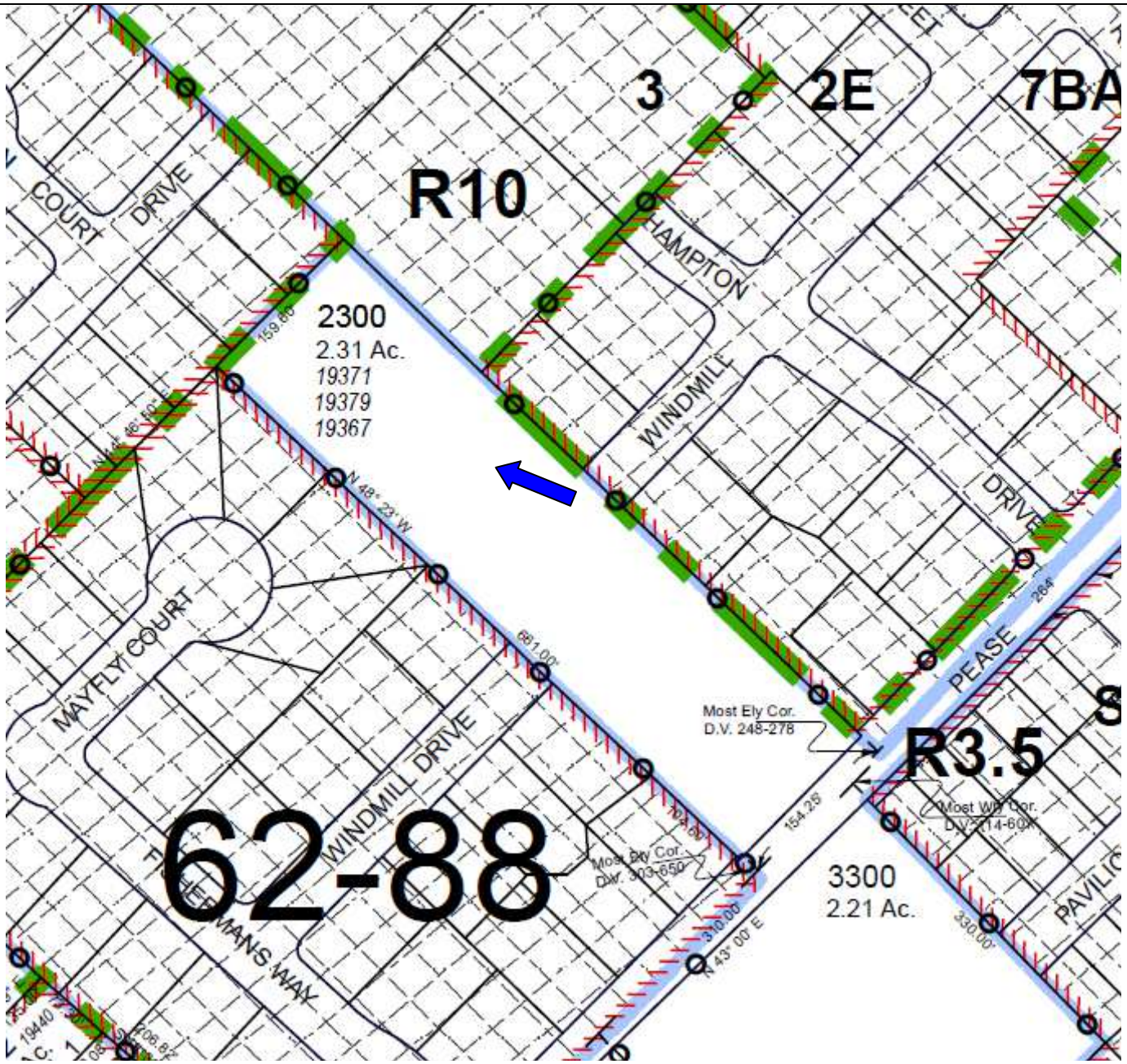
The premises are in Clackamas County and are described as follows:

PARCEL 1: Part of the Donation Land Claim of the S.S. White and wife, in Section 7, Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, Clackamas County, Oregon, described as follows:

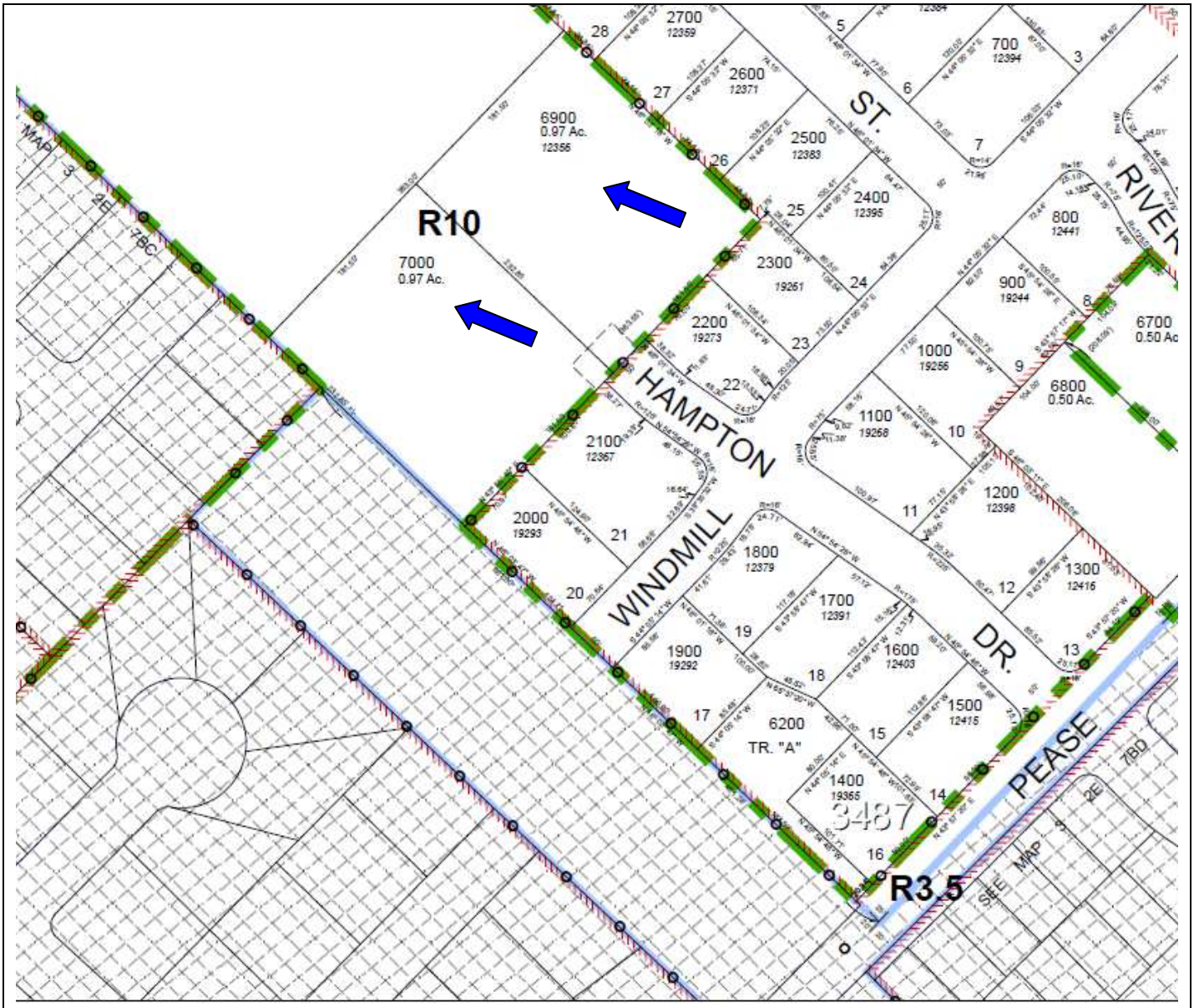
Beginning at a stone in the center of the county road at the most Easterly corner of a tract of land conveyed by Nellie Lyons, widow to L.T. Carstensen and Wilda Cartensen, his wife, by deed recorded in Book 248, at Page 729, Clackamas County Deed Records, which point is South 42°15' West 75.50 chains and South 47°45' East 20.00 chains, more or less, and North 42°15' East 10.00 chains, more or less, from the most Northerly corner of said Donation Land Claim; thence South 42°07' West 154.25 feet to the most Easterly corner of a tract of land conveyed to James P. Fynskov by Deed recorded March 8, 1943, in Book 303, at Page 650, Clackamas County Deed Records; thence North 48°23' West 661.00 feet to a gas pipe at the most Northerly corner of said Fynskov land; thence North 42°57' East 159.66 feet, more or less, to a gas pipe set in the Northerly boundary of said Carstensen land; thence South 47°55' East 658.63 feet, more or less, to the point of beginning.

PARCEL 2: Part of the S.S. White D.L.C. No. 41, in Township 3 South, Range 2 East of the Willamette Meridian, in Clackamas County, Oregon, described as follows:

Commencing at the most Northerly corner of said Claim; thence South 42°15' West 57.50 chains; thence South 47°45' East 9.09 chains to the most Northerly corner of that tract conveyed to Arthur B. Altman, et ux, recorded March 9, 1973 as Recorder's No. 73-6862, Film Records, and the true point of beginning; thence South 42°15' West along the Northwesterly line of said Altman tract 363.00 feet to the most Westerly corner thereof; thence South 47°45' East along the Southwesterly line of said Altman tract 232.85 feet; thence North 42°15' East parallel with the Northwesterly line of the Altman tract 363.00 feet to the Northeasterly line of the Altman tract; thence North 47°45' West along the Northeasterly line of the Altman tract 323.85 feet to the point of beginning.



THIS MAP IS MADE SOLELY FOR THE PURPOSE OF ASSISTING IN LOCATING SAID PREMISES, AND THE COMPANY ASSUMES NO LIABILITY FOR VARIATIONS. IF ANY, IN DIMENSIONS, AREAS, AND LOCATIONS ASCERTAINED BY ACTUAL SURVEY.



THIS MAP IS MADE SOLELY FOR THE PURPOSE OF ASSISTING IN LOCATING SAID PREMISES, AND THE COMPANY ASSUMES NO LIABILITY FOR VARIATIONS. IF ANY, IN DIMENSIONS, AREAS, AND LOCATIONS ASCERTAINED BY ACTUAL SURVEY.

April 14, 2015

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Mark Handris
Icon Construction and Development
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068

RE: Boulder Run Subdivision, Oregon City
Transportation Analysis Letter

Dear Mark,

We have completed our transportation analysis for the proposed 19-lot residential subdivision for the property at 19371 Pease Road in Oregon City, Oregon. This Transportation Analysis Letter examines the traffic impacts resulting from the construction and occupancy of single-family detached homes on the subject site.

PROJECT & LOCATION DESCRIPTION

The site is an assembly of properties located north of Pease Road. There are currently two single-family homes on the site, one of which is planned to remain, occupying Lot 18. The site will take access via Windmill Drive, which stubs to the site on both the east and west property boundaries. Windmill Drive will be connected through the site. In addition, Hampton Drive will be extended north through the site and stubbed to the northern property line. Lots 1 and 2 have frontage along Pease Road, where direct access is proposed.

Windmill Drive and Hampton Drive are under the jurisdiction of the City of Oregon City and are classified as a local residential streets. They are full-width local streets with curbs, sidewalks, and planter strips in place on both sides of the street. Also, on-street parking is permitted on both sides of the street. They have a statutory residential speed zone of 25 mph. Due to the low volumes and speeds of traffic on local streets, bicyclists can safely share the roadway with motor vehicles.

Pease Road is under the jurisdiction of the City of Oregon City and is classified as a Collector. It is a two-lane roadway with curbs, sidewalk, and planter strips in place adjacent to subdivisions. Frontage along undeveloped properties is generally unimproved. Similarly, bike lanes are in place intermittently, where improved frontages allow.

An aerial view of the site and nearby vicinity is shown on the following page (image from Google Earth).



TRIP GENERATION ANALYSIS

The site currently contains two single-family detached dwellings, one of which will be removed with construction of the proposed subdivision. As such, the 19-lot subdivision will result in the net increase of 18 single-family homes.

To estimate the trip generation of the new homes, trip rates from the manual *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used. Trip rates for land-use code 210, *Single-Family Detached Housing*, based on the number of dwelling units, were used to calculate the expected trip generation.

The calculations show that the proposed subdivision will generate a net increase of 14 trips during the morning peak hour with 4 trips entering and 10 trips exiting the site. During the evening peak hour, the subdivision is projected to generate a net increase of 18 trips with 11 trip entering and 7 trips exiting. The subdivision is projected to generate a net increase of 172 total daily trips with half entering the site and half exiting.

The following table offers a summary of the trip generation calculations. Detailed trip generation calculations are included in the technical appendix.

TRIP GENERATION SUMMARY

	Size	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Total
Existing								
Single Family Detached	1 unit	0	1	1	1	0	1	10
Proposed								
Single Family Detached	19 units	4	11	15	12	7	19	182
Net New Trips		**4**	**10**	**14**	**11**	**7**	**18**	**172**

Since the proposed subdivision will generate fewer than 25 trips during the peak hours, site impacts will be minimal and no nearby intersections require a detailed capacity analysis. The traffic impacts resulting from the new homes constructed on the property are projected to be minor, and no mitigations are recommended.

ACCESS SPACING & CONNECTIVITY

Since the proposed subdivision will simply connect two existing local streets, no new public street intersections will be created as part of the project. As such, access spacing standards are not directly applicable. However, the site does provide a connection of Windmill Drive, providing increased connectivity for the neighborhoods to the east and west of the site. The street connection will allow access to either Fisherman's Way to the west or Hampton Drive to the east. Both of these streets connect to Pease Road, offering access to the surrounding transportation system.

SIGHT DISTANCE

As explained above, the site simply connects two existing street stubs, but does not create any new public street intersections. However, two lots are proposed to take direct access to Pease Road. While Pease Road is classified as a Collector, there are many homes along the street that have direct access driveways, from both new subdivisions and properties that have not redeveloped. For example, on the south side of the Pease Road immediately east of the site, individual residential driveways are in place for the Pavilion Park subdivision, which was recently approved and constructed.

Since residents will back out of the proposed residential driveways, it is important to provide sufficient stopping sight distance along Pease Road, so oncoming vehicles can see backing vehicles and slow or stop to avoid a collision. Given the many other direct residential driveways along the roadway, this operation is consistent with existing conditions.

There is no posted speed in the immediate vicinity of the site, although Pease Road is residential in nature and subject to a statutory residential speed zone of 25 mph. Based on this speed, stopping sight distance of 155 feet along Pease Road is required according to *A POLICY ON GEOMETRIC*

DESIGN OF HIGHWAYS AND STREETS, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). In the vicinity of the site, Pease Road is tangent and relatively flat. There is a crest vertical curve to the east of the site, but sight distance is available well in excess of the required 155 feet.

CONCLUSIONS

The traffic impacts resulting from the proposed 19-lot Boulder Run subdivision will not cause any significant impact to the nearby transportation system and provides additional connectivity for the existing residential neighborhood by connecting Windmill Drive through the site and extending Hampton Drive to the north. Adequate sight distance is available along Pease Road to allow the two proposed driveways to operate safely. Based on field observations and calculations, the development will not cause any safety issues for road users. No mitigations are required or recommended.

If you have any questions, comments, or concerns regarding this report or if you need any further assistance, please don't hesitate to call.

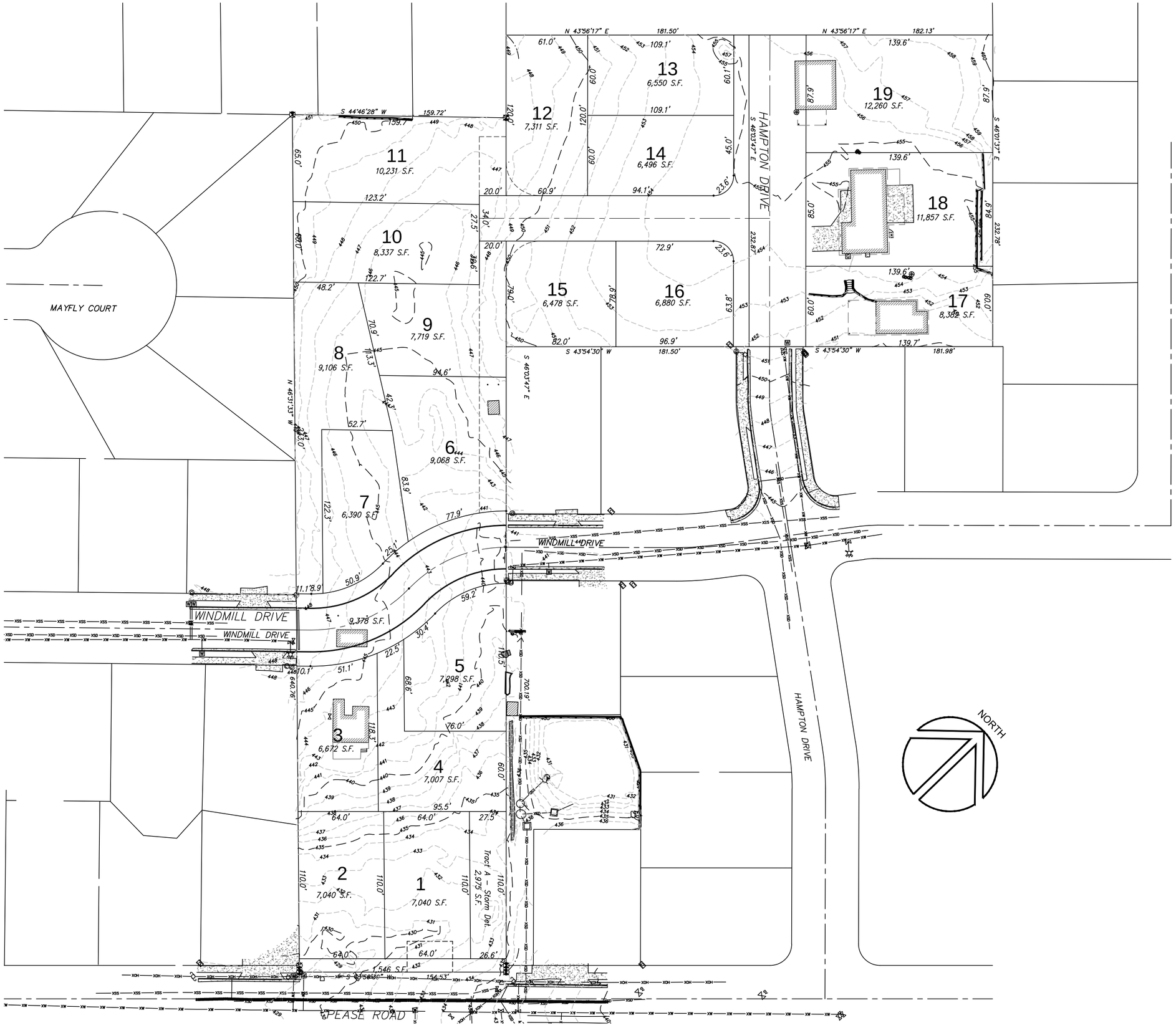
Sincerely,

Todd E. Mobley, PE, PTOE
Principal

REGISTERED PROFESSIONAL ENGINEER
54853PE
OREGON
JULY 9, 2001
TODD E. MOBLEY

RENEWS: 12/31/2016

TECHNICAL APPENDIX



DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Boulder Run
Preliminary Plan

SHEET: 1/1

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 18

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**4**	**10**	**14**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**11**	**7**	**18**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**86**	**86**	**172**

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**89**	**89**	**178**

Source: TRIP GENERATION, Ninth Edition

Boulder Run

19- Lot proposed development

19371 Pease Road

Oregon City, Oregon

PRELIMINARY DRAINAGE REPORT

April 2015



EXPIRES: 06-30-15

Prepared By:

Bruce D. Goldson, PE

Theta, llc

PO Box 1345, Lake Oswego, Oregon 97035

2014-129F

INDEX

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Summary	pg 3
Regulatory	pg 3
Design Parameters	pg 4
Hydrographic Results	pg 4-12
Summary	pg 12
Appendix	pg 13-21



NARRATIVE ASSUMPTIONS

Existing Conditions:

The subject property has two existing homes and out buildings on approximately 4.21 acres. The site is generally wooden to the south with a treeless area of lawn area of approximately one acre to the east and with slopes ranging from 2% to 8%. The site has the older South Hampton Estates on the north and west sides. This project, vintage 1998, has a detention pond adjacent to the property, but did not include this property in the calculations even though much of the property drains towards the South Hampton Estates. Storm water from the South Hampton Estates is conveyed via a 30-inch storm drain in Pease Road; through Pavilion II with discharge into a drainage way on 19400 Pease Road.

Developed conditions:

19-new lots are proposed connecting Windmill drive and extending Hampton Drive with frontage on Pease Road. A separate detention facility is proposed in a track adjacent to Pease Road. This facility would use the current access for the South Hampton Estates detention facility and connect into the 30-inch outfall line.

Drain Basin Description:

Existing

The easterly side of Pease Road has a natural low point at the common line between Boulder Run and the older South Hampton Estates. A 30-inch storm line carries the storm water down Pease Road to the southwest with discharge into a drainage course at 19400 Pease Road. This outfall has been upgraded with the development of Pavilion Park II and a portion of the storm water from the undeveloped Pavilion Park II has been redirected away from this outfall. An improved rip-rap outfall on Pavilion Park II has reduced the velocity and previous erosion problems.

Developed

In the developed condition there will no change in the discharge size or location. The overall drainage pattern will be the same. This new facility will meter the storm water at the pre-design rates.

Summary of storm water flow

	2-YEAR	5-YEAR	10-YEAR	25-YEAR
PRE-DEVELOP	0.66CFS	0.95CFS	1.13CFS	1.50CFS
POST-DEVELOP	1.37 CFS	1.76 CFS	2.00 CFS	2.49 CFS

DESIGN STORM	REQUIRED RELEASE	DESIGN RELEASE
25 YEAR-24 HR	1.13 CFS	1.13CFS
10 YEAR -24 HR	N/A	N/A
5 YEAR - 24 HR	0.95 CFS	0.49CFS
2 YEAR -24 HR	0.33 CFS	0.31 CFS

REGULATORY DESIGN CRITERIA

The storm water quantity management requirements of Oregon City are:

- City Code 13.12 Storm water management and the 1988 Drainage Mater Plan
- City of Oregon City, Public Works, Storm Water & Grading Design Standards.

References

1. King County Department of Public Works, Surface Water Management Division, Hydrographic Programs, Version 4.21B
2. South Hampton Estates Drainage Report (7/28/98) Sisul Engineering

Water Quality Facility

The required treatment rate is 1/3 of the 2-year design storm. For this project the calculations the 2-year storm is 1.37CF and the water quality quantity is 0.46CFS. The following options will

be considered in the final design: a swale inside the detention pond, infiltration at the bottom of the facility or a Stormceptor by CRS with the capacity to treat 100% of the flows.

Design Parameters

The design storm is a 24 hour standard SCS Type 1A

- 2-year.....2.6 inches
- 5-year.....3.1 inches
- 25-year.....4.0 inches
- 100-year.....4.5 inches

SOIL TYPES

8B Bornstedt silt - Type C soil

46B Jory Stony silt - Type C soil

Time of Concentration

$T = 0.42(n\ L)^{.8}/(P_2)^{0.5}(S_0)^{0.4}$ & $T = L/60k(s_0)^{0.5}$

Pre-Development: $(.42)[(0.25(300)]^{0.8}/(2.6)^{0.5}(0.025)^{4} = 36.0$ min & $370/(60)(13)(0.033)^{.5} =$ 2.6min : total 38.6 minutes

Post-Development $(.42)[(0.15(300)]^{0.8}/(2.6)^{0.5}(0.025)^{4} = 23.9$ min $90/(60)(27)(0.020)^{.5} = 0.4$ min + $200/(60)(42)(0.02)^{.5} = 0.6$ min: Total 24.9 minutes

HYDROGRAPH RESULTS

KING COUNTY DEPARTMENT OF PUBLIC WORKS

Surface Water Management Division

HYDROGRAPH PROGRAMS

Version 4.21B

1 - INFO ON THIS PROGRAM

2 - SBUHYD

3 - MODIFIELD SBUHYD

4 - ROUTE

5 - ROUTE2

6 - ADDHYD

7 - BASEFLOW

8 - PLOTHYD

9 - DTATA

10 - REFAC

11 - RETURN TO DOS

ENTER OPTION:

2

SBUN/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

2,24,2.6

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 2-YEAR 24-HOUR STORM xxxx 2.60 "TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx/

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.O7,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.66	8.00	17485

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:BR2pre

SPECIFY: C - CONTINUE, N - NEWSTORM, P -PRINT, S - STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.37	7.83	25866

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:BR2post

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

5,24,3.1

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 5-YEAR 24-HOUR STORM xxxx 3.1O" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.07,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
0.95	8.00	23522

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:BR5pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.76	7.83	32706

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br5post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - s.c.s. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

10,24,3.4

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 10-YEAR 24-HOUR STORM xxxx 3.40" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.07,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.13	8.00	27294

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br10pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)

2.00 7.83 36889

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br10post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - S.C.S.. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

25,24,4

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 25-YEAR 24-HOUR STORM xxxx 4.00" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

4.14,83,0.07,98,38.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	4.1	83	.1	98	38.6

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.51	7.83	35025

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br25pre

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.69,86,1.52,98,24.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
4.2	2.7	86	1.5	98	24.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
2.49	7.83	45395

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br25post

DETENTION SIZING

ENTER OPTION

10

R/D FACILITY DESIGN ROUTINE

SPEFICY TYPE OF R/D FACILTY

1 - POND 4 - INFILTRATION POND

2 - TANK 5 - INFILTRATION TANK

3 -VAULT 6 - GRAVEL TRENCH/BED

4

ENTER: POND SIDE SLOPE (HORIZ. COMPOENT)

3

ENTER: EFFECTIVE STORAGE DEPTH(ft) BEFORE OVERFLOW

5

ENTER: VERT-PERN(min/in), PERM-SURFACE (0 = SIDES ONLY, 1 = SIDES AND BOTTOM)

52.448,1

ENTER [d:][path]filename[.ext] OF PRIMARY DESIGN INFLOW HYDROGRAPH:

C:br25post

PRELIMINARY DESIGN INFLOW PEAK = 2.49

ENGER PRIMARY DESIGN RELEASE RATE(cfs)

1.13

ENTER NUMBER OF INFLOW HYDROGRAPHS TO BE TESTED FOR PERFORMANCE (5 MAXIMUM)

2

ENTER [d:][path]filename[ext] OF HYDROGRAPH 1:

C:br5post

ENTER TARGET RELEASE RATE(cfs)

0.95

ENTER [d:][path]filename[ext] OF HYDROGRAPH 2:

C:br2post

ENTER TARGET RELEASE RATE(cfs)

.33

ENTER: NUMBER OF ORIFICES, RISER-HEAD(ft), RISER-DIAMETER(in)

2,4,12

RISER OVERFLOW DEPTH FOR PRIMARY PEAK INFLOW= 0.42FT

SPECIFY ITERATION DISPLAY: Y -YES, N - NO

N

SPECIFY: R - REVIEW/REVISE INPUT, C - CONTINUE

C

INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 22596 CU-FT

BOTTOM ORIFICE: ENTER Q-MAX(cfs)

0.38

DIA.=2.65 INCHES

TOP ORIFICE: ENTER HEIGHT (ft)

3.5

DIA.= 6.25 INCHES

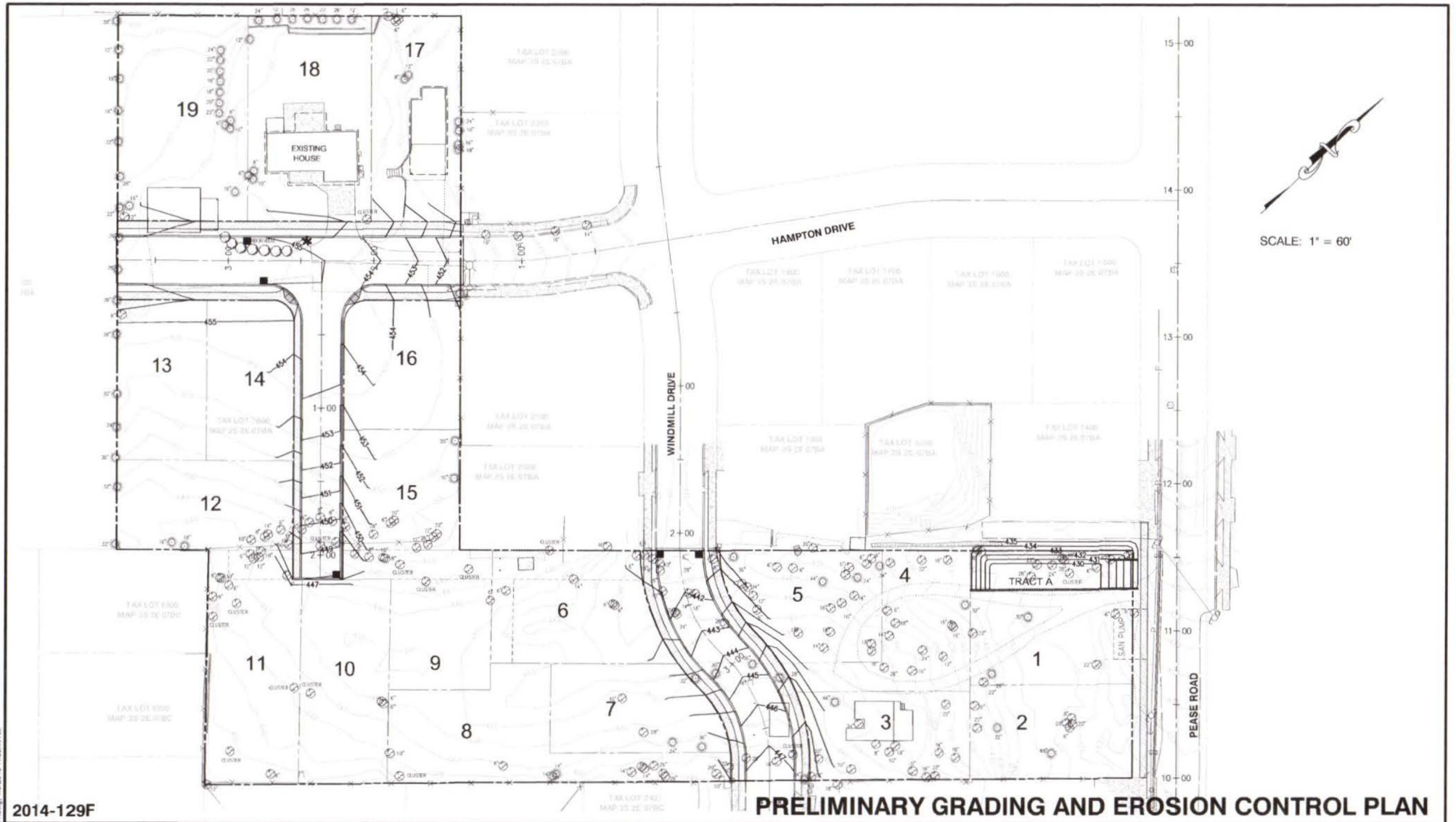
PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	2.49	1.13	1.13	4.00	9326
TEST HYD 1:	1.76	.95	.49	3.54	7740
TEST HYD 2:	1.37	.33	.31	2.88	5730

SPECIFY: D - DOCUMENT, R -REVISE, A - ADJUST ORIF, E -ENLARGE, S -STOP

PRELIMINARY DESIGN:

A proposed detention and water quality pond is proposed on the property at the northwesterly corner of the property. This the low point of the tract and with direct access to the existing access way for the South Hampton Estates facility and the 30-inch outfall. The calculations indicate that a total of 9326 cubic feet of volume is required. Because of the elevation of the existing storm connection and topography of the detention area a retaining wall is proposed on one side of the facility. Infiltration and water quality requirements will be met by the type A pond configuration.

Appendix



2014-129F

PRELIMINARY GRADING AND EROSION CONTROL PLAN

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

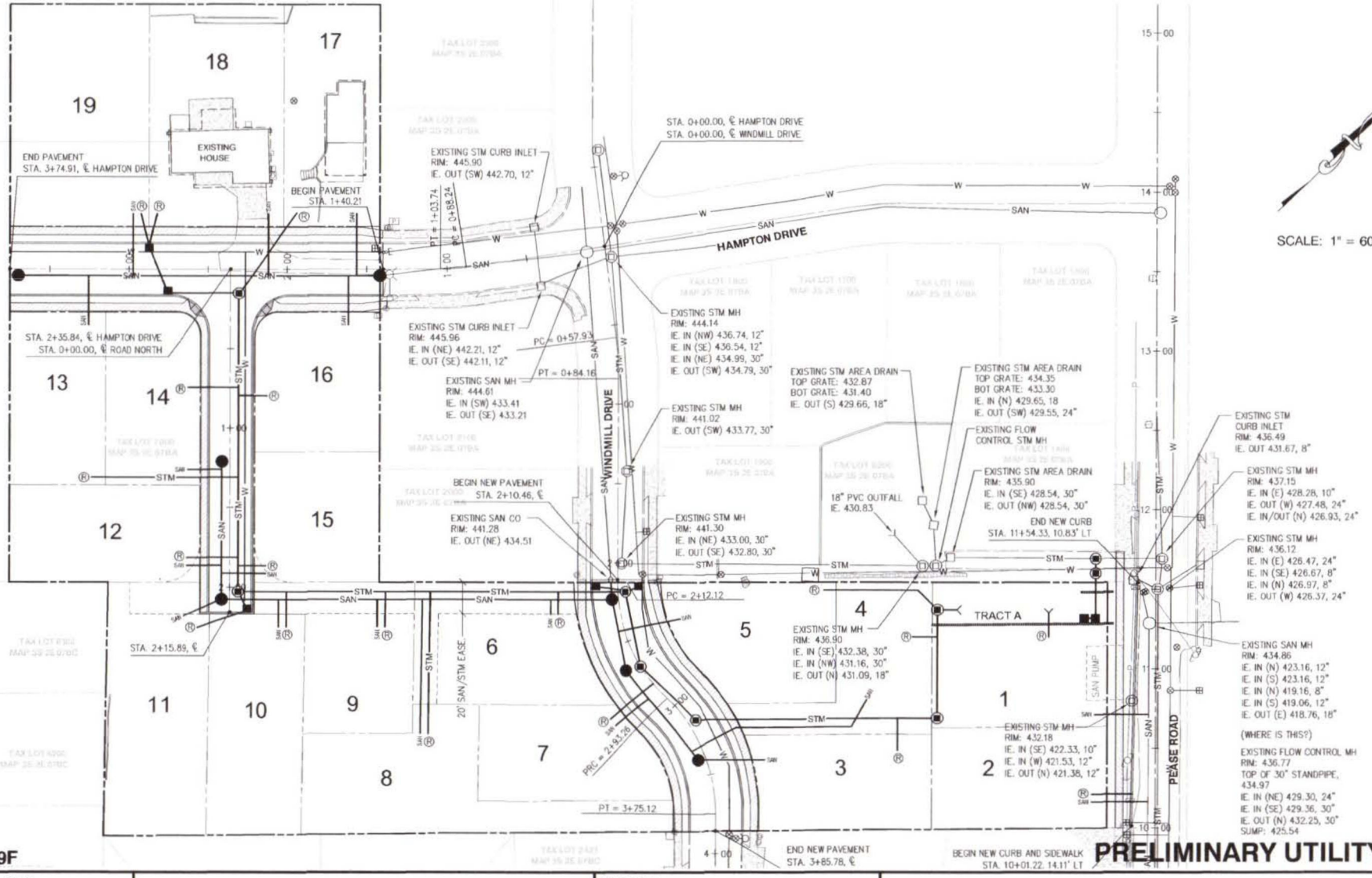
Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

1/2

C:\Acad\Dosen\Dosen Prelim1.dwg, 4/8/2015 11:00:44 AM



PRELIMINARY UTILITY PLAN

2014-129F

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	March, 2015
FILE:	Dosen Prelim1

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

APPLICANT:
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

BOULDER RUN
Preliminary Plan

2/2

C:\Acad\Dosen\Dosen Prelim1.dwg, 4/8/2015 11:00:13 AM

4.1.2.1 RAINFALL DISTRIBUTION

The rainfall distribution to be used within the City is the design storm of 24-hour duration based on the standard SCS Type 1A rainfall distribution (See Figure 4-2).

Table 4-1 below links the total depth per year of reoccurrence.

Table 4-1: TOTAL DEPTH

Reoccurrence Year	Total Depth
2	2.6
5	3.1
10	3.4
25	4.0
50	4.4
100	4.5

Table 4-3 MODIFIED CURVE NUMBERS

SCS Western Washington Runoff Curve Numbers

Runoff curve numbers for selected agricultural, suburban, and urban land use for Type 1A rainfall distribution, 24-hour storm duration. (Published by SCS in 1982)

LAND USE DESCRIPTION		CURVE NUMBERS BY HYDROLOGIC SOIL GROUP			
		A	B	C	D
Cultivated land[1]	Winter Condition	86	91	94	95
Mountain Open Areas:	Low growing brush and grassland.	74	82	89	92
Meadow or pasture:		65	78	85	89
Wood or forest land:	Undisturbed	42	64	76	81
	Established second growth[2]	48	68	78	83
	Young second growth or brush	55	72	81	86
Orchard:	With over crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good Condition:	Grass cover on > =75% of area	68	80	86	90
Fair Condition:	Grass cover on 50-75% of area	77	85	90	92
Gravel Roads and Parking Lots:		76	85	89	91
Dirt Roads and Parking Lots:		72	82	87	89
Impervious surfaces, pavement, roofs, etc.		98	98	98	98
Open water bodies:	Lakes, wetlands, ponds, etc.	100	100	100	100
Single Family Residential [3]:					
Dwelling unit/gross acre	% Impervious[4]				
1.0 DU/GA	15				
1.5 DU/GA	20				
2.0 DU/GA	25				
2.5 DU/GA	30				
3.0 DU/GA	34	Select a separate curve number for pervious and impervious portions of the site or basin.			
3.5 DU/GA	38				
4.0 DU/GA	42				
4.5 DU/GA	46				
5.0 DU/GA	48				
5.5 DU/GA	50				
6.0 DU/GA	52				
6.5 DU/GA	54				
7.0 DU/GA	56				
Planned Unit Developments, condominiums, apartments, commercial businesses & industrial areas[3]	% impervious[4] Must be computed	Select a separate curve number for pervious and impervious portions of the site or basin.			

[1] For a more detailed description of agricultural land use curve numbers, refer to National Engineering Handbook, Sec. 4, Hydrology, Chapter 9, August 1972.

[2] Modified by KCFW, 1995.

[3] Assumes roof and driveway runoff is directed into street/storm system.

[4] The remaining pervious areas (lawn) are considered to be in good condition for these curve numbers.

Table 4-4 MANNING'S COEFFICIENTS/"K" FACTORS		
"n" AND "k" Value Used in Time Calculations for Hydrographs "n_s" Sheet Flow Equation Manning's Values (for initial 300 ft. of travel)		n_s
Smooth surfaces (concrete, asphalt, gravel, or bare hand packed soil)		0.01
Fallow fields or loose soil surface (no residue)		0.05
Cultivated soil with residue cover (s # 0.20 ft/ft)		0.06
Cultivated soil with residue cover (s > 0.20 ft/ft)		0.17
Short prairie grass and lawns		0.15
Dense grasses		0.24
Bermuda grass		0.41
Range (natural)		0.13
Woods or forest with light underbrush		0.40
Woods or forest with dense underbrush		0.80
* Manning values for sheet flow only, from Overton and Meadows 1976 (See SCS's TR-55, 1986) "K" Values Used in Travel Time/Time of Concentration Calculations Shallow Concentrated Flow (After the initial 300 ft. of sheet flow, R = 0.1)		k_s
1.	Forest with heavy ground litter and meadows (n = 0.10)	3
2.	Brushy ground with some trees (n = 0.060)	5
3.	Fallow or minimum tillage cultivation (n=0.040)	8
4.	High grass (n=0.035)	9
5.	Short grass, pasture, and lawns (n=0.030)	11
6.	Nearly bare ground (n=0.025)	13
7.	Paved and gravel areas (n=0.012)	27
** Channel flow (intermittent) (At beginning of visible channels R=0.2)		k_c
1.	Forested swale with heavy ground litter (n=0.10)	5
2.	Forested drainage course/ravine with defined channel bed (n=0.050)	10
3.	Rock-lined waterway (n=0.035)	15
4.	Grassed waterway (n=0.030)	17
5.	Earth-lined waterway (n=0.025)	20
6.	CMP pipe (n=0.024)	21
7.	Concrete pipe (0.012)	42
8.	Other waterways and pipe 0.508/n	
Channel flow (Continuous stream, R=0.4)		k_c
9.	Meandering stream with some pools (n=0.040)	20
10.	Rock-lined stream (n=0.035)	23
11.	Grass-lined stream (n=0.030)	27
12.	Other streams, man-made channels and pipe 0.807/n **	
** See Table 6-3 for additional Mannings "n" values for open channels.		

4.1.2.3 TIME OF CONCENTRATION

The time of concentration (T_c) is the length of time for runoff to travel from the hydraulically most distant point of a watershed to the point of discharge from the watershed. For computation purposes, it is assumed that water moves through the watershed as sheetflow, having a maximum depth of less than one tenth foot (0.1'), as shallow concentrated flow, having a maximum depth exceeding one tenth-foot (0.1'), and as open channel flow. Minimum T_c shall be five minutes.

It is assumed that runoff in a watershed begins as sheetflow. It is also assumed that regardless of site conditions, the maximum distance that runoff will travel in the form of sheetflow will not exceed 300 feet. Where there are no topographic features suggesting channel flow within the first 300 feet of flow, it may be assumed that the first 300 feet of flow is sheetflow and the remaining flow distance until water reaches a channel is shallow concentrated flow.

For further discussion of methods of computing time of concentration, the designer is referred to the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin.

For computing the travel time of sheetflow, the following formula should be used:

$$T = \frac{0.42\,(n_s L)^{0.8}}{(P_2)^{0.5}(S_o)^{0.4}}$$

where T = travel time, in minutes
n_s = Manning's roughness coefficient.-sheetflow (Table 5-3)
L = flow length, in feet
P_2 = two-year, 24-hour rainfall, in inches
s_o = slope of land, in feet per foot

Travel time for shallow concentrated flow and open channel flow is computed using the following formula:

$$T = \frac{L}{60\,k\sqrt{s_o}}$$

where T = travel time, in minutes
L = flow length, in feet
60 = conversion factor from seconds to minutes
k = velocity factor, in feet per second (Table 5-3)
s_o = slope of flow path, in feet per foot
V = $60\,k\sqrt{s_o}$, average velocity, in feet per second

Tables — Hydrologic Soil Group — Summary By Map Unit

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
8B	Bornstedt silt loam, 0 to 8 percent slopes	C	2.9	28.0%
46C	Jory stony silt loam, 8 to 15 percent slopes	C	7.4	72.0%
Totals for Area of Interest			**10.2**	**100.0%**



Boulder Run Minutes From 2-19-2015

Tower Vista Neighborhood Planning Meeting

The meeting with the Tower Vista Neighborhood Association was coordinated with Chairman Todd Last. The meeting was held at 7:00 pm on February 19, 2015 at the Ainsworth House.

The applicant's representative, Rick Givens, presented the proposed development. He explained that there were two different site plans: one with 10 lots and a second with 19 lots that was dependent upon reaching a purchase agreement with the owners of that property. The proposal includes a zone change from R-8 to R-10.

Mr. Givens explained the process that would be used by the City to review the application, noting that the subdivision and zoning applications would be heard by the Planning Commission and that the Zone Change would then go to the City Commission for final decision.

One neighbor made a general comment that she would like to see more paths in the surrounding neighborhoods, especially noting the Pavilion Park 2 project across the street. Mr. Givens explained that that project was already approved and would be developed in accordance with the approved preliminary plan.

Another neighbor asked about schools and the possibility of re-opening Mt. Pleasant Elementary. Mr. Givens noted that the School District had sold that school, but that the School District would be notified of the application. There have been no capacity issues raised by the District on other recent applications in this area.

One comment concerned flag lots and how the fire department has concerns with safety on such lots. Mr. Givens explained that the City discourages flag lots, but that in this instance there is a portion of the site that is otherwise inaccessible. The lots would be developed to City standards with Fire Dept. review. Note: since the date of the meeting, the plan has been revised to provide for a dead-end public street serving that portion of the site.

Questions were asked about the timing of the application. Mr. Givens noted that the traffic study and engineering had not been completed yet. He estimated that it would be submitted in March at the earliest.

Rick Givens

From: "Todd P Last" <Todd.Last@comcast.net>
Date: Monday, February 09, 2015 8:33 AM
To: "Rick Givens" <rickgivens@gmail.com>
Cc: <lterway@ci.oregon-city.or.us>
Subject: Re: Neighborhood Meeting for two projects in the Tower Vista NA Area

Do either Tuesday the 17th or Thursday the 19th work for you?

Todd

On 1/29/2015 7:28 AM, Rick Givens wrote:

> Hi Todd,
>
> Thanks for the reply. As far as the email communication goes, I just need to know if it is acceptable to you that our communications be by email rather than certified mail. The City's code says we have to send you a request for a meeting via certified mail unless you agree to another form of communication. Notice to people in the neighborhood would be by regular mail.
>
> Thanks,
>
> Rick
>
> **From:** Todd P Last
> **Sent:** Thursday, January 29, 2015 6:31 AM
> **To:** Rick Givens
> **Subject:** Re: Neighborhood Meeting for two projects in the Tower Vista NA Area
>
> Let me see what dates we could do it on.
> email is not reliable for communication since it never achieves 100% coverage, may not fit the legal definition of communication, and nobody has complete email lists.
>
> regards,
> Todd
>
> On 1/22/2015 12:24 PM, Rick Givens wrote:
>
> > Hello, Mr. Last.
> >
> > My name is Rick Givens and I am a planning consultant working with Icon Construction and Development, LLC on a couple of projects that are located within the Tower Vista Neighborhood Association area. As you probably know,

the City's development ordinance require that we hold a neighborhood meeting to discuss the proposals prior to the submittal of our land use applications. The provisions of the ordinance state that we must send you notification of the projects by certified mail, but that other forms of correspondence may be used if acceptable to the Neighborhood Association. In working on other projects in the City, we have found that email correspondence is the best and easiest way to develop a two-way conversation. If this is acceptable to you, it would be our preference for these projects. If you would rather have an additional notice by certified mail, please let me know and I will send you a letter in that manner.

The first project is a ten lot subdivision and zone change located at 19371 Pease Road. This is a narrow parcel located The existing zoning is R-10, but the adjoining subdivisions are zoned R-8.

The second project is located at 19588 McCord Road. This property was recently annexed to the City and is zoned R-10, the default zoning applied to all newly annexed residential property. As shown on the attached vicinity map, the property is adjacent to R-6 zoned land to the northwest in the Pavilion Park neighborhood, and R-3.5 zoning to the northeast. We are proposing to continue the R-6 zoning and the preliminary design for the subdivision shows 26 lots.

It is my understanding from the information on the City's website that the Tower Vista NA doesn't have any scheduled meetings until April. Would you be open to having a special meeting to discuss these two subdivisions or would you prefer that we schedule our own meeting? The City's regulations state that a minimum of 30 days notice must be provided for such a meeting.

We are looking forward to meeting with you and the Tower Vista Neighborhood Association. Please let us know how you would like to proceed on this .

Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
(503) 479-0097
Cell: (503) 351-8204
rickgivens@gmail.com

Rick Givens

From: "Todd P Last" <Todd.Last@comcast.net>
Date: Thursday, February 19, 2015 1:32 AM
To: "Rick Givens" <rickgivens@gmail.com>; "Katie Durfee" <kdurfee@ci.oregon-city.or.us>; "Laura Terway" <lterway@ci.oregon-city.or.us>
Subject: Re: Please confirm Feb 17th

Great! See you at 7pm today.

Todd

On 2/13/2015 9:10 AM, Rick Givens wrote:

> Hi Todd,
>
> Katie and I exchanged emails yesterday and she gave me the name of the contact at the Ainsworth House. I checked with Kevin Yee and he said it is available for the 19th at 7:00 pm and he changed the reservation to that time. I believe that Katie is proceeding with sending out the postcards, so we should be good to go for next Thursday.
>
> Rick
>
> **From:** Todd P Last
> **Sent:** Friday, February 13, 2015 2:09 AM
> **To:** Rick Givens ; Katie Durfee ; Laura Terway
> **Subject:** Re: Please confirm Feb 17th
>
> Yes - we can move to the 19th if that works better, or the following week. Just let me know so I can change the arrangements.
>
> Regards,
> Todd
>
> On 2/12/2015 11:27 AM, Rick Givens wrote:
>
> > Hi Katie,
> >
> > That would be fine from our perspective, but I don't know if the Ainsworth House is available that night. Is that something that you can check on?
> >
> > Rick
> >
> > **From:** Katie Durfee
> > **Sent:** Thursday, February 12, 2015 11:18 AM
> > **To:** Rick Givens ; Todd P Last ; Laura Terway
> > **Subject:** RE: Please confirm Feb 17th

Good Morning Rick,

If I send the postcard to the print shop today, then they could likely get the postcard to drop using first-class mail by Tuesday or Wednesday next week, if you would like to hold this meeting on the 19th instead.

Katie

From: Rick Givens [mailto:rickgivens@gmail.com]
Sent: Thursday, February 12, 2015 10:43 AM
To: Katie Durfee; Todd P Last; Laura Terway
Subject: Re: Please confirm Feb 17th

Good morning, Katie,

It sounds like the schedule may be too tight to make work for the 17th. When I spoke with Todd, he suggested both the 17th and 19th as possible dates so if the 19th is available to use the Ainsworth House, that would be fine with us. If not, slipping the meeting back a week or two is not going to be a problem from the applicant's end.

Thanks,

Rick Givens

From: Katie Durfee
Sent: Thursday, February 12, 2015 10:04 AM
To: Todd P Last ; Rick Givens ; Laura Terway
Subject: RE: Please confirm Feb 17th

Good Morning All,

In speaking to a representative of the print shop, the NA postcards can be prepared today but there is no guarantee with the present date that they will be received in time by Tuesday, even with express delivery. The biggest challenge is with Monday being a holiday.

Thanks,

Katie

From: Todd P Last [mailto:Todd.Last@comcast.net]
Sent: Thursday, February 12, 2015 2:55 AM
To: Rick Givens; Katie Durfee; Laura Terway
Subject: Please confirm Feb 17th

All:

I have reserved the Aninsworth House and Gardens on Feb 17th at 7pm

for Rick's presentation for Land use proposals for:

19371 Pease Road.
19588 McCord Road.

Please confirm that you can attend on this date.

Katie, please send out a postcard asap with the meeting announcement, and put text that the meeting will be for a presentaion for two proposed developments (include addresses) in the Tower Vista Neighborhood.

Thank you,
Todd Last
(502) 387-3046

Tower Vista Feb 19th MEETING

NAME	GMAIL
Amy Willhite	awillhite@yahoo.com
Laura Terway	lterway@orcity.org
Laura Hennig	
Suzanne Hennig	
Cherilyn Sunridge	cjsunridge@yahoo.com
Ron Tooke	ronaldtooke@comcast.net
Ryan & Amanda Kimtebery	audlinek@gmail.com
Robin & Monica Gay	rmgay2002@hotmail.com
Barry & Marylee Magil	yrrab1949@yahoo.com
Rachel Gobel	Rachelgobel@gmail.com
John Gobel	
Darren Gusdorf (ICON)	DAREN@ICONCONSTRUCT.NET
Rick Givens (Planning Consultant)	rickgivens@gmail.com
Sheila Wilson	SLWilson3@MSN.COM
Lynda Conhart	lconhart@aol.com
Judy Spreadborough	jsandgs@icloud.com
Doreen Mcteer	info@greenboxpdx.com
WILLIAM & JOYCE GIFFORD	email@SMALLFLAGS.com

SCHOTT & ASSOCIATES
Ecologists & Wetlands Specialists

21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

NATURAL RESOURCE OVERLAY DISTRICT REPORT

FOR 19371 PEASE ROAD OREGON CITY

Prepared for:

Rick Givens
Planning Consultant
18680 Sunblaze Dr
Oregon City, OR 97045
503-479-0097

April 2015
S&A #2366

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FIGURE 3. SOIL SURVEY MAP 6
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(A) Landscape Setting and Land Use

The approximate 2.31 acre property is located northwest of S Pease Rd at 19371 S Pease Road in Clackamas County, Oregon City, Oregon (T3S, R2E, Sec. 7B, TL 2300). The rectangular shaped subject property is bordered by residential homes on all sides and a water detention pond to the northeast.

The property has a slight slope to the southwest. The property is accessed from South Pease Road by a dirt road that heads northwest, forks about 50' into the property, reattaching a few hundred feet further up the drive. To the west of the reconnected dirt drive, approximately half way up the property, is a small house with two associated storage buildings. The dirt road continues north, northwest up the property before fading out. The southern half of the property is forested with Oregon white oaks (*Quercus garryana*), bigleaf maples (*Acer macrophyllum*), douglas fir trees (*Pseudotsuga menziesii*) and scattered cherry trees in the overstory. The understory contained large patches of Himalayan blackberry (*Rubus armeniacus*) as well as clusters snowberry (*Symphoricarpos albus*), Oregon grape (*Mahonia aquifolium*) and a laurel variety. The herbaceous layer was very mixed with geranium, ivy, sword fern and non-native grasses.

The northern portion had scattered trees and a large amount of Himalayan blackberry.

(B) Site Alterations

The Natural Resource Overlay District (NROD) map indicates a drainage way crossing a portion of the southern half of the property. The drainage way culverted when the subdivision to the northeast was constructed. A water detention pond was put in off site to the east and water was piped to Pease Road.

(C) Site Specific Methods

Prior to visiting, site information was gathered, including aerial photographs provided by Google Earth, the soil survey (NRCS web soil survey), the Natural Resource Overlay District map as well as the Local Wetland Inventory and National Wetland Inventory. The USGS topography map was also reviewed prior to site visits.

Schott and Associates initially walked the subject property to assess the presence or absence of onsite wetlands and waters and collected data. Sample plots were placed where mapped information, geomorphic location or vegetation indicated the possibility of wetlands or waterways. For each sample plot, data on vegetation, hydrology and soils was collected, recorded in the field and later transferred to data forms. (Appendix B)

(D) Description of All Wetlands and Waterways onsite.

The entire site was walked. In the area mapped as a protected resource on the NROD map 2 sample plots were taken as well as supporting photographs. Based on soil, vegetation and hydrology data taken in the field no wetland or waterways were found. Most of the vegetation was from the upland community and consisted of Douglas fir, Oregon white oak, Himalayan blackberry, snowberry, swordfern, ivy and geranium (sp1 at Photo point 2, sp2 at Photo point 3). Soils were a very bright mix of 10YR3/3 and 4/3. No hydrology was observed. Sample plots and Photo points have been placed on the NROD map within the mapped drainage area.

(E) Deviation from NROD map

There is a Local NROD map showing a protected drainage on the site. This drainage no longer exists due to development and a detention pond to the northeast-rerouting any water onsite. There are no wetlands or waterways onsite.

(F) Results and Conclusions

Based on soil, vegetation and hydrology data taken in the field no wetlands or waterways were found onsite. Vegetation was dominated by an upland community. Soils were not hydric and no hydrology was observed. The soil survey map for Clackamas County mapped Jory silt loam on a majority of the site and Bornstedt silt loam in the northwest corner of the site. Neither soil is listed as hydric. The NROD map showed a protected area on site that was not consistent with our findings. No drainage was found on the property.

Appendix A: Maps

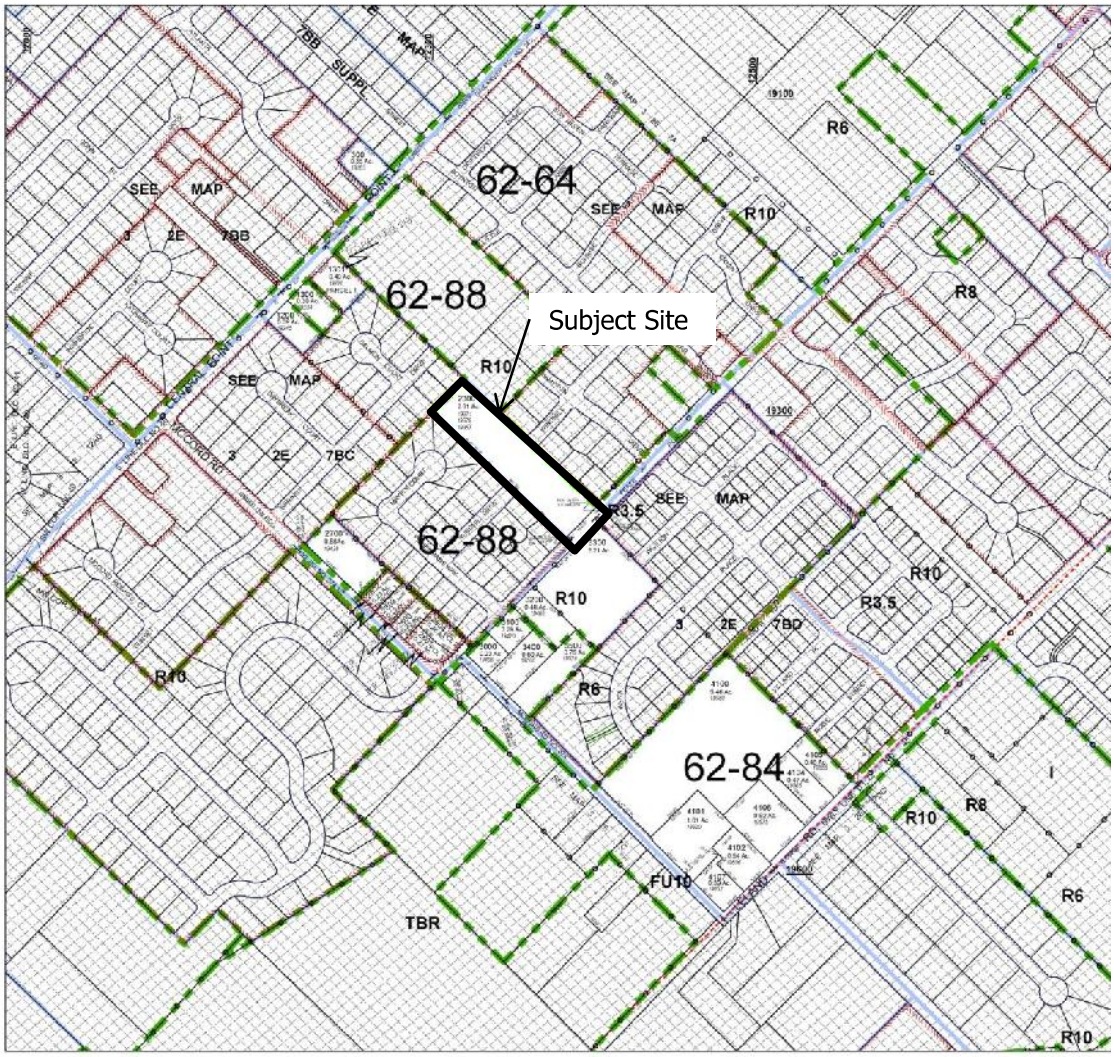


Figure 1: Tax Map
Pease Road
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

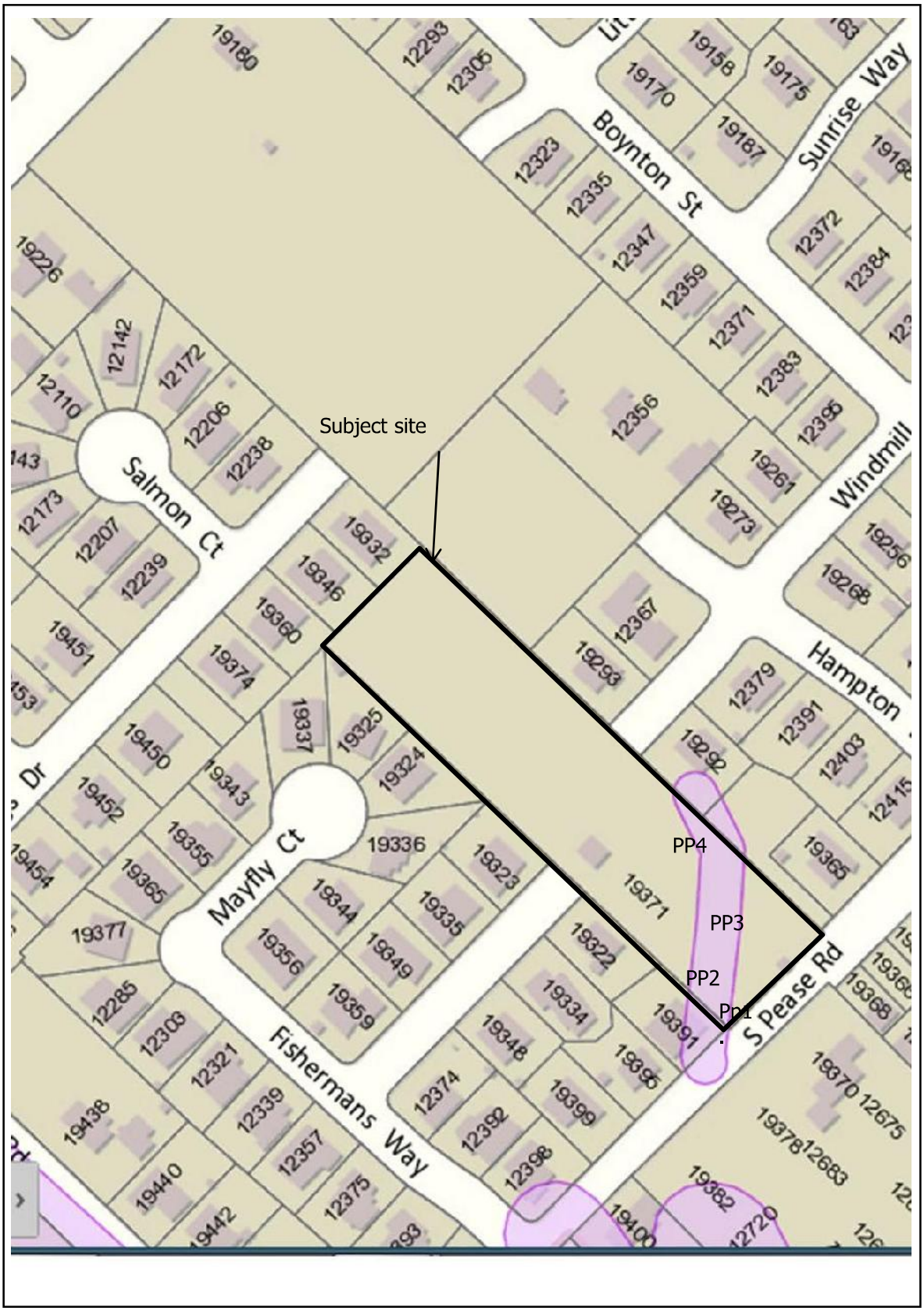


Figure 2: NROD Map
Pease Road
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Soils Legend
8B-Bornstedt silt loam-non hydric
46C-Jory stony silt loam-non hydric

Figure 3: Soils Map
Pease Rd
S&A 2366

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Aurora, OR. 97002
503.678.6007



Figure 4: Aerial Photo
Pease Road
S&A 2366

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

Appendix B: Data Forms

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: 19371 S Pease Road City/County: Oregon City, OR Sampling Date: 4-8-15
Applicant/Owner: Rick Givins State: OR Sampling Point: Sp1 at PP2
Investigator(s): CLC Section, Township, Range: 7 3S 2E
Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): convex Slope (%): 1-3
Subregion (LRR): A Lat: 45.32659 Long: -122.61328 Datum:
Soil Map Unit Name: Jory Stony Silt Loam NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ___ (If no, explain in Remarks.)
Are Vegetation ___ , Soil ___ , or Hydrology ___ Significantly disturbed? Are "Normal Circumstances" present? Yes x No ___
Are Vegetation ___ , Soil ___ , or Hydrology ___ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ___	No x	**Is the Sampled Area within a Wetland?**	**Yes ___ No x**
Hydric Soil Present?	Yes ___	No x		
Wetland Hydrology Present?	Yes ___	No x		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus garryana	30	X	FACU
2. Pseudotsuga menziesii	20	X	FACU
3. Prunus sp	5		FACU
4.			
	55	= Total Cover	

Sapling/Shrub Stratum (Plot size: 5')			
1. Rubus armeniacus	70	X	FACU
2. Mahonia aquifolium	10		FACU
3.			
4.			
5.			
	80	= Total Cover	

Herb Stratum (Plot size: 5')			
1. Geranium sp	5		
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
		= Total Cover	

Woody Vine Stratum (Plot size:)			
1.			
2.			
		= Total Cover	

% Bare Ground in Herb Stratum

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
Total Number of Dominant Species Across All Strata: 3 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ 5 - Wetland Non-Vascular Plants[1]
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ___ No 0

Remarks: understory was mainly covered in Himalayan blackberry.

SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-18	10YR3/3-4/3	100						Mixed-likely fill

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (**except MLRA 1**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ____ **No** x

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) (**except MLRA 1, 2, 4A, and 4B**)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) (**MLRA 1, 2, 4A, and 4B**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ____ No x Depth (inches): _____

Water Table Present? Yes ____ No x Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ____ No x Depth (inches): _____

Wetland Hydrology Present? **Yes** ____ **No** x

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: 19371 S Pease Road | City/County: Oregon City, OR | Sampling Date: 4-8-15
Applicant/Owner: Rick Givins | State: OR | Sampling Point: SP2 at PP3
Investigator(s): CLC | Section, Township, Range: 7 3S 2E
Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): convex | Slope (%): 1-3
Subregion (LRR): A | Lat: 45.32659 | Long: -122.61328 | Datum:
Soil Map Unit Name: Jory Stony Silt Loam | NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ___ (If no, explain in Remarks.)
Are Vegetation ___ , Soil ___ , or Hydrology ___ Significantly disturbed? Are "Normal Circumstances" present? Yes x No ___
Are Vegetation ___ , Soil ___ , or Hydrology ___ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ___	No x	**Is the Sampled Area within a Wetland?** **Yes** ___ **No** x
Hydric Soil Present?	Yes ___	No x	
Wetland Hydrology Present?	Yes ___	No x	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus garryana	30	X	FACU
2. Pseudotsuga menziesii	20	X	FACU
3. Prunus sp	5		FACU
4.			
	55	= Total Cover	

Sapling/Shrub Stratum (Plot size: 5')			
1. Rubus armeniacus	40	X	FACU
2. Mahonia aquifolium	20	x	FACU
3. Crataegus monogyna	10		FAC
4. Symphoricarpos albus	20	x	FACU
5.			
	90	= Total Cover	

Herb Stratum (Plot size: 5')			
1. Geranium sp	50	X	FACU
2. Polystichum munitum	20	X	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	70	= Total Cover	

Woody Vine Stratum (Plot size: 5)			
1. Hedera helix	25	X	FACU
2.			
		= Total Cover	

% Bare Ground in Herb Stratum ___

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
Total Number of Dominant Species Across All Strata: 7 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ 5 - Wetland Non-Vascular Plants[1]
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** ___ **No** 0

Remarks:

SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-18	10YR3/3	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (**except MLRA 1**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ___ **No** x

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) (**except MLRA 1, 2, 4A, and 4B**)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) (**MLRA 1, 2, 4A, and 4B**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No x Depth (inches): _____

Water Table Present? Yes ___ No x Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No x Depth (inches): _____

Wetland Hydrology Present? **Yes** ___ **No** x

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix C: Ground Level Photographs



Photo Point 1 facing northeast



Photo Point 2 facing northeast

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Photo Point 3 facing west



Photo Point 3 facing southeast

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Photo Point 3 facing northwest



Photo Point 4 facing southwest

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Photo Point 4 facing south

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

Appendix D: References

Environmental Laboratory, 1987. *Corps of Engineers Wetlands Delineation Manual,* Technical Report Y-87-1, U.S. Army Engineers Waterways Experiment Station, Vicksburg, MS.

Environmental Laboratory, 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys and Coast Region (Version 2.0),* Wetlands Regulatory Assistance Program ERDC/EL TR-10-3 U.S. Army Engineer Research and Development Center. Vicksburg, MS.

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U.S. Army Corps of Engineers – Cold Regions Research and Engineering Laboratory (CRREL). 2012. *State of Oregon NWPL – Final Draft Ratings*

U.S. Department of Agriculture, Web Soil Survey *Soil Survey of Clackamas County, Oregon.* U.S.D.A. Soil Conservation Service, Washington, D.C.,



SCHEDULE 1: TREE MITIGATION CALCS.

SIZE TREE TO BE REMOVED	MITIGATION OUTSIDE OF CONSTRUCTION		MITIGATION WITHIN CONSTRUCTION		REQUIRED TREES TO PLANT
	# Rem.	Multiplier	# Rem.	Multiplier	
6 TO 12"	0	3	70	1	70
13 TO 18"	0	6	32	2	64
19 TO 24"	0	9	15	3	45
25 TO 30"	0	12	17	4	68
31" PLUS	0	15	7	5	35
TOTAL MITIGATION TREES TO BE PLANTED:					282

CODE 17.41.060–1

Mitigation trees to be planted on lots in this subdivision and other subdivisions being developed by the applicant. Final mitigation plan to be submitted with construction plans.

Building Envelopes.

Construction fencing.

X Trees to be removed.

Note: This plan is preliminary and may be revised when construction plans are prepared. Final plan will be submitted for approval with construction plans.

DESIGNED:	REG	6-8-2015	1	Easements updated to match utility plan. NROD boundary added.
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Boulder Run

Tree Removal, Protection & Mitigation Plan

SHEET: 3/3

Applicant:
Icon Construction & Development, LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Owner - 3-2E-27B-2300
Frederick Dolsen & Nora Stevens
12730 NE Flett Rd.
Gaston, OR 97119
PH: (503) 662-9991

Owner - 3-2E-27BA 6900 & 7000
Kirk & Wendy Smith
12356 Hampton Drive
Oregon City, OR 97045
PH: (503) 657-6506

Legal: 3-2E-27B-2300, 3-2E-27BA 6900 & 7000

Water: City of Oregon City

Sewer: City of Oregon City

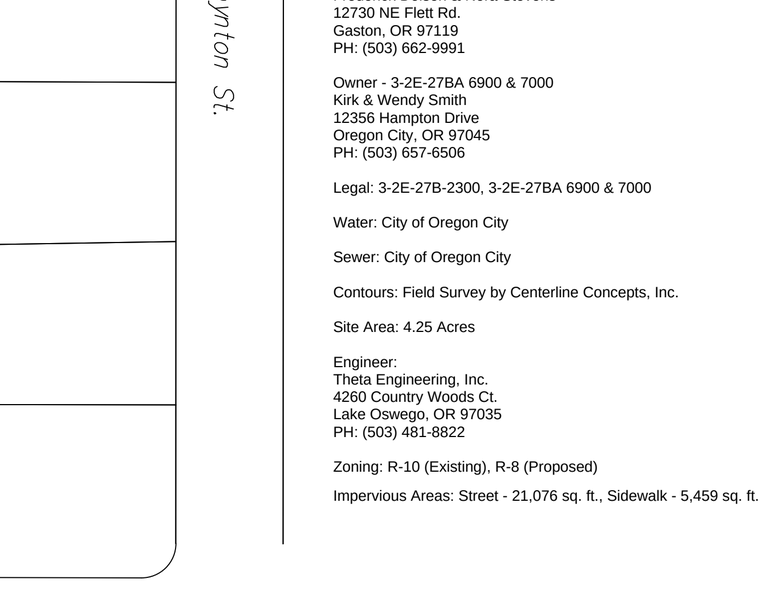
Contours: Field Survey by Centerline Concepts, Inc.

Site Area: 4.25 Acres

Engineer:
Theta Engineering, Inc.
4260 Country Woods Ct.
Lake Oswego, OR 97035
PH: (503) 481-8822

Zoning: R-10 (Existing), R-8 (Proposed)

Impervious Areas: Street - 21,076 sq. ft., Sidewalk - 5,459 sq. ft.



Vicinity Map

DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	March 2015			
FILE:	14-ICN-105	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Boulder Run
Preliminary Plan

SHEET: 1/2

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

July 29, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – BOULDER RUN SUBDIVISION – ZC15-01 TP15-02

Dear Ms. Terway:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed 19-lot Boulder Run Subdivision at 19371 Pease Road. The site is located on the northwest side of Pease Road between Hampton Drive and Fisherman's Way. The TAL, dated April 14, 2015 was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering.

The proposal would create a new 19-lot subdivision by infilling within developed areas. The subdivision will result in the extension of Windmill Drive and of Hampton Drive.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed subdivision.

Comments

1. ***Trip Generation.*** The TAL presents information on trip generation from the construction of 19 single family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual.* The subdivision is predicted to produce 14 new AM peak hour trips; 18 new PM peak hour trips; and 172 new weekday trips.

2. ***Access Locations.*** As explained in the TAL, most lots have frontage on Hampton Drive or Windmill Drive, both local streets. Two lots would have access on Pease Road, a collector. As noted in the TAL, several homes in the area have direct driveway access to Pease Road. Residential access to the road would not be unexpected by drivers. The engineer has evaluated sight distance in the area and concludes sight distance would allow on-coming motorists to stop or avoid residents backing onto the street.

3. ***Driveway Width.*** The TAL does not indicate any impediments to meeting driveway width standards.

4. ***Intersection Spacing.*** The proposal will extend two existing streets and creates a new intersection of two local streets at Hampton Drive and Boulder Run Court. The new intersection would be located approximately 300 feet from the intersection of Hampton Drive and Windmill Drive. Intersection spacing is appropriate.

5. ***Sight Distance.*** The engineer measured sight distance at the locations of driveways for parcels fronting Pease Road. He found this location provided sight distance exceeds the needed sight distance of 155 feet associated with the statutory speed of 25 mph associated with a residential area. He did not recommend mitigation and I concur. There do not appear to be any impediments to providing adequate sight distance at the intersection of Hampton Drive and Boulder Run Court.

6. ***Safety Issues.*** The engineer did not identify any safety issues associated with the subdivision and notes that the traffic impacts will be negligible. I concur with the engineer's conclusion.

7. ***Consistency with the Transportation System Plan (TSP).*** Based on the materials submitted it appears that the streets would be developed in accordance with city standards and would be consistent with the TSP. The extension of Windmill Drive and Hampton Drive increase connectivity in the area and are consistent with the TSP.

8. ***Transportation Planning Rule (TPR) Analysis.*** The proposed rezoning of the property from R-10 to R-8 would have negligible impacts and does not change the functional classification of any existing or planned transportation facility.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2015\ZC15-01TP15-02.2

From: Laura Terway
To: "gremaxpet@comcast.net"
Subject: Letter from a citizen
Date: Tuesday, July 21, 2015 10:38:26 AM

Mr. Peterson,
Thank you for your comments, I will include them in the staff report. 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

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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: Greg Peterson [mailto:gremaxpet@comcast.net]
Sent: Friday, July 17, 2015 6:54 PM
To: Tony Konkol
Subject: Letter from a citizen

Please forward to the appropriate party. Thanks

Greg Peterson
18865 Shenandoah Dr.

City of Oregon City
The Office of Planning and Development
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

Regarding the pending zoning change (ZC15-01) and attendant proposed 19-lot subdivision on 4.25 acres at 19371 Pease Road in Oregon City (see locator map[1]).

The subject property has been previously annexed to the City of Oregon City, and falls within certain criteria established for consistent site development standards that are designed to protect the property values and other common interests of the citizens of Oregon City. The default zoning code (applied to all Low-Density Residential property) stipulates a minimum criteria for lot sizes, along with appropriate improvements to handle new residents and scalable impacts on the built-out infrastructure. The developer proposed lots of at least 8,000 sq. ft., which meets the requirement. Site drainage and traffic loads and so forth have all been addressed, at least to my untrained eye.[2] (This info comes from the narrative provided by the developer, attached to the planning and development department's website[1]

I concede that I have no hope of proving that the Owner and developer will fail to create the type of neighborhood that Oregon City officials have aspired to for decades. I also believe that the tax base will reap benefits for many years to come.

I would like to suggest however, that the citizens of the City need to see the site in its current state, and see what will be lost to us and to our heirs if this development goes forward. This property is a rare thing, a quiet site with tall trees. It is also a fine counterpoint to the large residential development across the street, recently completed, and not yet fully sold out.

I hear a lot about those folks who, upon realizing that some precious or natural landmark is endangered, take a stand and say "Not in my backyard". It makes good copy in certain markets, and I think that there is generally a good result every time something like that happens.

What I propose is that the property at 19371 Pease Road will be of more value to our ancestors than another housing development, however big or small the lots are. What I propose may be as hopeless as tilting at windmills, and I haven't the help of either Dulcinea or Sancho Panza. But I would like to suggest that this property has a value that can't be measured and can't be recovered after its gone.

It's time to say, "NIMBY".

A concerned citizen

Gregory Peterson
18865 Shenandoah Dr.
Oregon City

Footnotes

1) http://www.orcity.org/sites/default/files/citydocuments/planning/landuse/documents/boulder_run-application_narrative_0.doc
2) http://www.orcity.org/sites/default/files/citydocuments/planning/landuse/documents/zc_15-01_map.pdf

From: Tony Konkol
To: Laura Terway
Subject: FW: Copy of Letter to City Planning Dept.
Date: Tuesday, July 21, 2015 9:51:57 AM

This should be included in the record as well.
tk

From: Dan Holladay
Sent: Sunday, July 19, 2015 1:10 PM
To: Greg Peterson; Tony Konkol; David Frasher; Kattie Riggs
Subject: RE: Copy of Letter to City Planning Dept.

Mr. Peterson
thank you for bringing this to my attention.
as you describe this development it has met all of the requirements and therefore the city has no authority to stop it at this point.
My only suggestion would be for you to get together with your neighbors an see if you can gather the resources to purchase it from the developer.
this has been done successfully in Portland several times recently.
if you were able to accomplish that then the commission could have a discussion about how to move forward if you wish to donate it to the city.
respectfully

Dan Holladay
Mayor
Oregon City

Sent from my Verizon Wireless 4G LTE smartphone

-------- Original message --------
From: Greg Peterson <gremaxpet@comcast.net>
Date: 07/17/2015 7:08 PM (GMT-08:00)
To: Dan Holladay <dholladay@ci.oregon-city.or.us>
Subject: Copy of Letter to City Planning Dept.

Mr. Mayor

Forwarding to you a copy of a letter sent just minutes ago to Tony Konkol, Community Development Director. If you have any advice for me, I would appreciate hearing from you.

Greg Peterson
18865 Shenandoah Dr.
Oregon City

From: Laura Terway
To: "Todd P Last"
Subject: RE: ZC 15-01: Zone Change R-10 to R-8, TP 15-02: 19-Lot Subdivision, and NR 15-04 Natural Resource Overlay District Verification
Date: Friday, July 24, 2015 7:52:56 AM

Mr. Last,

Thank you for your email. The two files referencing Pavilion park were on the website for the Bolder Run application in error. I have removed the documents from the incorrect website and verified that they are posted on the correct website. Thank you for the email.

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: Todd P Last [mailto:Todd.Last@comcast.net]
Sent: Friday, July 24, 2015 12:12 AM
To: Laura Terway
Subject: ZC 15-01: Zone Change R-10 to R-8, TP 15-02: 19-Lot Subdivision, and NR 15-04 Natural Resource Overlay District Verification

http://www.orcity.org/planning/landusecase/zc-15-01-zone-change-r-10-r-8-tp-15-02-19-lot-subdivision-and-nr-15-04-natural-

Just curious what the Pavilion Park documents on this page have to do with the application for the boulder run application ?

Is this an error or are there two different developments under the one application?

thanks,

Todd

From:	Wes Rogers
To:	Laura Terway; Aleta Froman-Goodrich; baldwinb@tri-met.org; "Betty Johnson"; Bob George; "Boll, Heather"; Boumann, Mike; BRUMLEY Seth A; Carla Morgan (carla.morgan@pgn.com); Chris Wadsworth; Dawn Hickson; Deana Mulder (deanam@co.clackamas.or.us); Denise Kai; Don Kemp (donk@co.clackamas.or.us); Eric Underwood; Gail Curtis (region1devrevapplications@odot.state.or.us); Grant O"Connell (o"connelg@trimet.org); Hunter Bennett-Daggett; James Band; Jennifer Stephen (jennifer.stephens@pgn.com); John Collins; John Knapp; John M. Lewis; John Replinger (replinger-associates@comcast.net); Katie Durfee; Kent, Ken; Martin Montalvo; Mike Roberts; Scott Archer; TAYAR Abraham * Avi; Tim Finlay (timfin@co.clackamas.or.us); Ugo DiLullo (ugodil@co.clackamas.or.us); Wendy Marshall
Subject:	RE: ZC 15-01, TP 15-02 and NR 15-04 Applications
Date:	Friday, July 10, 2015 12:33:50 PM

No issues, we should have capacity at McLoughlin Elementary.

..wes

Wes Rogers, Director of Operations
Oregon City SD
503-785-8426

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]
Sent: Tuesday, July 07, 2015 3:01 PM
To: Aleta Froman-Goodrich; baldwinb@tri-met.org; 'Betty Johnson'; Bob George; 'Boll, Heather'; Boumann, Mike; BRUMLEY Seth A; Carla Morgan (carla.morgan@pgn.com); Chris Wadsworth; Dawn Hickson; Deana Mulder (deanam@co.clackamas.or.us); Denise Kai; Don Kemp (donk@co.clackamas.or.us); Eric Underwood; Gail Curtis (region1devrevapplications@odot.state.or.us); Grant O'Connell (o'connelg@trimet.org); Hunter Bennett-Daggett; James Band; Jennifer Stephen (jennifer.stephens@pgn.com); John Collins; John Knapp; John M. Lewis; John Replinger (replinger-associates@comcast.net); Katie Durfee; Kent, Ken; Martin Montalvo; Mike Roberts; Scott Archer; TAYAR Abraham * Avi; Tim Finlay (timfin@co.clackamas.or.us); Ugo DiLullo (ugodil@co.clackamas.or.us); Wendy Marshall; Wes Rogers
Subject: ZC 15-01, TP 15-02 and NR 15-04 Applications

Good Afternoon,

Please review the proposed development posted here and provide your comments by August 4th.

COMMENTS DUE BY:	**3:30 PM**, **August 4, 2015**
HEARING DATE:	August 24th, 2015
HEARING BODY:	___Staff Review; ___XX__PC; _____CC
IN REFERENCE TO	
FILE # & TYPE:	ZC 15-01: Zone Change R-10 to R-8 TP 15-02: 19-Lot Subdivision NR 15-04 Natural Resource Overlay District Verification
PLANNER:	Laura Terway, AICP, Planner (503) 496-1553
APPLICANT:	Icon Construction and Development, LLC
REPRESENTATIVE:	Rick Givens
REQUEST:	The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, a 19-Lot subdivision, and Natural Resource Overlay District Verification.
LOCATION:	19371 Pease Rd, Clackamas County 3-2E-07B -02300 No Address, Clackamas County 3-2E-07BA-07000 12356 Hampton Dr, Clackamas County 3-2E-07BA-06900

Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
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From: Scott Archer
To: Laura Terway
Subject: RE: ZC 15-01, TP 15-02 and NR 15-04 Applications
Date: Thursday, July 09, 2015 4:34:36 PM

Community Services Department (parks) has no concerns regarding this application.

Thank you,

Scott Archer
sarcher@orcity.org
Community Services Director
City of Oregon City
PO Box 3040
625 Center St.
Oregon City, Oregon 97045
503-496-1546 Direct phone
503-657-0891 City phone
503-657-7026 Fax

Website: www.orcity.org

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Laura Terway
Sent: Tuesday, July 07, 2015 3:01 PM
To: Aleta Froman-Goodrich; baldwinb@tri-met.org; 'Betty Johnson'; Bob George; 'Boll, Heather'; Boumann, Mike; BRUMLEY Seth A; Carla Morgan (carla.morgan@pgn.com); Chris Wadsworth; Dawn Hickson; Deana Mulder (deanam@co.clackamas.or.us); Denise Kai; Don Kemp (donk@co.clackamas.or.us); Eric Underwood; Gail Curtis (region1devrevapplications@odot.state.or.us); Grant O'Connell (o'connelg@trimet.org); Hunter Bennett-Daggett; James Band; Jennifer Stephen (jennifer.stephens@pgn.com); John Collins; John Knapp; John M. Lewis; John Replinger (replinger-associates@comcast.net); Katie Durfee; Kent, Ken; Martin Montalvo; Mike Roberts; Scott Archer; TAYAR Abraham * Avi; Tim Finlay (timfin@co.clackamas.or.us); Ugo DiLullo (ugodil@co.clackamas.or.us); Wendy Marshall; Wes Rogers, OC School District
Subject: ZC 15-01, TP 15-02 and NR 15-04 Applications

Good Afternoon,

Please review the proposed development posted here and provide your comments by August 4th.

COMMENTS DUE BY: **3:30 PM**, **August 4, 2015**

HEARING DATE:	August 24th, 2015
HEARING BODY:	___Staff Review; ___XX__PC; _____CC
IN REFERENCE TO	
FILE # & TYPE:	ZC 15-01: Zone Change R-10 to R-8 TP 15-02: 19-Lot Subdivision NR 15-04 Natural Resource Overlay District Verification
PLANNER:	Laura Terway, AICP, Planner (503) 496-1553
APPLICANT:	Icon Construction and Development, LLC
REPRESENTATIVE:	Rick Givens
REQUEST:	The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, a 19-Lot subdivision, and Natural Resource Overlay District Verification.
LOCATION:	19371 Pease Rd, Clackamas County 3-2E-07B -02300 No Address, Clackamas County 3-2E-07BA-07000 12356 Hampton Dr, Clackamas County 3-2E-07BA-06900

Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
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DAVID EVANS
AND ASSOCIATES INC.

MEMORANDUM

DATE: August 10, 2015

TO: Laura Terway, AICP
City of Oregon City
221 Molalla Avenue
Oregon City, OR

FROM: Gigi Cooper, AICP

SUBJECT: Chapter 17.49 NROD Verification Review

PROJECT: Boulder Run
ZC 15-01, NR 15-04, TP 15-02

CC: file

The City of Oregon City (the City) has contracted with David Evans and Associates, Inc. (DEA), to review permit applications located within the Natural Resource Overlay District (NROD) and mitigation plans, as applicable, to ensure they are complete and meet Oregon City zoning code criteria. This memorandum provides DEA's review related to the Applicant's development application (ZC 15-01, NR 15-04, TP 15-02). This review is based solely on the materials provided. A site visit was not conducted in conjunction with this review.

The applicant submitted an NROD Report, prepared by Schott & Associates and dated April 2015, as part of the application materials. The report authors determined that the drainage which originally precipitated the NROD overlay was culverted when the subdivision to the northeast was constructed and that there are no wetlands or waterways on the subject site.

Based on our review, the applicant meets the requirements of 17.49.260 for a Type II verification review, to be determined by the community development director.

17.49.250 Verification of NROD boundary.

17.49.260. Type II verification.

Verifications of the NROD which cannot be determined pursuant to the standards of Section 17.49.255 may be processed under the Type II permit procedure.

A. Applicants for a determination under this section shall submit a site plan meeting the requirements of Section 17.49.220 as applicable.

The applicant submitted site plans per 17.49.220 as part of the application packet.

B. Such requests may be approved provided that there is evidence that demonstrates in an environmental report prepared by one or more qualified professionals with experience and credentials in natural resource areas, including wildlife biology, ecology, hydrology and forestry, that a resource function(s) and/or land feature(s) does not apply to a site-specific area.

The applicant provided an NROD report dated April 2015, prepared by Schott & Associates. The applicant provided the company profile and qualifications of the report preparers.

MEMORANDUM

DATE: August 10, 2015 **FROM:** Gigi Cooper, AICP

TO: Laura Terway, AICP **SUBJECT:** Chapter 17.49 NROD Verification Review

C. Verification to remove a recently developed area from the NROD shall show that all of the following have been met…

The request is not to remove a recently developed area (there are structures on the subject site, but they are not recent), therefore provision C does not apply.

Attachments/Enclosures: List Items

File Path: Document3

ORDINANCE NO. 12-1002

AN ORDINANCE OF THE CITY OF OREGON CITY RESCINDING ORDINANCE NO. 08-1017, ADOPTING A REVISED LEGAL DESCRIPTION FOR PLANNING FILE AN 07-07, AND APPROVING THE ELECTION RESULTS ANNEXING CERTAIN PROPERTY TO THE CITY OF OREGON CITY.

WHEREAS, The City of Oregon City proposed that certain properties, more fully identified in the revised property legal description in Attachment 'A' to this Ordinance, be annexed to the City; and

WHEREAS, the City found that the proposal complied with all applicable legal requirements, as detailed in the findings attached hereto and made a part of this ordinance as Attachment 'B'; and

WHEREAS, Chapter I, section 3 of the Oregon City Charter of 1982 requires voter approval for annexations such as the one proposed; and

WHEREAS, the annexation of the identified properties was submitted to the voters of the City of Oregon City at an election held on May 20, 2008; and

WHEREAS, the Clackamas County Clerk has returned the official figures indicating the results of the election held on May 20, 2008; and

WHEREAS, the official figures returned by the Clackamas County Clerk indicate that a majority of the voters of the City of Oregon City voted to approve the annexation of the identified properties; and

WHEREAS, the identified properties are currently in Clackamas County Rural Fire Protection District # 1; and

WHEREAS, the identified properties are currently within the Clackamas County Service District for Enhanced Law Enforcement; and

WHEREAS, the Tri-City Service District requires the City's concurrence to annexations into the District; and

WHEREAS, the City Commission concurs that the Tri-City Service District can annex the identified properties into their sewer district; and

WHEREAS, the City Commission adopted Ordinance No. 08-1017 approving the annexation of the area identified in Planning File 07-07 into the City of Oregon City; and

WHEREAS, the City submitted the legal description for the area annexed into the City to the Department of Revenue, but the Department of Revenue rejected the legal description as not complying with the Department of Revenue's requirements and standards; and

WHEREAS, a new legal description of the subject site was created in order to meet the standards and requirements of the Department of Revenue and that new legal description does not alter the actual property affected by the annexation; and

WHEREAS, in order to comply with the Department of Revenue's requirements, the City must rescind the original approval of the results of the annexation election and adopt a new legal description.

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. That Ordinance No. 08-1017 is rescinded.

Section 2. That the area identified in the revised legal description attached hereto as Attachment 'A', is hereby annexed to and made a part of the City of Oregon City.

Section 3. That the findings attached hereto as Attachment 'B' are hereby adopted.

Section 4. That the territory identified in Attachment 'A' is hereby withdrawn from the Clackamas County Service District for Enhanced Law Enforcement.

Section 5. The City hereby concurs with and approves the annexing of the territory identified in Exhibit "A" into the Tri-City Service District when and if the Clackamas County Board of Commissioners desires to annex the territory into their district, to the extent allowed by law.

Section 6. That the effective date for this annexation is the date this ordinance is submitted to the Secretary of State, as provided in ORS 222.180.

Read for the first time at a regular meeting of the City Commission held on the 7th day of March 2012, and the City Commission finally enacted the foregoing ordinance this 21st day of March 2012.

DOUG NEELEY, Mayor

Attested to this 21st day of March 2012:

Nancy Ide, City Recorder

Approved as to legal sufficiency:

City Attorney

ENGINEERING PLANNING
FORESTRY
13910 S.W. Galbreath Dr., Suite 100
Sherwood, Oregon 97140
Phone: (503) 925-8799
Fax: (503) 925-8969

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EXHIBIT A

Legal Description
Annexation Parcel

A tract of land located in the Northwest One-Quarter of Section 7, Township 3 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon and being more particularly described as follows:

Beginning at the north corner of Lot 13 of the Plat "Chinook Landing"; thence along the southeasterly line of the Plat "Salmon Springs" and the City of Oregon City City Limits North 44°46'50" East 159.76 feet to the easterly corner of Lot 13 of the Plat "Salmon Springs"; thence along the northeasterly line of said Lot 13 and the City of Oregon City City Limits North 46°03'27" West 61.75 feet to a point; thence along the northeasterly line of said Plat, Partition Plat 1999-118 and the westerly extension thereof, and the City of Oregon City City Limits North 46°05'26" West 597.27 feet to the centerline of Central Point Road; thence along said centerline and the City of Oregon City City Limits North 44°03'47" East 363.09 feet to a point; thence along the southwesterly lines of Lots 34 through 28 of the Plat "South Hampton Estates" and the westerly extension thereof, and the City of Oregon City City Limits South 46°08'02" East 596.47 feet to a point; thence along the southwesterly lines of Lots 28 through 25 of said Plat and the City of Oregon City City Limits South 46°03'18" East 232.87 feet to a point on the northwesterly line of Lot 23 of said Plat; thence along the northwesterly lines of Lots 23 through 20 of said Plat and the City of Oregon City City Limits South 43°55'40" West 363.53 feet to the westerly corner of Lot 20 of said Plat; thence along the southwesterly lines of Lots 20, 17 and Tract 'A' of said Plat and the easterly extension thereof, and the City of Oregon City City Limits South 46°03'27" East 493.75 feet to the centerline of Pease Road; thence along said centerline and the City of Oregon City City Limits South 44°29'58" West 39.78 feet to a point; thence along the southwesterly lines of Tract 'B', Lot 85 and Lot 84 of the Plat "Pavilion Park" and the westerly extension thereof, and the City of Oregon City City Limits South 44°54'02" East 323.06 feet to the northerly corner of Lot 71 of said Plat; thence along the northwesterly lines of Lots 71 through 68 of said Plat and the City of Oregon City City Limits South 43°53'56" West 311.09 feet to the easterly corner of Document Number 2009-031404; thence along the northeasterly lines of said Document Number, Document Number 2007-097975 and the westerly extension thereof, and the City of Oregon City City Limits North 44°56'48" West 326.32 feet to the centerline of Pease Road; thence along said centerline and the City of Oregon City City Limits North 44°29'58" East 196.98 feet to a point; thence along the northeasterly lines of Lots 30, 22, 21, 14, and 13 of the Plat "Chinook Landing" and the easterly extension thereof, and the City of Oregon City City Limits North 46°32'37" West 665.79 feet to the Point of Beginning.

The above described tract of land contains 11.64 acres, more or less.

2-7-12

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/12

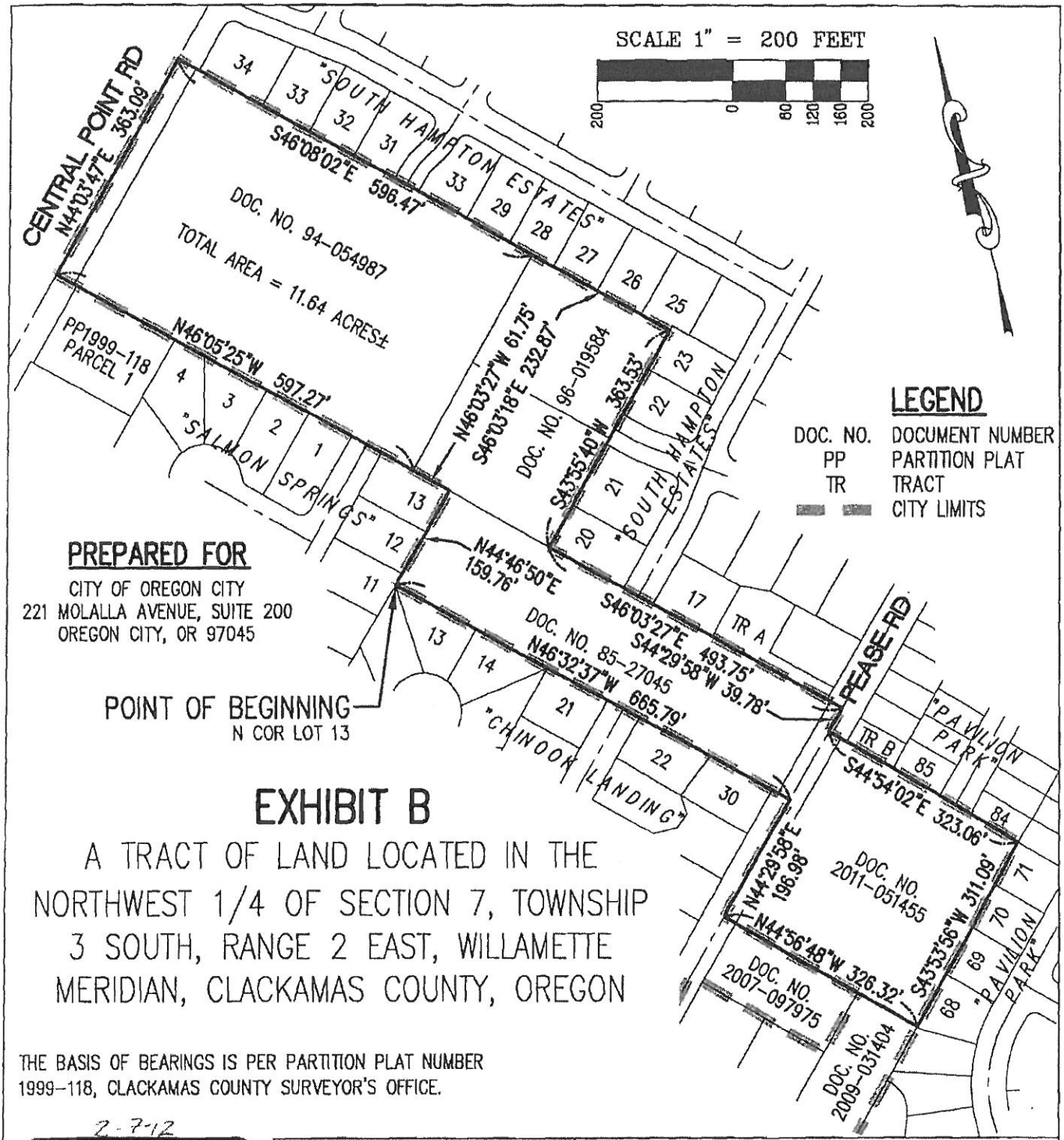


EXHIBIT B

A TRACT OF LAND LOCATED IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON

THE BASIS OF BEARINGS IS PER PARTITION PLAT NUMBER 1999-118, CLACKAMAS COUNTY SURVEYOR'S OFFICE.

2-7-12

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 9, 2007
NICK WHITE
70652LS

RENEWS: 6/30/12

JOB NAME:	CITY OF OREGON CITY ANNEXATIONS
JOB NUMBER:	3062
DRAWN BY:	WCB
CHECKED BY:	NSW
DWG NO.:	020712_3062EXB

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FORESTRY • SURVEYING

AKS ENGINEERING & FORESTRY

LICENSED IN OR & WA

13910 SW GALBREATH DRIVE, SUITE 100
SHERWOOD, OR 97140
PHONE: (503) 925-8799
FAX: (503) 925-8969

OFFICES LOCATED IN SALEM, OR & VANCOUVER, WA

FINDINGS, REASONS FOR DECISION, AND RECOMMENDATIONS FOR AN 07-07

Based on the Findings, the Commission determined:

1. The Metro Code calls for consistency of the annexation with the Regional Framework Plan or any functional plan. The Commission concludes the annexation is not inconsistent with this criterion because there were no directly applicable criteria for boundary changes found in the Regional Framework Plan, the Urban Growth Management Function Plan, or the Regional Transportation Plan.

2. Metro Code 3.09.050(d)(1) requires the Commission's findings to address consistency with applicable provisions of urban service agreements or annexation plans adopted pursuant to ORS 195. As noted in the Findings, there are no such plans or agreements in place. Therefore the Commission finds that there are no inconsistencies between these plans/agreements and this annexation.

3. The Metro Code, at 3.09.050(d)(3), requires the City's decision to be consistent with any "directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facilities plans." The County Plan also says annexation which converts *Future Urbanizable* lands to *Immediate Urban* lands should ensure the "orderly, economic provision of public facilities and services." The property owner has demonstrated that the City can provide all necessary urban services. Nothing in the County Plan speaks directly to criteria for annexation. Therefore the Commission finds this proposal is consistent with the applicable plan as required Metro Code 3.09.050 (d)(3).

4. The Commission concludes that the annexation is consistent with the City Comprehensive Plan that calls for a full range of urban services to be available to accommodate new development as noted in the Findings above. The City operates and provides a full range of urban services. Specifically with regard to water and sewer service, the City has both of these services available to serve the site from existing improvements within close proximity to the site.

   Water service is available in large water mains in Central Point Road, Pease Road, and adjacent local streets and the existing homes will continue to be serviced by Clackamas River Water (CRW) until such time as the City and CRW confer on the issue or development provides water main extensions and connections.

   With regard to storm drainage, the City has the service available in the form of regulations to protect and control stormwater management. The specifics of applying these will be a part of the development review process.

5. The Commission notes that the Metro Code also calls for consistency of the annexation with urban planning area agreements. As stated in the Findings, the Oregon City-Clackamas County Urban Growth Management Agreement specifically provides for annexations by the City.

6. Metro Code 3.09.050(d)(5) states that another criterion to be addressed is "Whether the proposed change will promote or not interfere with the timely, orderly, and economic provision of public facilities and services." Based on the evidence in the Findings, the Commission concludes that the annexation will not interfere with the timely, orderly, and economic provision of services.

7. The Oregon City Code contains provisions on annexation processing. Section 6 of the ordinance requires that the City Commission consider seven factors if they are relevant. These factors are covered in the Findings and on balance the Commission believes they are adequately addressed to justify approval of this annexation.

8. The City Commission concurs with Tri-City Service District's annexation of the subject property in the enacting City ordinance upon voter approval of the city annexation.

9. The Commission determines that the property should be withdrawn from the Clackamas County Service District for Enhanced Law Enforcement as allowed by statute since the City will provide police services upon annexation.

10. The Commission determines that the property should be withdrawn from the Clackamas River Water District as allowed by statute.

11. The City Commission requires all consenting property owners to sign a waiver of Measure 37 rights and submit them to the City Manager prior to the City Commission adopting a final ordinance accepting a positive annexation election result and directs the City Manager to sign these waivers and record them. Applicant to pay recording fees.

12. The City Commission recognizes that the applicant did specifically offer a solution to the police funding shortcomings as identified on Schedule A – Police Funding Fees. AN 07-07.

13. The City Commission recognizes that the properties will be zoned R-10 upon annexation if approved by the voters.

RECOMMENDATIONS

Based on the study and the Proposed Findings and Reasons for Decision for this annexation, the staff recommends that the City Commission:

- Make a recommendation on Proposal No. AN07-07 regarding how the proposal has or has not complied with the factors set forth in Section 14.04.060. Staff has prepared draft Findings and stands ready to adjust them as needed.

If the City Commission recommends approval, then the staff further recommends that the City Commission:

- Recommend withdrawing the territory from the County Service District for Enhanced Law Enforcement as allowed by statute.

- Concur with Tri-City Service District's annexation of the subject property in the enacting ordinance upon voter approval of the city annexation.
- Recommend withdrawing from the Clackamas River Water District.
- Recommend not withdrawing from the Clackamas County R.F.P.D. # 1.
- Recommend that all consenting property owners be required to sign a waiver of Measure 37 rights prior to the City Commission adopting a final ordinance accepting a positive annexation election result.
- Recommend accepting the Annexation Agreements providing for supplemental Police funding as approved by the Public Safety Director and identified as Schedule A – Police Funding Fees for AN 07-07. These Annexation Agreements, at a minimum, should be signed prior to the City Commission adopting a final ordinance accepting a positive annexation election result.

Schedule A
Police Funding Fees
AN 07-07

LAND USE	SERVICE RATING	FEE
Industrial / Employment	Low	$0.10 / sq. ft.
Commercial / Office	Low	$0.10 / sq. ft.
Urgent Care Clinics, Senior Living Facilities, Apartment Buildings, Hotels	High	$0.20 / sq. ft.
Residential	High	$3,500 / unit

City of Oregon City

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

Staff Report

File Number: PC 15-194

Agenda Date: 8/24/2015

Status: Agenda Ready

To: Planning Commission

Agenda #: 3c.

From: Planner Laura Terway

File Type: Land Use Item

SUBJECT:
Pavilion Park III Development Application: Zone Change file ZC 15-02 & Subdivision file TP 15-03

RECOMMENDED ACTION (Motion):
Staff requests the Planning Commission review the staff report and all associated materials and recommend to approve Planning files ZC 15-02 and TP 15-03 to the City Commission with conditions.

BACKGROUND:
The applicant is seeking approval for a Zone Change from “R-10” Single-Family Dwelling District to “R-6” Single-Family Dwelling District and a 25-Lot subdivision at 19588 McCord Road in Oregon City. The original staff report and recommendation was revised to remove:
- An incorrect reference to an unrelated Natural Resource Overlay District report (NROD). The subject site itself is not within the NROD boundary.
- An email exchange not related to the approval criteria.

BUDGET IMPACT:
Amount:
FY(s):
Funding Source:

OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION
August 24, 2015

FILE NUMBER: ZC 15-02: Zone Change R-10 to R-6
TP 15-03: 25-Lot Subdivision

APPLICANT: Icon Construction & Development LLC
1980 Willamette Falls Drive
West Linn, Oregon 97068

REPRESENTATIVE: Rick Givens, Planning Consultant
18680 Sunblaze Drive
Oregon City, Oregon 97045

OWNERS: David and Diane Douglass
19588 McCord Road
Oregon City, Oregon 97045

REQUEST: The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District and a 25-Lot subdivision.

LOCATION: 19588 McCord Road, Oregon City, Oregon 97045
Clackamas County 3-2E-07B -04100

REVIEWERS: Laura Terway, AICP, Planner
Wendy Marshall, P.E., Project Development Manager
Matthew Palmar, EIT, Development engineering Associate

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 15-02 and TP 15-03

(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 Department #1.

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

1. The applicant is responsible for this project's compliance with Engineering Policy 00-01 and all applicable design standards. As part of this policy the applicant shall schedule a meeting with the City development services staff prior to beginning design. (DS)
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 subject property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. (Code section 17.62.050.A.22) (DS)
3. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval.
4. The applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or create other ponding situations. (DS)
5. Prior to starting construction the applicant shall obtain all Public Works permits including the public improvements and site grading permit, and erosion control permit. The applicant shall also participate in a pre-construction conference with Public Works. (DS)
6. The new water system will be designed with minimum 8-inch water mains throughout the site and will provide stubs with blow-offs for future extension with development of adjacent properties. The proposed 8-inch ductile iron water mains on Anita Place, Pelican Lake Place, Joseph Way, and Villard Place shall be connected to the adjacent, existing City water system on these streets per City Standards. (DS)
7. All new water services shall be constructed with individual copper water lines a minimum of 1-inch diameter in size connecting to the water main and extending to a new water meter box. (DS)
8. The applicant shall extend the existing 8-inch water main located to the northwest of the proposed development within McCord Road to the southeastern most boundary of the proposed development's frontage along McCord Road. Extension of this 8-inch water main shall include all appurtenances, such as fire hydrants and water services as needed for a complete water system. (DS)

9. The applicant shall, as part of the extension of the existing 8-inch water main within McCord Road, provide 1-inch water service lines and meter boxes to all existing CRW customers to the right-of-way. (DS)
10. The applicant shall extend the existing 12-inch water main located at the intersection of Leland Road and Kalal Court to the southwestern most boundary of the proposed development's frontage along Leland Road to serve Lot 16 of the development. Extension of this 12-inch water main shall include all appurtenances, such as fire hydrants and water services as needed for a complete water system. (DS)
11. The applicant shall, as part of the extension of the existing 12-inch water main within Leland Road, provide 1-inch water service lines and meter boxes to all existing CRW customers to the right-of-way. The 12-inch water main shall include a 12-inch by 8-inch connection installed to serve Kalal Court. (DS)
12. The applicant shall abandon two (2) sections of existing 4-inch water main located between Anita Place and Pelican Lake Place (located within an easement) and between Pelican Lake Place and to the northeast to the existing 8-inch water main within Joseph Way. During design, the applicant shall coordinate with City staff with regard to how to abandon these existing 4-inch water mains and sequencing of these abandonments to minimize the number of affected properties. (DS)
13. The applicant shall transfer existing water service lines currently being served off of the existing 4-inch water mains to be abandoned as a condition of approval to the proposed 8-inch water main within Joseph Way. (DS)
14. The applicant shall install a 4-inch water main between the extended 12-inch water main within Leland Road and the proposed 8-inch water main on Pelican Lake Place. (DS)
15. The applicant shall locate and install fire hydrants per Clackamas Fire District No. 1's requirements (including the 8-inch and 12-inch water main extensions on McCord Road and Leland Road, respectively). (DS)
16. The new sanitary sewer system will be designed with minimum 8-inch sanitary sewer mains throughout the site, and provide stubs where needed to provide adequate service to upstream future development of adjacent properties. The pipelines shall be design and constructed using the minimum grade per the City Design Standards. (DS)
17. The applicant shall provide sanitary sewer laterals to all of the lots in the proposed development. (DS)
18. The applicant shall install an 8-inch sanitary sewer main on Joseph Way as far as determined by the City Engineer necessary to provide sanitary sewer service to Lots 10 and 11. The proposed 8-inch sanitary sewer main shall be extended in its standard utility location per City standards. The sanitary sewer service connection for Lot 11 shall be made on the proposed 8-inch sanitary sewer main, and not directly to the proposed end-of-line manhole. (DS)
19. The applicant shall extend the proposed 8-inch sanitary sewer mains within Anita Place and Pelican Lake Place to the south to the property lines to serve future development. (DS)
20. The applicant shall install an 8-inch sanitary sewer main on Villard Place as far as determined by the City Engineer necessary to the northeast to provide sanitary sewer service to Lot 13. The sanitary sewer service connection for Lot 13 shall be made on the proposed 8-inch sanitary sewer main, and not directly to the proposed end-of-line manhole. (DS)
21. The applicant shall extend the existing sanitary sewer system (manhole and main line) located at the intersection of Leland Road and Kalal Court to the southwestern most boundary of the proposed development's frontage along Leland Road to provide sanitary sewer service for Lot 16. The sanitary service lateral for Lot 16 shall be installed to run perpendicular to the extended 8-inch sanitary sewer main within Leland Road per City standards. The sanitary sewer service connection for Lot 16 shall be made on the proposed 8-inch sanitary sewer main, and not directly to the proposed end-of-line manhole. (DS)

22. Public storm sewer improvements shall be designed and constructed to collect and convey on-site and off-site storm drainage. The public storm water collection system shall be located in the public right-of-way, and shall consist of a minimum 12" mainlines, catch basins and manholes. This includes a temporary asphalt berm along the southern side of Anita Place to collect the run-off from the street. (DS)
23. Both detention and treatment of the storm water is required to meet the City design standards. (DS)
24. The storm water report shall be finalized based upon the City Design Standards. The discharge rate allowed from the detention pond will be limited to the discharge rate of the existing sub-basin in that location. The study shall include a detailed evaluation of the downstream collection system all the way to the outfall to determine if capacity upgrades are required, additional detention is required and if there are impacts to the downstream detention pond. A geotechnical study shall also be required per the City storm water design standards. (DS)

25. Prior to final construction plan approval, the applicant shall submit a Natural Resource Overlay District (NROD) application to the City's Planning Department for review and approval, if needed. The NROD review is required for the anticipated disturbances which will occur at the location of the existing storm water pond, which is located entirely within the NROD. Design of the detention facility shall comply with the requirements of Chapter 17.49 of the Oregon City Municipal Code and the Conditions of Approval as provided within the NROD Notice of Decision. (DS)
26. The applicant shall dedicate sufficient right-of-way to provide 30 feet on the applicant's side of the centerline of the right-of-way on McCord Road. The improved street portion the applicant is required to provide includes, but is not limited to, base rock, half-street pavement width of 17 feet (on the applicant's side of the centerline). The improvements on the applicant's side of the centerline consist of pavement, curb and gutter, 7.5-foot-wide landscape strip (including curb), 5-foot-wide sidewalk behind the planter strip, curb return radii, curb ramps, centerline monumentation in monuments boxes, traffic control devices, street lights, and street trees. (DS)
27. The applicant shall dedicate sufficient right-of-way to provide 38 feet on the applicant's side of the centerline of the right-of-way on Leland Road. The improved street portion the applicant is required to provide includes, but is not limited to, base rock, half-street pavement width of 25 feet (on the applicant's side of the centerline). The improvements on the applicant's side of the centerline consist of pavement, curb and gutter, 7.5-foot-wide landscape strip (including curb), 5-foot-wide sidewalk behind the planter strip, centerline monumentation in monuments boxes, traffic control devices, street lights, and street trees. (DS)
28. The applicant shall dedicate 54-feet of right-of-way for Villard Place, Anita Place, and Pelican Lake Place. The improved street portion the applicant is required to provide includes, but is not limited to, base rock, paved street width of 32 feet, curbs and gutters, 5-foot planter strips including curb widths, 5-foot concrete sidewalks behind the planter strips, curb return radii, curb (ADA-compliant) ramps, centerline monumentation in monument boxes, traffic control devices, street trees, and street lights. (DS)
29. The applicant shall dedicate 37 feet of right-of-way for the southern 125 feet of Anita Place. The improved street portion the applicant is required to provide includes, but is not limited to, base rock, half-street pavement width of 16 feet plus 10 feet (on the opposite side of the centerline). The improvements consist of pavement, curb and gutter, 5-foot-wide planter strip (including curb), 5-foot-wide sidewalk behind the planter strip, curb return radii, curb (ADA-compliant) ramps, centerline monumentation in monument boxes, traffic control devices, street lights, and street trees. On the southerly side of the street there shall be 10-feet of pavement with an asphalt curb. (DS)

30. The applicant shall dedicate sufficient right-of-way to provide for a 53-foot right-of-way width on Joseph Way. Joseph Way is currently partially constructed. The applicant shall dedicate sufficient right-of-way to complete this road section for a total right-of-way width of 53 feet. The improved street portion the applicant is required to provide includes, but is not to be limited to, base rock, half-street pavement width of 32 feet less the currently paved section on the north side of Joseph Way. The improvements consist of pavement, curb and gutter, 5-foot-wide planter strip (including curb), 5-foot-wide sidewalk behind the planter strip, curb return radii, curb (ADA-compliant) ramps, centerline monumentation in monuments boxes, traffic control devices, street lights, and street trees. (DS)
31. Both McCord Road and Leland Road are under Clackamas County jurisdiction. The applicant shall apply for all necessary permits through Clackamas County needed to perform the work within McCord Road and Leland Road. Approved permits from Clackamas County must be provided to the City prior to final approval of the construction plans.
32. The applicant shall extend Anita Place and Pelican Lake Place as close to the southerly property line of the subject property as possible. (DS)
33. The applicant shall provide access control strips across the dead-ends Anita Place and Pelican Lake Place. There shall also be an access control strip along the southerly side of Anita Place. These shall be recorded on the plat. (DS)
34. The applicant shall provide non-vehicular access (NVA) strips along all curb returns. (DS)
35. The applicant shall provide a 10-foot-wide water line easement to the City across Lots 16 and 17. (DS)
36. Ten-foot public utility easements (PUE) along all street frontages and all easements are required for inclusion in the final engineering plans and these easements shall be dedicated to the public on the final plat. All existing and proposed utilities and easements shall be indicated on the construction plans. (DS)
37. Applicant is required to coordinate street light design and construction with Portland General Electric (PGE). Prior to final construction plan approval, the applicant shall submit a copy of PGE's work order to construct the street light system improvements and prior to issuing building permits, the applicant shall submit PGE's final acceptance of street light improvements to the City. (DS)
38. The curves on the on the local street shall meet industry standards as provided in the AASHTO manual on Geometric Design of Highways and Street. (DS)
39. The intersection design with regard to tangent length shall meet City standards. (DS)
40. For all pavement cuts required for the development such as for new water lines, storm and sanitary sewer service lines, the City Pavement Cut Policy and Standards shall be followed. The Full Standard shall be required for pavement cuts. (DS)
41. Driveway spacing shall meet City standards. (DS)
42. A geotechnical report will be required to be submitted along with the design. (DS)
43. The applicant shall either have demolished all existing structures onsite with demolition permit(s), if needed, or submitted documentation demonstrating that the dimensional standards of the zoning designation in OCMC 17.12 have been met. (P)
44. The applicant shall have obtained demolition permit(s) if needed. (P)
45. The plans shall demonstrate that Lot 16 is developed such that vehicles can turn around on site instead of backing onto Leland Road when exiting the property. (P)
46. The applicant shall submit a plan for street trees in compliance with OCMC 12.08. (P)
47. The applicant shall submit a revised tree mitigation plan in accordance with Chapter 17.41. (P)

<u>Prior to Final Plat of the Subdivision</u>

1. The applicant shall submit CC&R's for the subdivision (if applicable) which do not conflict with the Oregon City Municipal Code. (P)

Prior to Issuance of Building Permits

1. The applicant shall assure that the front setback and the most architecturally significant elevation of any future home on Lots 1, 2 and 25 shall be oriented toward McCord and that Lot 16 be oriented toward Leland Road.
2. If Lots 1 and 2 are both accessed from McCord, the driveways shall be combined at the property line into a single access at the right-of-way. (B)

Prior to Occupancy of Building Permits:

1. The applicant shall record a permanent, protective covenant or easement on all properties with new or existing trees planted on private property in a form acceptable to the City. (P)

I. BACKGROUND:

1. Existing Conditions

The subject site consists of one tax lot located at 19588 McCord Road in Oregon City (Exhibit 1). The site is currently developed with one single-family home, associated accessory buildings and is utilized as a Christmas tree farm.

Figure 1. Vicinity Map



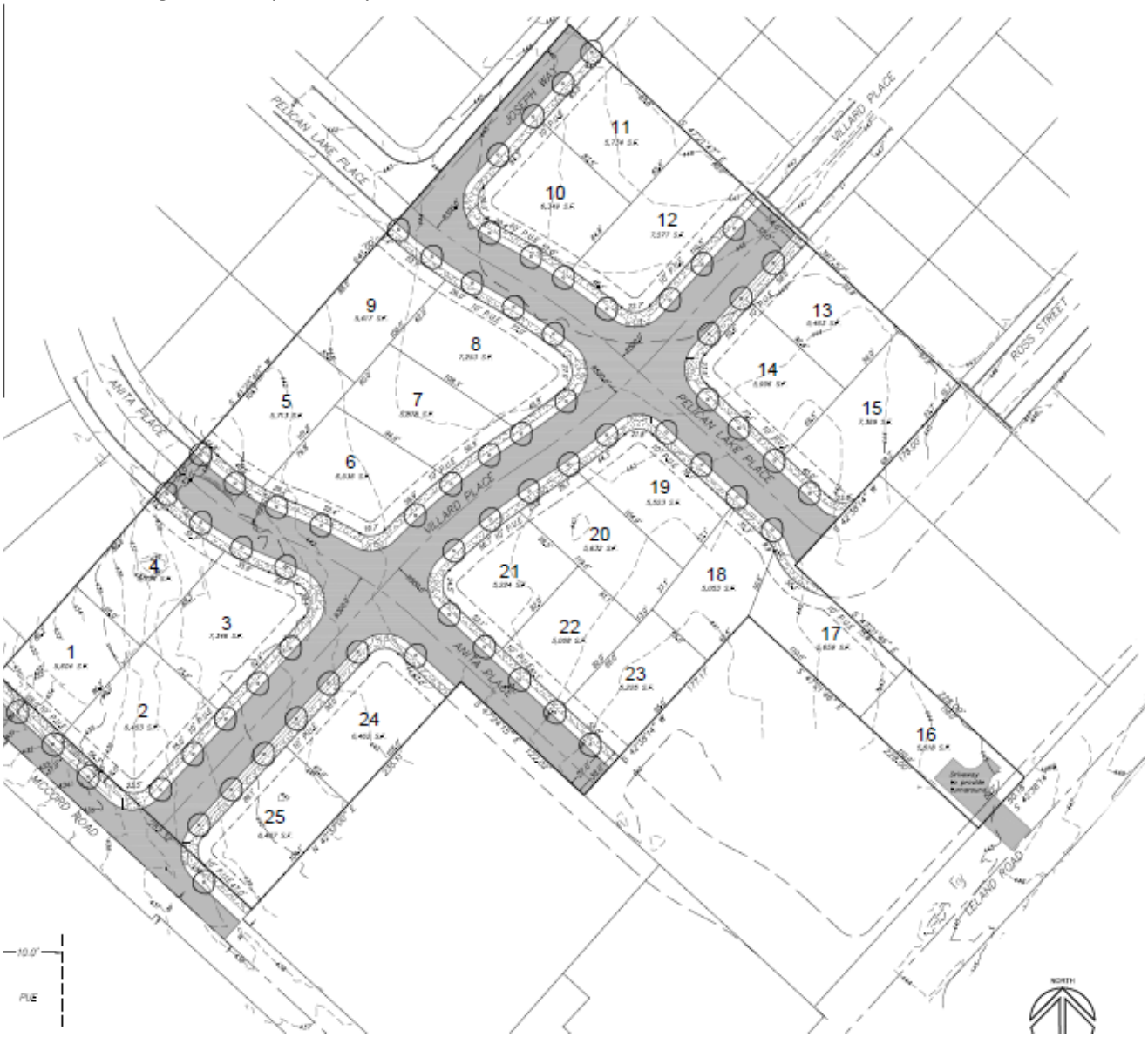
Figure 2: Existing Conditions – Aerial Image



2. Project Description

The applicant has proposed to change the zoning designation of the subject site from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District, and subdivide the property into 25 lots (Exhibit 2).

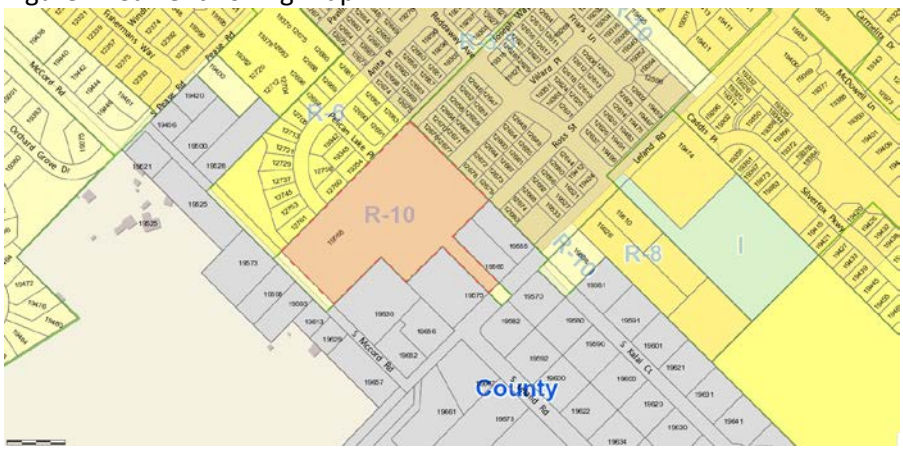
Figure 3: Proposed Layout



3. Zoning/Permitted Uses: The subject site was annexed into Oregon City in 2015 with file AN 14-01 (Exhibit 7). The site is currently zoned "R-10" Single-Family Dwelling District, the zoning designation assigned to all properties within the Low Density Residential Comprehensive Plan designation upon annexation to Oregon City.

As demonstrated below, the abutting subdivision to the northwest (Pavilion Park) is zoned R-6 and is developed with single-family detached homes at that density. The Rian Park subdivision to the northeast is zoned R-3.5 and developed with single-family homes at that density pattern.

Figure 4: Current Zoning Map



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

16.08 - Subdivisions-Process and Standards
16.12 - Minimum Improvements and Design Standards for Land Divisions
13.12 - Stormwater Management
12.04 - Streets, Sidewalks, and Public Places
12.08 - Public and Street Trees
15.48 - Grading, Filling and Excavating
17.08 - R-10 Single Family Dwelling District
17.12 - R-6 Single Family Dwelling District
17.20 – Residential Design and Landscaping Standards
17.47 - Erosion and Sediment Control
17.41 – Tree Protection
17.50 - Administration and Procedures
17.68 – Zoning Changes and Amendments
17.54.100 – Fences, Hedges and Walls

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

5. **Notice and Public Comment**
Notice of the proposal was sent to various City departments, affected agencies, property owners within 300 feet, and all Neighborhood Associations. Additionally, the subject property was posted with signs identifying that a land use action was occurring on the property and a notice was posted in the paper. The following comments have been submitted to the Planning Division:

- Dan Neils submitted comments regarding the speed on McCord, sight distance from the proposed development to McCord, street lighting, the layout of the proposed development, additional traffic impact and safety of Little Pease Road, and development within the City (Exhibit 4).
Staff Response: Findings for all applicable development criteria are provided within this report. Note that the sight distance has been analyzed in the applicant's Traffic Analysis Letter (TAL) and the City's review of the TAL in Exhibits 2 and 3. A supplemental analysis was performed by John Replinger of Replinger and Associates, a city consultant, to address Mr. Neils' comments.

- Wes Rogers, Director of Operations for the Oregon City School District submitted comments identifying that the Elementary school attendance area will depend on existing enrollments when the subdivision is built (Exhibit 5).
  Staff Response: Findings for schools are incorporated into the report.
- Scott Archer, Community Services Director submitted comments identifying that there are no comments with the development proposal (Exhibit 6).
  Staff Response: Findings for parks are incorporated into the report.

None of the comments provided indicate that an approval criterion has not been met or cannot be met through the Conditions of Approval attached to this Staff Report. Comments of the applicable City departments or consultants are incorporated into this report.

II. ANALYSIS AND FINDINGS:

CHAPTER 17.08 - R-10 SINGLE FAMILY DWELLING DISTRICT

Finding: Not Applicable. The subject site is currently within the "R-10" Single-Family Dwelling District. The applicant has proposed to change the zoning designation of the site to "R-6" Single-Family Dwelling district and subdivide the property into 25 lots. The standards within this criterion are not applicable.

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

17.12.040.A. Minimum lot area, six thousand square feet;

Finding: Complies as Proposed. Chapter 16.12.050 of the Oregon City Municipal Code allows lots that are up to 20% less than the required minimum lot area of the applicable zoning designation provided the average lot size of the subdivision complies with the minimum site area requirement of the underlying zone. In the R-6 zone, the 20% standard would allow lots as small as 4,800 square feet. All proposed lots exceed 4,800 square feet – the smallest is 5,053 square feet and largest is 7,577 square feet. The average lot size for the entire subdivision is 6,004 square feet.

Lot	Square Footage (Ft.)	Lot	Square Footage (Ft.)
1	5,604	14	5,996
2	6,453	15	7,369
3	7,346	16	5,518
4	5,704	17	5,659
5	5,713	18	5,053
6	6,536	19	5,523
7	5,878	20	5,632
8	7,253	21	5,224
9	5,417	22	5,008
10	6,349	23	5,223
11	5,734	24	6,462
12	7,577	25	6,407
13	5,463		

17.12.040.B. Minimum lot width, fifty feet;

Finding: Complies as Proposed. The proposed lot widths exceed the minimum lot width of 50 feet. The approximate lot widths are provided below.

Lot	Lot Width (Ft.)	Lot	Lot Width (Ft.)

1	65.0	14	65.5
2	73.2	15	57.2
3	73.2	16	50.2
4	65.0	17	50.2
5	55.0	18	55.0
6	60.0	19	57.1
7	60.0	20	50.1
8	62.0	21	58.5
9	55.0	22	61.1
10	64.8	23	55.0
11	65.5	24	62.0
12	60.0	25	62.0
13	59.0		

17.12.040.C. Minimum lot depth, seventy feet;

Finding: Complies as Proposed. The proposed lot depths exceed the minimum lot depth of 70 feet. The approximate lot depths are provided below.

Lot	Lot Depth (Ft.)	Lot	Lot Depth (Ft.)
1	86.2	14	92.4
2	86.2	15	124.5
3	88.3	16	110.0
4	86.2	17	110.0
5	101.8	18	93.0
6	94.9	19	104.9
7	94.9	20	119.6
8	108.3	21	82.0
9	98.5	22	82.0
10	87.5	23	95.0
11	87.5	24	105.0
12	110.5	25	104.1
13	92.8		

17.12.040.D. Maximum building height: two and one-half stories, not to exceed thirty-five feet.

Finding: Not Applicable. The applicant has not proposed to construct a building with this application. New construction will be reviewed for compliance with the dimensional standards of the zoning designation upon submittal of permits. No variances to any dimensional standards are proposed.

17.12.040.E

1. Front yard: ten feet minimum depth.

2. Front porch, five feet minimum setback,

3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.

4. Interior side yard, nine feet minimum setback for at least one side yard; five feet minimum setback for the other side yard,

5. Corner side yard, fifteen feet minimum setback,

6. Rear yard, twenty-foot minimum setback

7. Rear porch, fifteen-foot minimum setback.

Finding: Complies with Condition. The applicant did not identify if the existing structures onsite will remain or be demolished. The retention of the structures will likely not comply with the setbacks of the proposed lots, and verification of the lot coverage is unknown. Prior to issuance of a permit associated with the proposed development the applicant shall either have demolished all existing structures onsite or submitted documentation demonstrating that the dimensional standards of the zoning designation have been met. The applicant shall have obtained demolition permit(s) if needed.

For all proposed construction, the building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.12.040.F. Garage standards: See Chapter 17.21—Residential Design Standards.
Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. New construction will be reviewed for compliance with the dimensional standards of the zoning designation upon submittal of permits. No variances to any dimensional standards are proposed.

17.12.040.G. Maximum lot coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.
Finding: Complies with Condition. The applicant did not identify if the existing structures will remain or be demolished. The retention of the structures will likely not comply with the setbacks of the proposed lots, and verification of the lot coverage is unknown. Prior to issuance of a permit associated with the proposed development the applicant shall either have demolished all existing structures onsite or submitted documentation demonstrating that the dimensional standards of the zoning designation have been met. The applicant shall have obtained demolition permit(s), if needed.

For all proposed construction, the building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

A. The proposal shall be consistent with the goals and policies of the comprehensive plan.
Goal 1: Citizen Involvement
Goal 1.2: Ensure that citizens, neighborhood groups and affected property owners are involved in all phases of the comprehensive planning program.
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 zone change applications. The applicant met with the neighborhood association prior to submitting this application. Once the application was deemed complete, the City noticed the application to properties within 300 feet and the neighborhood association, and Citizens Involvement Council, 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. By following this process, the requirements of this policy are 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 as Proposed. The applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-6" Single-Family Dwelling District. The zone change would allow additional dwellings to be constructed and the property to be utilized in an efficient manner, consistent with the adjacent properties. This standard has been 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.
Finding: Complies as Proposed. The Oregon City Comprehensive Plan designates the subject property as within the "LR" Low Density Residential Development designation. The "LR" Low Density Residential Development designation includes the R-10, R-8 and R-6 zoning designations. The applicant has not proposed to alter the Comprehensive Plan designation of the site. The subject site is located adjacent to R-3.5 and R-6 zoned properties, and thus the density of R-6 development is appropriate.

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. The proposed "R-6" development pattern will be consistent with this policy by creation of a more compact land use pattern and reduction in the square footage of public street per dwelling, thereby reducing travel by single-occupancy vehicles and increasing use of alternative modes of transportation. Public sidewalks will be provided on all streets within this project. This standard has been met.

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: Complies as Proposed. This policy is implemented by development standards that require appropriate handling of storm water runoff. Standard erosion control measures will be implemented during construction. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. Please refer to the findings within this report.

Goal 10: Housing
Goal 10.1.3: 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.
Finding: Complies as Proposed. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. The increased density allowed by the R-6 zoning, as compared with the existing R-10 district will provide for a greater number of single-family homes on this site, thereby increasing the availability of more choices in the marketplace. The chart below displays that currently, approximately 25% of land within the city is within the "R-10" Single-Family Dwelling District and only 14% of land within the city is designated "R-6" Single-Family Dwelling District. The proposed zone change will increase the variety of zoning by an incremental increase in the R-6 designated land. This standard has been 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%

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.

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. Please refer to the analysis about utilities within this report. Oregon City School District provides education services and has adequate levels of service available (Exhibit 5). 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 11.1.4: Support development of 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.

Finding: Complies with Condition. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. The proposed zone change would maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Please refer to the findings within this report. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Goal 12: Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

Finding: Complies as Proposed. A transportation analysis letter (TAL) was prepared for this project, dated April 14, 2015, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TAL was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. Connectivity in the vicinity is enhanced by connections with adjacent streets. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule. There are no transportation-related issues associated with this subdivision requiring mitigation. For the parcel that would have direct access to Leland Road, the engineer recommends an on-site turn around. I concur; I recommend that the lot with direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property" (Exhibit 3).

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 public facilities and services have been addressed within this report. All the services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district. Staff finds that the application is consistent with this approval criterion (B).

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 16.08.030.B.5.

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 comprehensive plan contains specific policies and provisions which control the zone change.

CHAPTER 16.08 – SUBDIVISIONS PROCESS AND STANDARDS

16.08.010

All subdivisions shall be in compliance with the policies and design standards established by this chapter and with applicable standards in the City's Public Facilities Master Plan and the City Design Standards and Specifications. The evidence contained in this record indicates that the proposed subdivision is in compliance with standards and design specifications listed in this document, subject to the conditions of approval.

Finding: Complies with Conditions. As demonstrated within this staff report the proposed project was reviewed by the appropriate agencies and will comply with the criterion in the Oregon City Municipal Code with the conditions of approval. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.015 Preapplication conference required.

Finding: Complies as Proposed. The applicant held a pre-application conference (file PA 14-37) on January 7, 2015. The land use application was submitted within 6 months of the pre-application conference on April 22, 2015. The application was deemed incomplete on May 22, 2015 and after the submittal of additional information the application was deemed complete on July 7, 2015.

16.08.020 - Preliminary subdivision plat application.

Within six months of the preapplication conference, an Applicant may apply for preliminary subdivision plat approval. The applicant's submittal must provide a complete description of existing conditions, the proposed subdivision and an explanation of how the application meets all applicable approval standards. The following sections describe the specific submittal requirements for a preliminary subdivision plat, which include plan drawings, a narrative statement and certain tabular information. Once the application is deemed to be complete, the community development director shall provide notice of the application and an invitation to comment for a minimum of fourteen days to surrounding property owners in accordance with Section 17.50.090(A). At the conclusion of the comment period, the community development director will evaluate the application, taking into consideration all relevant, timely filed comments, and render a written decision in accordance with Chapter 17.50. The community development director's decision may be appealed to the city commission with notification to the planning commission.

Finding: Complies as Proposed. The applicant held a pre-application conference (file PA 14-37) on January 7, 2015. The land use application was submitted within 6 months of the pre-application conference on April 22, 2015. The application was deemed incomplete on May 22,

2015 and after the submittal of additional information the application was deemed complete on July 7, 2015.

16.08.025 - Preliminary subdivision plat—Required plans.
The preliminary subdivision plat shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments. All maps and site drawings shall be at a minimum scale of one inch to fifty feet.
16.08.025.A. Site Plan. A detailed site development plan showing the location and dimensions of lots, streets, pedestrian ways, transit stops, common areas, building envelopes and setbacks, all existing and proposed utilities and improvements including sanitary sewer, stormwater and water facilities, total impervious surface created (including streets, sidewalks, etc.) and an indication of existing and proposed land uses for the site. If required by staff at the pre-application conference, a subdivision connectivity analysis shall be prepared by a transportation engineer licensed by the State of Oregon that describes the existing and future vehicular, bicycle and pedestrian connections between the proposed subdivision and existing or planned land uses on adjacent properties. The subdivision connectivity analysis shall include shadow plats of adjacent properties demonstrating how lot and street patterns within the proposed subdivision will extend to and/or from such adjacent properties and can be developed meeting the existing Oregon City Municipal Code design standards.
Finding: Complies as Proposed. The development application included a preliminary site plan displaying the necessary submittal requirements. This standard is met.

16.08.025.B. Traffic/Transportation Plan. The applicant's traffic/transportation information shall include two elements: (1) A detailed site circulation plan showing proposed vehicular, bicycle, transit and pedestrian access points and connections to the existing system, circulation patterns and connectivity to existing rights-of-way or adjacent tracts, parking and loading areas and any other transportation facilities in relation to the features illustrated on the site plan; and (2) a traffic impact study prepared by a qualified professional transportation engineer, licensed in the state of Oregon, that assesses the traffic impacts of the proposed development on the existing transportation system and analyzes the adequacy of the proposed internal transportation network to handle the anticipated traffic and the adequacy of the existing system to accommodate the traffic from the proposed development. The City Engineer may waive any of the foregoing requirements if determined that the requirement is unnecessary in the particular case.
Finding: Complies as Proposed. The development application included a preliminary site plan as well as a Transportation Analysis Letter (TAL), under the direction of Michael Ard, P.E. of Lancaster Engineering (Exhibit 2).

16.08.025.C. Natural Features Plan and Topography, Preliminary Grading and Drainage Plan. The applicant shall submit a map illustrating all of the natural features and hazards on the subject property and, where practicable, within two hundred fifty feet of the property's boundary. The map shall also illustrate the approximate grade of the site before and after development. Illustrated features must include all proposed streets and cul-de-sacs, the location and estimated volume of all cuts and fills, and all stormwater management features. This plan shall identify the location of drainage patterns and courses on the site and within two hundred fifty feet of the property boundaries where practicable. Features that must be illustrated shall include the following:
1. Proposed and existing street rights-of-way and all other transportation facilities;
2. All proposed lots and tracts;
3. All trees proposed to be removed prior to final plat with a diameter six inches or greater diameter at breast height (d.b.h);
4. All natural resource areas pursuant to Chapter 17.49, including all jurisdictional wetlands shown in a delineation according to the Corps of Engineers Wetlands Delineation Manual, January, 1987 edition, and approved by the Division of State Lands and wetlands identified in the City of Oregon Local Wetlands inventory, adopted by reference in the City of Oregon City comprehensive plan;
5. All known geologic and flood hazards, landslides or faults, areas with a water table within one foot of the surface and all flood management areas pursuant to Chapter 17.42
6. The location of any known state or federal threatened or endangered species;
7. All historic areas or cultural features acknowledged as such on any federal, state or city inventory;
8. All wildlife habitat or other natural features listed on any of the city's official inventories.

Finding: Complies as Proposed. The development application included preliminary site and drainage plans as well as the proposed lots, street, and trees proposed to be removed. The subject site is not within an environmental overlay district.

16.08.025.D. Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide,
1. A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and
2. A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.
If, after forty-five days notice from the applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the city will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils. The community development director may waive any of the foregoing requirements if the community development director determines that the requirement is unnecessary in the particular case and that the intent of this chapter has been met.
Finding: Complies as Proposed. A description of the proposed development was sent to the Oregon State Historic Preservation Office (SHPO) as well as various tribes for review.

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:
16.08.030.A. Subdivision Description. A detailed description of the proposed development, including a description of proposed uses, number and type of residential units, allocation and ownership of all lots, tracts, streets, and public improvements, the structure of any homeowner's association, and each instance where the proposed subdivision will vary from some dimensional or other requirement of the underlying zoning district. For each such variance, a separate application will be required pursuant to Chapter 17.60, Variances;
Finding: Complies as Proposed. A detailed description of the proposed subdivision including the above listed information, as applicable, was submitted with this development application.

16.08.030.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:
16.08.030.B.1. Water
Finding: Complies with Condition. The applicant proposed providing water service from existing 8-inch ductile iron City water mains in the adjoining streets stubbed to the subject property (Anita Place, Pelican Lake Place, Joseph Way, and Villard Place). The applicant proposed these stubbed 8-inch water mains will be extended to service the proposed lots in the subdivision. The applicant further proposed to provide water service to Lot 16 (which fronts Leland Road) from an existing 8-inch Clackamas River Water District (CRW) water main installed in Leland Road. The applicant also proposed hot tapping an existing 8-inch CRW water line at the intersection of McCord Road and Villard Place.

There is an existing 8-inch ductile iron Oregon City (City) water main in McCord Road northwest of the property. The applicant shall extend this water main to the southeast within McCord Road to the southeastern most boundary of the proposed development's frontage along McCord Road. Extension of this 8-inch water main shall include all appurtenances, such as fire hydrants and 1-inch water services as

needed for a complete water system. With the extension of the new 8-inch main in McCord Road, provide 1-inch water service lines and meter boxes to all existing CRW customers to the right-of-way. All new water services shall be constructed with individual copper water lines a minimum of 1-inch diameter in size connecting to the water main and extending to a new water meter box. The applicant shall connect the extended 8-inch water main in McCord Road to the 8-inch water main proposed on Villard Place.

There is an existing 12-inch ductile iron City water main in Leland Road which terminates at the intersection of Leland Road and Kalal Court. The applicant shall extend this 12-inch water main to the southwest within Leland Road to the western most boundary of the proposed development's frontage along Leland Road to serve Lot 16. Extension of this 12-inch water main shall include all appurtenances, such as fire hydrants and 1-inch water services as needed for a complete water system. With the extension of the new 12-inch main in Leland Road, provide 1-inch water service lines and meter boxes to all existing CRW customers to the right-of-way. All new water services shall be constructed with individual copper water lines a minimum of 1-inch diameter in size connecting to the water main and extending to a new water meter box. The 12-inch main shall include a 12-inch by 8-inch connection installed to serve Kalal Court. Furthermore, oversizing this 12-inch main described in the staff report is identified in the capital improvement program (CIP) and the applicant may request system development charges (SDC) credit as referenced in OCMC 13.20.

The applicant proposed a new water system with minimum 8-inch water mains throughout the site, and will provide stubs for future extension with development of adjacent properties. The proposed 8-inch ductile iron water mains on Anita Place, Pelican Lake Place, Joseph Way, and Villard Place shall be connected to the adjacent, existing City water system on these streets per City Construction Standards.

The existing 4-inch ductile iron City water mains installed between Anita Place and Pelican Lake Place (within an easement) and between Pelican Lake Place and to the northeast to the existing 8-inch ductile iron City water main within Joseph Place shall be abandoned as part of this project. During design, the applicant shall coordinate with City staff with regard to how to abandon these existing 4-inch City water mains and sequencing of these abandonments to minimize the number of affected properties. Properties currently served off of these existing 4-inch water lines shall be transferred to the proposed 8-inch water line within Joseph Way.

The applicant shall install a 4-inch ductile iron City water main between the extended 12-inch ductile iron City water main within Leland Road and the proposed 8-inch ductile iron City water main on Pelican Lake Place. This 4-inch water main will be used to promote movement of water through the City's water system and to ensure high water quality in the area.

During design the applicant shall coordinate with the City staff with regard to the location of fittings and bending radius allowed for the pipes. In general the allowed bending radius of the pipes and deflection angle at the joints shall be half of the manufacturer's recommendations.

New fire hydrants will be located and installed per Clackamas Fire District No. 1's requirements (including the 8-inch and 12-inch water main extensions on McCord Road and Leland Road, respectively). All new water services will be constructed with individual copper water laterals a minimum of 1-inch diameter in size connecting the water main to the water meter.

The applicant proposed a water system that appears to meet City code requirements with a few modifications. 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.

As part of this policy the applicant shall schedule a meeting with the City development services staff prior to beginning design. 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. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.B.2. Sanitary Sewer

Finding: Complies with Condition. The applicant proposed extension of the existing 8-inch City sanitary sewer mains within Anita Place and at the intersection of Joseph Way and Pelican Lake Place to service the proposed lots in the subdivision. The applicant shall provide sanitary sewer laterals to all of the lots in the proposed development.

The proposed sanitary sewer main extension at the intersection of Joseph Way and Pelican Lake Road shall be extended in its standard utility location. The proposed 8-inch City sanitary sewer main on Joseph Way shall be extended as far as necessary, as determined by the City Engineer to provide sanitary sewer service to Lots 10 and 11. The sanitary sewer service connection for Lot 11 shall be made on the proposed 8-inch sanitary sewer main, and not directly to the manhole.

The proposed 8-inch sanitary sewer mains in Anita Place and Pelican Lake Place on the southern end of the subdivision shall be extended to the property line with manholes to serve future development.

There is an existing 8-inch City sanitary sewer main within Villard Place. Because of existing grades, connection of the proposed 8-inch sanitary sewer mains to the existing sanitary sewer mains within Villard Place is not required. Extension of the proposed 8-inch City sanitary sewer main within Villard Place to the eastern property line is not required. The proposed 8-inch sanitary sewer main shall be extended as far as necessary, as determined by the City Engineer to provide sanitary sewer service to Lot 13. The sanitary sewer service connection for Lot 13 shall be made on the proposed 8-inch sanitary sewer main, and not directly to the manhole.

The applicant shall design the sanitary sewer system to ensure adequate service to upstream future development per City design standards.

The applicant proposed a private sanitary service line for Lot 16 to run northwest across Lot 17 within a sanitary sewer easement and discharge within a proposed 8-inch City sanitary sewer main near the southern terminus of Pelican Lake Place. This does not meet the City's long-term plan for sanitary sewer service on Leland Road. The existing 8-inch Oregon City gravity sanitary sewer main and manhole near the intersection of Leland Road and Kalal Court shall be extended to the southwestern most boundary of the proposed development's frontage along Leland Road to provide sanitary service for Lot 16. The sanitary sewer lateral for Lot 16 shall be installed to run perpendicular to the extended 8-inch gravity sanitary sewer main within Leland Road per City design standards. The sanitary sewer service connection for Lot 16 shall be made on the proposed 8-inch City sanitary sewer main, and not directly to the manhole.

The applicant proposed a sanitary sewer system appears to meet City code requirements with a few modifications. 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. As part of this policy the applicant shall schedule a meeting with the City development services staff prior to beginning design. 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. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.B.3. Storm Sewer and Storm Water Drainage

Finding: Complies with Condition. The site is located in the Beaver Drainage Basin as designated in the City's Drainage Master Plan. The site generally drains towards the west to a natural drainage way, which drains to Beaver Creek which drains to Parrott Creek, which is a tributary of the Willamette River. The Willamette River is an anadromous salmon-bearing stream. Storm water detention and water quality controls are required for the development of this site.

Water quality and detention for this development is proposed to occur within an existing storm water facility at the western corner of the project, adjacent to McCord Road (constructed as part of the Pavilion Park subdivision). The applicant proposed the expansion of the existing Pavilion Park detention pond to accommodate storm water from the proposed development. The applicant shall adjust the existing detention facility as necessary such that the two detention ponds are made into one facility. A geotechnical report shall be required for improvements to expand detention facilities.

The proposed storm water facility modification is within the Natural Resource Overlay District (NROD). The applicant did not submit a NROD application for these improvements. Therefore, without a NROD application, standards cannot be evaluated. Prior to final construction plan approval, applicant shall obtain NROD land use approval.

The applicant proposed storm sewer improvements throughout the site to pick up on-site drainage and drain it to the proposed (and expanded) storm water facility, prior to connection to the existing storm drainage system in McCord Road.

The applicant provided preliminary hydrology/detention or water quality calculations to the City for review. While the preliminary storm evaluation is sufficient to show that the proposed method of addressing storm drainage will work, it needs to be finalized in compliance with the City standards and acceptable to the City staff.

The downstream evaluation will need to be conducted on the existing collection system to determine if larger pipes are required, and to determine if there any impacts to the existing detention pond. Additional detention or off-site capacity improvements may be required.

The applicant shall install a temporary asphalt berm along the southern side of Anita Place to channelize the run-off from the street. Anita Place in this section is a half street (plus 10 feet) and therefore needs an asphalt berm constructed with this development to ensure storm water drains to proposed catch basins.

Storm sewer improvements will be required as part of the proposed development. Storm sewer improvements will be designed to collect and convey on-site drainage. The public storm water collection system shall be located in the public right-of-way.

Each lot shall drain to the street or an alternate location approved during construction plan review. Detention and water quality will be required for the development to mitigate for impacts to down-stream receiving waters. The new storm sewer system will have to be designed per the City of Oregon City Public Works Stormwater and Grading Design Standards. Prior to final construction plan approval,

the storm water report shall be finalized based upon the City Design Standards.

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. As part of this policy the applicant shall schedule a meeting with the City development services staff prior to beginning design. 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. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.B.4. Parks and Recreation

Finding: Complies as Proposed. Park System Development Charges will be paid at the time building permits are issued for each lot within the subdivision.

16.08.030.B.5. Traffic and Transportation

Finding: Complies with Condition. A transportation analysis letter (TAL) was prepared for this project, dated April 14, 2015, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TAL was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who wrote:

1. *Trip Generation. The TAL presents information on trip generation from the construction of 25 single-family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' Trip Generation Manual. The subdivision is predicted to produce 18 new AM peak hour trips; 24 new PM peak hour trips; and 228 new weekday trips.*
2. *Access Locations. Existing street stubs for Anita Place, Pelican Lake Place, Joseph Way, and Villard Place would all be extended into the site. In addition, Villard Place is proposed to be extended to form a new intersection with McCord Road. Most lots would have frontage on these new local streets. One would have frontage on Leland Road and one on McCord Road. For the parcel fronting on Leland Road, the engineer notes that no alternative access is possible for this lot and proposed that an on-site turnaround be used to provide access from this parcel. I concur. Due to the speeds on Leland Road and proximity of the lot to the 90-degree curve on Leland Road, I recommend that any lot taking direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.*
3. *Driveway Width. The TAL does not indicate any impediments to meeting driveway width standards.*
4. *Intersection Spacing. The proposal will extend several existing streets and creates three new intersections on Villard Place, including the one at McCord Road. Intersection spacing is appropriate. It continues the layout of streets already established by the development of adjacent subdivisions.*
5. *Sight Distance. The engineer measured sight distance at the proposed intersection of McCord Road and Villard Place. He found sight distance was available in excess of 500 feet to the northwest and to southeast. This is far in excess of that necessary for the statutory speed or the observed speeds in that location. He also assessed sight distance for the proposed driveway for the parcel with access to Leland Road. He found intersection sight distance to the southwest to be adequate. To the northeast, he noted vegetation somewhat limit sight distance and noted that it may be removed with subsequent development. In the interim, he found that stopping sight distance was available for the driveway. It is critical that an on-site turnaround be provided for this parcel. I concur with the engineer's analysis of sight distance.*
6. *Safety Issues. With the exception of the sight distance issue associated with a single lot addressed above, the engineer did not identify any safety issues associated with the subdivision and notes that the traffic impacts will be negligible. I concur with the engineer's conclusion.*

7. Consistency with the Transportation System Plan (TSP). Based on the materials submitted it appears that the streets would be developed in accordance with city standards and would be consistent with the TSP. The extension of streets from adjacent subdivisions and, especially the connection of Villard Drive to McCord Road, increase connectivity in the area and are consistent with the TSP.

8. Transportation Planning Rule (TPR) Analysis. Because the applicant is proposing to rezone the property from R-10 to R-6, a TPR analysis is also included. He provided an analysis of the maximum trip generation under R-6 and concluded the impact was negligible. 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.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. Connectivity in the vicinity is enhanced by connections with adjacent streets. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

There are no transportation-related issues associated with this subdivision requiring mitigation. For the parcel that would have direct access to Leland Road, the engineer recommends an on-site turn around. I concur; I recommend that the lot with direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property (Exhibit 3).

In addition, Mr. Replinger wrote a supplemental analysis in response to Mr. Neils' comments:

Mr. Neils raises concerns about safety, the proposed access to McCord Road, and issues related to the Master Plan related to densities and additional traffic.

In light of Mr. Neils' comments, I reviewed the applicant's Traffic Analysis Letter (TAL) with particular emphasis on the sections on sight distance and trip generation.

As described in the TAL, the applicant's traffic engineer performed measurements where Villard Drive is planned to intersect McCord Road. His measurements were conducted according to standard methods. He reports sight distance is far in excess of the minimum required for the statutory speed limit on McCord Road. In fact, he reports that the available sight distance is adequate for speeds up to 45 mph. I find no reason to revise my conclusion about the adequacy of sight distance or revise my conclusion about the appropriateness of a new intersection at the proposed location on McCord Road.

Mr. Neils also suggested that Leland Road is more appropriate for additional traffic than is McCord. The TAL notes the difficulty of providing adequate sight distance on Leland Road at the location where the parcel has frontage. While adequate for a driveway, this location is not recommended as a location for a new public street intersection. The layout of the proposed subdivision, with Villard Drive intersecting McCord Road, significantly improves connectivity by reinforcing the grid system in the area. I view the increased connectivity to be one of the principals supported by the adopted Transportation System Plan. Due to the increased connectivity afforded by this subdivision, I think it is likely that Villard Drive, Anita Place, and Joseph Way will help distribute traffic to and from the subdivision resulting in minimal changes to traffic volumes on McCord Road.

As described in the TAL, a previous analysis associated with annexation to the city analyzed this parcel as a 21-lot subdivision. Under the proposed zoning, 25 lots are proposed. An increase in 4 dwellings would not prove significant from a traffic standpoint at any location.

Because the proposal involves rezoning, the engineer conducted a Transportation Planning Rule analysis. He provided an analysis of the maximum trip generation under R-6 and concluded the impact was negligible. 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. In light of Mr. Neils' comments I reviewed the TPR analysis in the TAL and conclude that the engineer's analysis and conclusions were valid.

I leave it to others to comment on Mr. Neils' preference for a buffer between different zoning categories. As I stated above, the rezoning would allow four additional dwelling units above those allowed under current zoning. Four additional dwelling units will not produce a significant effect on the transportation system. As for the inadequacy of Pease Road, I see no reason to expect significant traffic from this subdivision to use Pease Road. I expect Pease Road will eventually be upgraded to appropriate standards, including the provision of sidewalks, as specified in the Transportation System Plan.

In conclusion, I did not find any arguments in Mr. Neils' comments to alter my conclusion that the TAL provides an adequate basis to assess the transportation impacts of the proposed subdivision. The proposed intersection of Villard Drive and McCord Road is appropriate and will have adequate sight distance. The subdivision will result in minimal additional traffic. Connectivity in the vicinity is enhanced by connections with adjacent streets. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

There are no transportation-related issues associated with this subdivision requiring mitigation. For the parcel that would have direct access to Leland Road, the engineer recommends an on-site turn around. I concur; I recommend that the lot with direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.

Staff concurs with Mr. Replinger and finds that the application is consistent with this approval criterion (C). **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.B.6. Schools

Finding: Complies as Proposed. The Oregon City School District provides education services for the children of future residents. School funding is provided through a variety of sources including property taxes and surcharges that will be assessed at the time building permits are issued for each lot in the subdivision. Wes Rogers, Director of Operations for the Oregon City School District submitted comments identifying that there are no issues with the development proposal (Exhibit 5).

16.08.030.B.7. Fire and Police Services

Finding: Complies with Condition. Clackamas County Fire District No. 1 will provide fire services to the subject site. There are no noted concerns about fire services and property taxes will be paid by future property owners to fund fire protection services thereby ensuring funding for protection services. In the event that fire hydrants are required by Clackamas County Fire District No. 1 requirements, staff finds there is adequate area available on the subject property for such installation. Prior to public facilities construction plan approval, the applicant shall submit the proposed development plans to Clackamas County Fire District No. 1 for review and install fire hydrants within the proposed development and on Leland Road per requirements.

The City of Oregon City Police Department will provide police services to the subject site. Property taxes will be paid by future property owners to fund police protection services, thereby ensuring funding for police services. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Where adequate capacity for any of these public facilities and services is not demonstrated to be currently available, the Applicant shall describe how adequate capacity in these services and facilities will be financed and constructed before recording of the plat;
Finding: Not Applicable. As described above, all public facilities and services are available. Therefore, this standard does not apply to this application.

16.08.030.C. Approval Criteria and Justification for Variances. The applicant shall explain how the proposed subdivision is consistent with the standards set forth in Chapter 16.12, 12.04 and any other applicable approval standards identified in the municipal code. For each instance where the applicant proposes a variance from some applicable dimensional or other numeric requirement, the applicant shall address the approval criteria from Chapter 17.60.
Finding: Not Applicable. This application does not include any requests for variances.

16.08.030.D. Drafts of the proposed covenants, conditions and restrictions (CC&Rs), maintenance agreements, homeowner association agreements, dedications, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision;
Finding: Complies with Condition. The applicant did not submit a copy of the draft CC&Rs for the subdivision. Prior to issuance of a permit associated with the proposed development the applicant shall submit CC&R's for the subdivision (if applicable) which do not conflict with the Oregon City Municipal Code. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.08.030.E. A description of any proposed phasing, including for each phase the time, acreage, number of residential units, amount of area for nonresidential use, open space, development of utilities and public facilities;
Finding: Complies as Proposed. The applicant proposed to construct the subdivision in a single phase.

16.08.030.F. Overall density of the subdivision and the density by dwelling type for each.
Finding: Complies as Proposed. The site is approximately 224,198 square feet (5.15 acres) in size. However, there are 74,043 square feet of right-of-way dedications, resulting in a net developable area for the project of 150,155 square feet. The net developable area divided by 6,000 (the minimum lot size) provides a maximum density of 25 units. The Oregon City Municipal Code requires a minimum of 80% of the maximum density be constructed. Eighty percent of 25 is 20 units. The applicant has proposed 25 lots. Therefore, the application complies with the maximum allowed density and achieves at least 80 percent of the maximum density of the base zone for the net developable area. All lots will be developed with single-family dwellings.

16.08.035 - Notice and invitation to comment.
Upon the city's determination that an application for a preliminary subdivision plat is complete, pursuant to Section 17.50, the city shall provide notice of the application in accordance with requirements of Section 17.50 applicable to Type II decisions.
Finding: Complies as Proposed. The application was deemed complete and notice was transmitted for comment in accordance with Section 17.50. This standard is met.

16.08.040 - Preliminary subdivision plat—Approval standards and decision.
The minimum approval standards that must be met by all preliminary subdivision plats are set forth in Chapter 16.12, and in the dimensional and use requirements set forth in the chapter of this code that corresponds to the

underlying zone. The community development director shall evaluate the application to determine that the proposal does, or can through the imposition of conditions of approval, meet these approval standards. The community development director's decision shall be issued in accordance with the requirements of Section 17.50.
Finding: Complies with Conditions. This staff report contains findings and conditions of approval to assure that the applicable approval criteria are met. These findings are supported by substantial evidence which includes preliminary plans, a Transportation Analysis Letter, and other written documentation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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: Complies as Proposed. 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: Not Applicable. No flag lots are proposed.

CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 Street design—Generally.
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.

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*:* Complies as Proposed. The proposed subdivision would extend Blanchett Drive, and several yet-to-be-named new local streets through the property with a connection to White Lane, and street stubs to adjacent redevelopable land within the city limits. The proposed street layout provides for improved pedestrian, bicycle and motor vehicular circulation in this area and may be extended in the future with development of adjacent properties. The block system proposed has been designed to accommodate the existing overhead power line easement through the provision of additional residential lot size and depth, and by placing the required storm facility in a tract underneath the power line. The proposed street pattern provides for adequate building site size, as demonstrated by the site plan submitted with this application.

16.12.025 Blocks-Length
Block lengths for local streets and collectors shall not exceed five hundred feet between through streets, as measured between nearside right-of-way lines.
Finding*:* Complies as Proposed. The block proposed lengths do not exceed 500 feet. The shadow plat shows a proposed street extending onto Leland Road which would result in an appropriate block width and a more appropriate intersection spacing.

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*:* Complies as Proposed. The proposed development generally results in the formation of new blocks which provide two tiers of lots, where practicable.

16.12.035 Blocks-Pedestrian and Bicycle Access

Finding: Complies as Proposed. The proposal includes a contiguous street system that minimizes out-of-direction travel by pedestrians and bicyclist with installation of sidewalks and a bike lane on the street system. Separate pedestrian and bicycle access ways are neither proposed nor required. According to the City's adopted transportation system plan (TSP), a regional trail connection / shared use path in this area is envisioned, which will be met through the pedestrian sidewalk system within the development. This standard is met.

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: Complies as Proposed. The buildings sites proposed are appropriate in size, width, shape, and orientation for low-density residential development, exceeding the minimum lot size, lot depth and lot width and similar to other development within the "R-6" Single-Family Dwelling District. The applicant is not requesting a variance to any dimensional standard.

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: Please refer to the analysis in Section 16.08.030.F of this report.

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: Complies as Proposed. The site is approximately 224,198 square feet (5.15 acres) in size. However, there are 74,043 square feet of right-of-way dedications, resulting in a net developable area for the project of 150,155 square feet. The net developable area divided by 6,000 (the minimum lot size) provides a maximum density of 25 units. The Oregon City Municipal Code requires a minimum of 80% of the maximum density be constructed. Eighty percent of 25 is 20 units. The applicant has proposed 25 lots. Therefore, the application complies with the maximum allowed density and achieves at least 80 percent of the maximum density of the base zone for the net developable area. All lots will be developed with single-family dwellings.

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: Complies as Proposed. No through lots are proposed.

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: Complies as Proposed. 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.

16.12.065 Building site—Grading.
Grading of building sites shall conform to the State of Oregon Structural Specialty Code, Chapter 18, any approved grading plan and any approved residential lot grading plan in accordance with the requirements of Chapter 15.48, 16.12 and the Public Works Stormwater and Grading Design Standards, and the erosion control requirements of Chapter 17.47.
Finding: Complies with Condition. The applicant provided a preliminary grading plan demonstrating compliance with the City's Public Works requirements for grading standards if a few modifications are provided. The grading plan shows cuts up to 2-feet and fills up to 2-feet.

The applicant shall provide a geotechnical report along with the design plans. The applicant shall submit an erosion control plan and obtain an erosion control permit and field installation for review by the Public Works Department prior to start of construction.

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.

The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval prior to approval of construction plans. The applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.070 Building site—Setbacks and building location.
This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.
A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.
B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.
C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.

D. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:
1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or
2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.
E. The community development director may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.

Finding: Complies with Condition. Leland Road is classified as a minor arterial and McCord Road is designated a collector street which abut Lots 1, 2, 16 and 25. These lots face onto the adjoining arterial and collector streets and the houses built on them will have their most architecturally significant façade facing towards these streets, as required by these standards. Lot 16 is proposed to have a driveway with a turnaround so as to avoid having cars backing out onto Leland Road. If lots 1 and 2 are both accessed from McCord, the driveways shall be combined at the property line into a single access at the right-of-way. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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: Complies as Proposed. No lots within the subdivision have sufficient lot size for further land division, given the average lot size of the subdivision.

16.12.080 Protection of trees.
Protection of trees shall comply with the provisions of Chapter 17.41—Tree Protection.

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

16.12.085 Easements.
The following shall govern the location, improvement and layout of easements:
16.12.085.A. Utilities. Utility easements shall be required where necessary as determined by the city engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the land division and with adjoining subdivisions or partitions. Specific utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans.

Finding: Complies with Condition. The applicant proposed 10-foot wide public utility easements (PUE's) along all street frontages. Ten-foot public utility easements along all street frontages and all easements required for the final engineering plans shall be dedicated to the public on the final plat.

The applicant shall provide a 10-foot PUE along the southern property line of Lot 15 (which will front the future extension of Ross Street).

The applicant shall provide a 10-foot PUE along the entire frontage of Lot 17 (which will partially front Pelican Lake Place and the future Ross Street Extension). Currently, the applicant has proposed a 10-foot PUE along the eastern property line of Lot 17 and this is not required. See this section for discussion regarding a required water line easement across Lots 16 and 17.

Proposed lots 16 and 17 shall have a 10-foot wide water line easement across their eastern property boundary to provide installation of, maintenance of, and access to a required 4-inch ductile iron City water main. Refer to section 16.08.030.B.1 of this report for a discussion of this required 4-inch ductile iron water main.

All existing and proposed utilities and easements shall be indicated on the construction plans.

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

16.12.085.B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards.
Finding: Not Applicable. There are no unusual facilities proposed or required within this development.

16.12.085.C. Watercourses. Where a land division is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.
Finding: Not Applicable. The land division is not traversed by a watercourse.

16.12.085.D. Access. When easements are used to provide vehicular access to lots within a land division, the construction standards, but not necessarily width standards, for the easement shall meet city specifications. The minimum width of the easement shall be twenty feet. The easements shall be improved and recorded by the applicant and inspected by the city engineer. Access easements may also provide for utility placement.
Finding: Not Applicable. The applicant has not proposed any access easements as part of this development.

16.12.085.E. Resource Protection. Easements or other protective measures may also be required as the community development director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.
Finding: Not Applicable. The land division is not traversed by a watercourse.

16.12.090 Minimum improvements—Procedures.
In addition to other requirements, improvements installed by the applicant either as a requirement of these or other regulations, or at the applicant's option, shall conform to the requirements of this title and be designed to city specifications and standards as set out in the city's facility master plan and Public Works Stormwater and Grading Design Standards. The improvements shall be installed in accordance with the following procedure:
A. Improvement work shall not commence until construction plans have been reviewed and approved by the city engineer and to the extent that improvements are in county or state right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.
B. Improvements shall be constructed under the inspection and approval of the city engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the city engineer or other city decision-maker, the applicant's project engineer also shall inspect construction.
C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of Chapter 17.49 and the Public Works Erosion and Sediment Control Standards. Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed beyond the public utility easement behind to the lot lines.

D. As-built construction plans and digital copies of as-built drawings shall be filed with the city engineer upon completion of the improvements.
E. The city engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.
Finding: Complies with Condition. The applicant indicated that construction plans for all required improvements will be presented to the city for review and approval prior to the commencement of any construction activities on the site. As required by these standards and city policy, inspections will occur during construction of these improvements. Erosion control measures will be provided and are depicted in conceptual form on the attached preliminary grading plans. 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. Furthermore, 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. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.095 Minimum improvements—Public facilities and services.
The following minimum improvements shall be required of all applicants for a land division under Title 16, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the city's public systems and facilities:
16.12.095.A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the city's planned level of service on all public streets, including alleys within the land division and those portions of public streets adjacent to but only partially within the land division. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for street improvements that benefit the applicant's property. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points or curvature and points of tangency of their center line, and
Finding: Complies with Condition. Please refer to the analysis in 16.08.030.B.5 of this report.

16.12.095.B. Stormwater Drainage System. Applicants shall design and install drainage facilities within land divisions and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for stormwater drainage improvements that benefit the applicant's property. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system. The applicant shall design the drainage facilities in accordance with city drainage master plan requirements, Chapter 13.12 and the Public Works Stormwater and Grading Design Standards.
Finding: Complies with Condition. Refer to section 16.08.030.B.3 of this report for a discussion of storm water.

16.12.095.C. Sanitary Sewer System. The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a land division in accordance with the city's sanitary sewer design standards, and shall connect those lots or parcels to the city's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for sanitary sewer improvements that benefit the applicant's property. Applicants are responsible for extending the city's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all

affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the city engineer before construction begins.
Finding: Complies with Condition. Refer to section 16.08.030.B.2 of this report for a discussion of sanitary sewer.

16.12.095.D. Water System. The applicant shall design and install a water system to serve all lots or parcels within a land division in accordance with the city public works water system design standards, and shall connect those lots or parcels to the city's water system. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for water improvements that benefit the applicant's property. Applicants are responsible for extending the city's water system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.
Finding: Complies with Condition. Refer to section 16.08.030.B.1 of this report for a discussion of the water system.

16.12.095.E. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the land division. Exceptions to this requirement may be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a land division without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the land division application. Applicants for partitions may be allowed to meet this requirement by executing a binding agreement to not remonstrate against the formation of a local improvement district for sidewalk improvements that benefit the applicant's property.
Finding: Complies with Condition. Please refer to section 12.040.180 B for a discussion of sidewalks.

16.12.095.F. Bicycle Routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the decision-maker may require the installation of separate bicycle lanes within streets and separate bicycle paths.
Finding: Complies as Proposed. Please refer to the analysis in chapter 12.04 of this report.

16.12.095.G. Street Name Signs and Traffic Control Devices. The applicant shall install street signs and traffic control devices as directed by the city engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.
Finding: Complies as Proposed. The applicant indicated compliance with this section. This standard is met.

16.12.095.H. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all city regulations.
Finding: Complies with Condition. As required in this criterion, the applicant shall install street lights along the frontage of the project. See section 12.040.180 B for a discussion.

16.12.095.I. Street Trees.
Finding: Complies with Condition. Please refer to the analysis in section 12.08 of this report.

16.12.095.J. Bench Marks. At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the city engineer.
Finding: Complies as Proposed. The applicant indicated compliance with this section. This standard is met.

16.12.095.K. Other. The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

Finding: Complies as Proposed. The applicant indicated compliance with this section. This standard is met.

16.12.095.L. Oversizing of Facilities. All facilities and improvements shall be designed to city standards as set out in the city's facility master plan, public works design standards, or other city ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. The city may require oversizing of facilities to meet standards in the city's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the city for oversizing based on the city's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.

Finding: Complies as Proposed. The applicant indicated compliance with this section. This standard is met. Refer to section 16.08.030.B.1 of this report for a discussion of the water system.

16.12.095.M. Erosion Control Plan—Mitigation. The applicant shall be responsible for complying with all applicable provisions of Chapter 17.47 with regard to erosion control.

Finding: Complies with Condition. The applicant provided a preliminary rough grading plan that indicates the applicant will be able to meet the City's Public Works erosion control standards. Further, the applicant indicated that it will comply with this section by submission of its erosion control plan to the Public Works Department to ensure the erosion control will meet meets the Public Works requirements. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan suitable to the Public Works Department to meet the Public Works requirements for erosion control. The applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.100 Same—Road standards and requirements.
A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04. However, the decision-maker may approve the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions where any of the following conditions exist:
1. The establishment of the public street is initiated by the city commission and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street;
2. The tract in which the street is to be dedicated is within an isolated ownership either not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.
B. For any public street created pursuant to subsection A of this section, a copy of a preliminary plan and the proposed deed shall be submitted to the community development director and city engineer at least ten days prior to any public hearing scheduled for the matter. The plan, deed and any additional information the applicant may submit shall be reviewed by the decision-maker and, if not in conflict with the standards of Title 16 and Title 17, may be approved with appropriate conditions.

Finding: Complies with Condition. Please refer to the findings in chapter 12.04 within this report.

16.12.105 Same—Timing requirements.
A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with this section.

B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the city engineer. Under this option, the improvement must be complete and accepted by the city engineer prior to final plat approval.
C. Financial Guarantee. The applicant shall provide the city with a financial guarantee in a form acceptable to the city attorney and equal to one hundred ten percent of the cost of constructing the public improvements in accordance with Oregon City Municipal Code Chapter 17.50. Possible forms of guarantee include an irrevocable or standby letter of credit, guaranteed construction loan set-aside, reserve account, or performance guarantee, but the form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city, must be reviewed and approved by the city attorney. The amount of the guarantee shall be based upon approved final engineering plans, equal to at least one hundred ten percent of the estimated cost of construction, and shall be supported by a verified engineering estimate and approved by the city engineer.

Finding: Complies with Condition. The applicant indicated compliance with this section by completing all public improvements prior to final plat or guaranteeing the construction improvements in a manner acceptable to the City Engineer. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.110 Minimum improvements—Financial guarantee.
When conditions of permit approval require a permittee to construct certain improvements, the city may, in its discretion, allow the permitee to submit a performance guarantee in lieu of actual construction of the improvement. Performance guarantees shall be governed by this section.
A. Form of Guarantee. Performance guarantees shall be in a form approved by the city attorney Approvable methods of performance guarantee include irrevocable standby letters of credit to the benefit of the city issued by a recognized lending institution, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the city. The form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city shall be reviewed and approved by the city attorney. The guarantee shall be filed with the city engineer.
B. Timing of Guarantee. A permittee shall be required to provide a performance guarantee as follows:
1. After Final Approved Design by the City: A permittee may request the option of submitting a performance guarantee when prepared for temporary/final occupancy. The guarantee shall be one hundred twenty percent of the estimated cost of constructing the remaining public improvements as submitted by the permittee's engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer.
2. Before Complete Design Approval and Established Engineered Cost Estimate: A permittee may request the option of submitting a performance guarantee before public improvements are designed and completed. The guarantee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the city engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. This scenario applies for a fee-in-lieu situation to ensure adequate funds for the future work involved in design, bid, contracting, and construction management and contract closeout. In this case, the fee-in-lieu must be submitted as cash, certified check, or other negotiable instrument as approved to form by the city attorney.
C. Duration of the Guarantee. The guarantee shall remain in effect until the improvement is actually constructed and accepted by the city. Once the city has inspected and accepted the improvement, the city shall release the guarantee to the permittee. If the improvement is not completed to the city's satisfaction within the time limits specified in the permit approval, the city engineer may, at their discretion, draw upon the guarantee and use the proceeds to construct or complete construction of the improvement and for any related administrative and legal costs incurred by the city in completing the construction, including any costs incurred in attempting to have the permittee complete the improvement. Once constructed and approved by the city, any remaining funds shall be refunded to the permittee. The city shall not allow a permittee to defer construction of improvements by using a performance guarantee, unless the permittee agrees to construct those improvements upon written notification by the city, or at some other mutually agreed-to time. If the permittee fails to commence construction of the required improvements within six months of being instructed to do so, the city may, without further notice, undertake the construction of the improvements and draw upon the permittee's performance guarantee to pay those costs.

Finding: Complies with Condition. The applicant indicated compliance with this section and will submit the required performance guarantees or will perform the improvements required for this application.

The applicant proposed that the developer pay a fee in lieu of construction along the Leland Road frontage. The reasoning provided by the applicant is that the frontage is a very short section and improvements do not currently exist on either side of the street where the development fronts Leland Road. Development Services staff will consider allowing the developer to pay a fee in lieu of construction of street improvements along the Leland Road frontage. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 Applicability
A. Compliance with this chapter is required for all Land Divisions, Site Plan and Design Review, Master Plan, Detailed Development Plan and Conditional Use applications and all public improvements.
Finding: Applicable. The applicant applied for a subdivision, this chapter is applicable.

***12.04.005** Jurisdiction and management of the public rights-of-way*
A. The city has jurisdiction and exercises regulatory management over all public rights-of-way within the city under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.
B. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways or areas, including the subsurface under and air space over these areas.
C. The city has jurisdiction and exercises regulatory management over each public right-of-way whether the city has a fee, easement, or other legal interest in the right-of-way. The city has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.
D. No person may occupy or encroach on a public right-of-way without the permission of the city. The city grants permission to use rights-of-way by franchises and permits.
E. The exercise of jurisdiction and regulatory management of a public right-of-way by the city is not official acceptance of the right-of-way, and does not obligate the city to maintain or repair any part of the right-of-way.
Finding: Complies as Proposed. The applicant acknowledges the City's jurisdiction and management of the public right-of-way. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way.

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

- *A. The modification meets the intent of the standard;*
- *B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;*
- *C. The modification is consistent with an adopted plan; and*
- *D. The modification is complementary with a surrounding street design; or, in the alternative,*
- *E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that*

complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.

Finding: Complies with Condition. The applicant has proposed two modifications.

McCord Road

A modification to the standard street section has been requested for McCord Road. The proposed development includes frontage on McCord Road, which is classified as a collector street (residential). The City standards for a Collector street are: 85-foot Right-of-Way, 59 feet of pavement, three (3) 11-foot travel lanes, curb and gutter, 6-foot bike lane, 7-foot street parking, 5-foot sidewalk, and 7.5-foot landscape strip. A modified street section shall be constructed in lieu of the standard section. The modified street section includes 17 feet of pavement (includes 11-foot travel lane and 6-foot bike lane), curb and gutter, 7.5-foot planter and a 5-foot sidewalk, and a 0.5-foot access strip. The total width of these improvements is 30 feet as measured from the centerline of the right-of-way. The applicant shall dedicate sufficient right-of-way to provide 30 feet on the applicant's side of the centerline of right-of-way on McCord Road.

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the standards is not specifically listed, but is clearly intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. The proposed plan would provide for adequate right-of-way (as measured from centerline), which is consistent with staff recommendations. The TAL submitted with this application indicates that there are no anticipated operational or safety issues associated with the proposed development. Thus, the intent of the standard will be met.
B. The proposed street section is adequate for vehicular traffic as it matches the existing condition on either side of the subject property, and will be designed to provide safe movement of pedestrians and bicycles.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process.
D. In this instance, the standard proposed is based on the recommendation of City staff and will match pavement sections previously approved for the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

Leland Road

A modification to the standard street section has been requested for Leland Road. The proposed development includes frontage on Leland Road, which is classified as a minor arterial street (residential). The City standards for a Minor Arterial street are: 114-foot Right-of-Way, 68 feet of pavement, three (3) 12-foot travel lanes, curb and gutter, 7-foot street parking, 6-foot median, 6-foot bike lane, 5-foot sidewalk, and 10.5-foot landscape strip. The applicant proposed matching the street section on Leland Road approximately 185 feet north of the proposed development. This street section has a total width of 70 feet, including 48 feet of pavement, street parking, bike lane, sidewalk and landscape strip. After internal staff review, it was determined that the applicant shall construct the following street section along the Leland Road frontage: 12-foot travel lane, 6-foot bike lane, 7-foot parking lane, curb and gutter, 7.5-foot landscape strip, 5-foot sidewalk, and a 0.5-foot access strip. The total width of these improvements is 38 feet as measured from the centerline of the right-of-way. The applicant shall dedicate sufficient right-of-way to provide 38 feet on the applicant's side of the centerline of right-of-way on Leland Road.

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The

intent of the standards is not specifically listed, but is clearly intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. The proposed plan would provide for adequate right-of-way (as measured from centerline), which is consistent with staff recommendations. The TAL submitted with this application indicates that there are no anticipated operational or safety issues associated with the proposed development. Thus, the intent of the standard will be met.

B. The proposed street section is adequate for vehicular traffic as it matches the existing condition on either side of the subject property, and will be designed to provide safe movement of pedestrians and bicycles.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process.
D. In this instance, the standard proposed is based on the recommendation of City staff and will match pavement sections previously approved for the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

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

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 with Condition. See section 12.040.180 B for findings.

12.04.020 Construction specifications—Unimproved streets.
Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.
Finding: Not Applicable. The applicant has not proposed to construct any infrastructure within an unimproved street.

12.04.025 - Street design—Driveway Curb Cuts.
12.04.025.A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.
12.04.025.B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

Property Use	*Minimum Driveway Width at sidewalk or property line*	*Maximum Driveway Width at sidewalk or property line*
Single or Two-Family Dwelling with one Car Garage/Parking Space	*10 feet*	*12 feet*
Single or Two-Family Dwelling with two Car Garage/Parking Space	*12 feet*	*24 feet*
Single or Two-Family Dwelling with three or more Car Garages/Parking Space	*18 feet*	*30 feet*
Non Residential or Multi-Family Residential Driveway Access	*15 feet*	*40 feet*

The driveway width abutting the street pavement may be extended 3 feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).

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

1. *To provide adequate space for on-street parking;*
2. *To facilitate street tree planting requirements;*
3. *To assure pedestrian and vehicular safety by limiting vehicular access points; and*
4. *To assure that adequate sight distance requirements are met.*
    a. *Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.*
    b. *Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single –Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.*

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

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

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

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

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

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

Finding: Complies as Proposed. The applicant has stated that they will work with City staff to ensure that curb cuts are designed and improved consistent with City standards.

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 as Proposed. The applicant is responsible for maintaining said sidewalk and abutting curb.

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: Not Applicable. This is not a criterion for this development.

12.04.032 Required sidewalk repair.

A. When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.

B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the city may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.
C. The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.
D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.
Finding: Not Applicable. The applicant has not proposed and is not required to repair a sidewalk.

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. This is not a criterion for this development because no sidewalk repair is required.

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. This is not a criterion for this development because no sidewalk repair is required.

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. This is not a criterion for this development.

***12.04.045** Street design – Constrained local streets and/or rights-of-way*
Any accessway with a pavement width of less than thirty-two feet shall require the approval of the city engineer, community development director and fire chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed accessway. Constrained local streets and/or right-of-way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the city engineer and community development director.

Table 12.04.045		
STREET DESIGN STANDARDS FOR LOCAL CONSTRAINED STREETS		
	Minimum	*Required*
Type of Street	*Right-of-way*	*Pavement Width*
Constrained local street	*20 to 40*	*20 to less than 32 feet*

Finding: Not Applicable. The applicant has not proposed a constrained street.

12.04.050 Retaining walls--Required.
Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.
Finding: Not Applicable. Applicant is not proposing construction of a retaining wall.

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. Applicant is not proposing construction of a retaining wall.

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 with Conditions. Work is anticipated to be within right-of-way on McCord Road and Leland Road to connect to existing utilities. The applicant shall obtain all permits as required for any work within the right-of-way. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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: Complies with Conditions. The City shall review a permit upon submittal. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.095 - *Street Design—Curb Cuts.*
To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized to minimize the number and size of curb cuts (including driveways) as far as practicable where any of the following conditions are necessary:
A. To provide adequate space for on-street parking;
B. To facilitate street tree planting requirements;
C. To assure pedestrian and vehicular safety by limiting vehicular access points; and
D. To assure that adequate sight distance requirements are met.

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

12.04.100 Excavations – Restoration of Pavement
Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.
Finding: Complies with conditions. The applicant has proposed work in the public right-of-way that will require pavement restoration. This includes new pipe lines. The applicant shall restore the pavement in accordance with the City Pavement Cut Policy ans Standards and meet the Full Standard for all cuts.
Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

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: Complies. All excavations will comply with this Chapter via the conditions of approval.

12.04.120 Obstructions – Permit Required
Finding: Complies as proposed. The applicant shall obtain all required permits before any obstructions of the right-of-way.

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: Not Applicable.

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 with Condition. The applicant has proposed standard street improvements and other public facilities work in accordance with adopted public facility plans, and is required to conform to Engineering Policy 00-01, which applies to any development requiring provision of public facilities. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.175 Street Design--Generally.
The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, 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: Complies as Conditioned. The location, widths, and grades of the proposed street network provide connectivity for future development of adjacent properties, a convenient street system, and for the safety of all modes of travel, including pedestrian and bicycle to, from, and through the subject site. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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
Major 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.
	Industrial	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	Residential	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

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.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Collector	Mixed Use, Commercial or Public/Quasi Public	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A
	Industrial	88 ft.	62 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	N/A
	Residential	85 ft.	59 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 11 ft. Lanes	N/A

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
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
	Industrial	60 ft.	38 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 19 ft. Shared Space			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 with Condition. McCord Road and Leland Road are under the jurisdiction of Clackamas County. The County typically defers to the City regarding development along County jurisdictional roads. Applicant shall obtain all necessary Clackamas County permits for work within their right-of-way.

McCord Road is classified as a Collector Street in the Oregon City Transportation System Plan (TSP), which requires a right-of-way (ROW) width of 85 feet. Currently, McCord Road has a ROW width of approximately 40 feet along the development's McCord Road frontage. The applicant shall dedicate sufficient ROW to provide a total of 30 feet of ROW along the frontage of McCord Road in order to provide ROW for the modified street section improvements required from the centerline. See Chapter 12.04.007 of this report for further description of the required street section along the McCord Road frontage.

Leland Road is classified as a Minor Arterial in the Oregon City Transportation System Plan (TSP), which requires a right-of-way (ROW) width of 114 feet. Currently, Leland Road has a ROW width of approximately 64 feet along the development's Leland Road frontage, and transitions to 70 feet approximately 185 feet north of the project's Leland road frontage. The applicant shall dedicate sufficient ROW to provide a total of 38 feet of ROW along the frontage of Leland Road in order to provide ROW for the modified street section improvements required from the centerline. See Chapter 12.04.007 of this report for further description of the required street section along the Leland Road frontage.

Joseph Way was partially constructed as part of Pavilion Park and Rian Park Subdivisions. The applicant shall construct the remaining portions of Joseph Way and shall dedicate sufficient ROW to provide for a total ROW width along Joseph Way of 53 feet.

For most of Anita Place south of Villard Place, the applicant shall dedicate 38-feet of ROW to construct a standard City half street. This shall include 26-feet of pavement (16 feet half street plus 10 feet), 0.5-foot curb & gutter, 5-foot planter strip, 5-foot sidewalk, 0.5-foot access strip, street trees and street lighting. This is the City's standard for half streets. The applicant shall also construct a temporary asphalt berm along the southern edge of Anita Place within this half street section. This temporary asphalt berm will allow storm water runoff to properly flow to adjacent catch basins.

The remainder of the streets are classified as a Local Streets in the Oregon City Transportation System Plan, which requires a ROW width of 54 feet. The applicant has proposed a ROW dedication of 54 feet for Villard Place, Anita Place, and Pelican Lake Place. This shall include 32-feet of pavement, curb & gutter, 5-foot planter strips, 5-foot sidewalks, street trees and street lighting.

The applicant has proposed a street system that appears to meet City requirements with a few modifications. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.185 Street Design--Access Control.
A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the City as a City controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
B. The City may grant a permit for the adjoining owner to access through the access control.
C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."

D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Finding: Complies with Condition. There are two temporary dead-ends proposed, and one half street. Non-vehicular access strips shall be dedicated along the ends of the dead-end streets and along the southern side of Anita Place. Appropriate plat restrictions allowing access to adjoining properties will be placed on the final plat prior to recording. **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: Complies as Proposed. The proposed street alignments meet the City requirements. This standard is met.

12.04.194 Traffic Sight Obstructions
All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

Finding: Complies as Proposed. Applicant acknowledges streets will be designed per this standard.

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: Complies as Proposed. The proposed distances between intersections are within the ranges of this condition.

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

Table 12.04.195.B Minimum Driveway Spacing Standards

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	***Minimum Driveway Spacing Standards***	***Distance***
Major Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Minor Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Collector Streets	*Minimum distance from a street corner to a driveway for all uses and* *Minimum distance between driveways for uses other than single and two-family dwellings*	*100 ft.*
Local Streets	*Minimum distance from a street corner to a driveway for all uses and*	*25 ft.*

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	***Minimum Driveway Spacing Standards***	***Distance***
	Minimum distance between driveways for uses other than single and two-family dwellings	
The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.		

Finding: Complies with Condition. Driveway locations have not been shown on the proposed subdivision. The applicant shall coordinate with City staff on the locations of driveways to meet the spacing standard. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.199 Pedestrian and Bicycle Accessways
Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three-hundred-and-thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.
12.04.199.A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.
12.04.199.B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:

1. *Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five foot planter strip and a three foot planter strip.*
2. *If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five foot planter strip and a three foot planter strip.*

12.04.199.C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.
2.04.199.D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.
12.04.199.E. Accessways shall comply with Americans with Disabilities Act (ADA).
12.04.199.F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:

1. *Within the three foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;*
2. *Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees;*
3. *Within the five foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;*
4. *In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.*

12.04.199.G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

12.04.199.H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.
12.04.199.I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings .
12.04.199.J. The Community Development Director may approve an alternative accessway design due to existing site constraints through the modification process set forth in Section 12.04.007.
12.04.199.K. Ownership, liability and maintenance of accessways.
To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:

1. *Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or*
2. *The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.*

Finding: Not Applicable. There are no accessways as part of this project.

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

A. For intersections within the Regional Center, the following mobility standards apply:

1. *During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
2. *During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
3. *Intersections located on the Regional Center boundary shall be considered within the Regional Center.*

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

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

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

1. *For signalized intersections:*

a. *During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*
b. *During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*

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

a. For unsignalized intersections, during the peak hour, all movements serving more than 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 / Beavercreek Road
State intersections located within or on the Regional Center Boundaries

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

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

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

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

Finding: Complies with Condition. Please refer to the analysis in 16.08.030.B.5.

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

Finding: Complies with Condition. The intersections have been shown with the angle very close to 90-degrees. It does not appear that the intersections of Villard Place with Anita Place and Pelican Lake Place and the intersection of Pelican Lake Place and Joseph Way have 50-feet of tangent. The design engineer shall work with the City to adjust the intersections to provide the 50-foot of tangent as practical. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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. See section 12.04.180.

12.04.220 Street Design--Half Street.
Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other

half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access Control may be required to preserve the objectives of half streets.
When the remainder of an existing half-street improvement is made it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the City's "Moratorium Pavement Cut Standard" or as approved by the City Engineer.
Finding: Complies with Condition. The applicant has proposed a half street for Anita Place, south of Villard Place, as described in sections 12.04.007 and 12.04.180.

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: Not Applicable. There are no cul-de-sacs or permanent dead-ends proposed.

12.04.230 Street Design--Street Names.
Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the City and shall be subject to the approval of the City.
Finding: Complies as Proposed. All street names being proposed under this development are extensions of other existing streets. The applicant shall work with City staff to provide street names that meet City requirements if changes are requested.

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: Complies with Condition. The applicant has proposed horizontal curves on Villard Place, Anita Place, and Pelican Lake Place. Through the design review process the applicant shall work with the City to adjust the design as required to meet standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.240 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 as Proposed. Lot 16, which fronts on Leland Road (a minor arterial street), is designed to provide an on-site turnaround in order to avoid vehicles backing out into Leland Road. Lots 2 and 25 front on McCord Road, but will be accessed from Villard Place. Lot 1, which also fronts on McCord Road, will be accessed directly from McCord Road, but no safety concerns have been identified in the TAL submitted as part of the application.

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: Complies as Proposed. The proposed street layout includes horizontal curves that will naturally slow down vehicular traffic, and the streets are short which also tends to keep speeds down.

12.04.255 Street design--Alleys.

Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. The corners of alley intersections shall have a radius of not less than ten feet.

Finding: Not Applicable. No alleys are proposed.

12.04.260 Street Design--Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary in Chapter 12.04 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Finding: Not Applicable. There are no nearby transit facilities.

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: Complies with Condition. Please refer to section 12.04.180.

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 with Condition. 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. As part of this policy the applicant is responsible for meeting design standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.280 Violation--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: Applicable.

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.*
13.12.050.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 with Condition. Refer to section 16.08.030.B.3 of this report for a discussion of storm water.

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:*
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: Complies with Conditions. Refer to section 16.08.030.B.3 of this report for a discussion of storm water.

2. Activities that create more than two thousand square feet of impervious surface, cumulated over any given seven year period; or
Finding: Complies with Condition. Storm water quantity control is required. Refer to section 16.08.030.B.3 of this report for a discussion of storm water.

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: Not Applicable. The proposed work is not redevelopment.

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:*
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 with Condition. Storm water quality control is required. Refer to section 16.08.030.B.3 of this report for a discussion of storm water.

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.

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 wastewater or storm water flows will discharge to the Clackamas River Watershed with this development.

13.12.090 Approval criteria for engineered drainage plans and drainage report.
An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;
B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020
C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
1. Do not exceed the capacity of receiving drainage conveyance facilities;
2. Do not increase the potential for streambank erosion; and
3. Do not add volume to an off-site closed depression without providing for mitigation.
D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and
2. Stormwater quality control facilities which:
a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;
b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and
c. Minimize any increase in nonpoint source pollution.
E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.
F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.
G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Finding: Complies with Conditions. See 16.08.030.B.3 for discussion of stormwater management.

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 street tree plan which included trees placed along the frontages of the development. The species of the trees was not identified on the plan and the applicant indicated that "the species of street trees will be submitted for review and approval of the community development director prior to final plat approval" (Exhibit 2). Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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. A street tree plan was submitted with the preliminary locations of 66 street trees. Based upon the layout, there is approximately 2,562.9 feet of frontage which require 73 street trees (2,562.9/35=73.22). Prior to issuance of a permit associated with the proposed

development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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. A street tree plan was submitted with the preliminary locations of street trees, but did not include the correct number of street trees nor did it include the location of street lights, fire hydrants or power lines. Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 with Condition. The applicant submitted a street tree plan which included trees placed along the frontages of the development. The size of the trees was not identified on the plan. Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 as Proposed. The applicant indicated that the "abutting property owners will be responsible for maintenance of street trees along their street frontage" (Exhibit 2).

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 street tree plan which included trees placed along the frontages of the development. The species of the trees was not identified on the plan and the applicant indicated that "the species of street trees will be submitted for review and approval of the community development director prior to final plat approval" (Exhibit 2). Prior to issuance of a permit associated with the proposed development the applicant shall submit a plan for street trees in compliance with OCMC 12.08. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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 as Proposed. The applicant indicated that the "abutting property owners will be responsible for maintenance of street trees along their street frontage" (Exhibit 2).

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 as Proposed. Though the City is not proposing maintenance on an existing street tree at this time, the applicant indicated that "the proposed development will conform to this provision" (Exhibit 2).

12.08.035 Public tree removal.

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

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

Finding: Not Applicable. All tree removal associated with the proposed development is reviewed under chapter 12.08.

12.08.040 Heritage Trees and Groves.

A. Purpose. Certain trees, because of their age, species, natural resource value, ecological or historical association, are of special importance to the city. These trees may live on private or public property.

1. The purpose of this chapter is to recognize, foster appreciation and provide for voluntary protection of Heritage Trees.

2. In particular, the following trees are shall be considered significant, and therefore eligible for heritage tree nomination in Oregon City, if they meet the minimum size requirements of the table below:

Finding: Not Applicable. No heritage trees or groves are currently on the subject site nor are they proposed with this development.

CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 Applicability—Grading permit required.

A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:

1. Grading activities in excess of ten cubic yards of earth;

2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;

3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;

4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or

5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.

Finding: Complies with Condition. The applicant provided a preliminary grading plan demonstrating general compliance with the City's Public Works requirements for grading standards. The preliminary plan presents grading and paving activities that will result in the disturbance of more than one-half acre.

A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. **Staff has determined that it**

is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

15.48.090 Submittal requirements.
An engineered grading plan or an abbreviated grading plan shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards whenever a city approved grading permit is required. In addition, a geotechnical engineering report and/or residential lot grading plan may be required pursuant to the criteria listed below.
A. Abbreviated Grading Plan. The city shall allow the applicant to submit an abbreviated grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards if the following criteria are met:
1. No portion of the proposed site is within the flood management area overlay district pursuant to Chapter 17.42*, the unstable soils and hillside constraints overlay district pursuant to* Chapter 17.44*, or a water quality resource area pursuant to* Chapter 17.49*; and*
2. The proposed filling or grading activity does not involve more than fifty cubic yards of earth.
B. Engineered Grading Plan. The city shall require an engineered grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer if the proposed activities do not qualify for abbreviated grading plan.
C. Geotechnical Engineering Report. The city shall require a geotechnical engineering report in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer who specializes in geotechnical work when any of the following site conditions may exist in the development area:
1. When any publicly maintained facility (structure, street, pond, utility, park, etc.) will be supported by any engineered fill;
2. When an embankment for a stormwater pond is created by the placement of fill;
3. When, by excavation, the soils remaining in place are greater than three feet high and less than twenty feet wide.
D .Residential Lot Grading Plan. The city shall require a residential lot grading plan in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer for all land divisions creating new residential building lots or where a public improvement project is required to provide access to an existing residential lot.
Finding: Complies with Conditions. Conditions will be applied to require a Residential Lot Grading Plan and geotechnical report with construction plan submittal. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL

17.47.030 - *Applicability.*
A. This chapter, which may also be referred to as "erosion control" in this Code, applies to development that may cause visible or measurable erosion on any property within the city limits of Oregon City.
B. This chapter does not apply to work necessary to protect, repair, maintain or replace existing structures, utility facilities, roadways, driveways, accessory uses and exterior improvements in response to emergencies, provided that after the emergency has passed, adverse impacts are mitigated in accordance with applicable standards.
Finding: Applicable. The applicant has proposed to construct a new subdivision with associated street improvements.

17.47.060 - *Permit required.*
The applicant must obtain an erosion and sediment control permit prior to, or contemporaneous with, the approval of an application for any building, land use or other city-issued permit that may cause visible or measurable erosion.
Finding: Complies with Condition. The applicant has proposed to construct a new subdivision with associated street improvements. The applicant shall provide an Erosion Prevention and Sedimentation

Control Plan to the City for approval. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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

1.The erosion and sediment control plan meets the requirements of the City of Oregon City public works standards for erosion and sediment control incorporated by reference as part of this chapter;
2.The erosion and sediment control plan indicates that erosion and sediment control measures will be managed and maintained during and following development. The erosion and sediment control plan indicates that erosion and sediment control measures will remain in place until disturbed soil areas are permanently stabilized by landscaping, grass, approved mulch or other permanent soil stabilizing measures.

C. The erosion and sediment control plan shall be reviewed in conjunction with the requested development approval. If the development does not require additional review, the manager may approve or deny the permit with notice of the decision to the applicant.
D. The city may inspect the development site to determine compliance with the erosion and sediment control plan and permit.
E. Erosion that occurs on a development site that does not have an erosion and sediment control permit, or that results from a failure to comply with the terms of such a permit, constitutes a violation of this chapter.
F. If the manager finds that the facilities and techniques approved in an erosion and sediment control plan and permit are not sufficient to prevent erosion, the manager shall notify the owner or his/her designated representative. Upon receiving notice, the owner or his/her designated representative shall immediately install interim erosion and sediment control measures as specified in the City of Oregon City public works standards for erosion and sediment control. Within three days from the date of notice, the owner or his/her designated representative shall submit a revised erosion and sediment control plan to the city. Upon approval of the revised plan and issuance of an amended permit, the owner or his/her designated representative shall immediately implement the revised plan.
G. Approval of an erosion and sediment control plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).
Finding: Complies with Condition. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.41 - TREE PROTECTION STANDARDS

17.41.020 Tree Protection – Applicability.
1. Applications for development subject to Chapter 16.08 or 16.12 (Subdivision or Minor Partition) or Chapter 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.
2. For public capital improvement projects, the City Engineer shall demonstrate compliance with these standards pursuant to a Type II process.
3. Tree canopy removal greater than 25% on sites greater than 25% percent slope, unless exempted under section 17.41.040, shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of Chapter 12.08.050 shall be subject to the standards of this section.
Finding: Applicable. The proposed development includes a Subdivision, therefore this section applies.

17.41.030 – Tree Protection - Conflicting Code Provisions.

Except as otherwise specified in this section, where these standards conflict with adopted City development codes or policies, the provision which provides the greater protection for regulated trees or groves, as defined in section 17.04, shall govern.

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

17.41.040 – 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. These standards are not intended to regulate farm and forest practices as those practices are defined under ORS 30.930.

Farm or forest resources. An applicant for development may claim exemption from compliance with these standards if the development site containing the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use within one year prior to development application. "Forest practices" and "forestlands" as used in this subsection shall have the meaning as set out in ORS 30.930. The Community Development Director has the authority to modify or waive compliance in this case.

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

17.41.050 - 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.*

Finding: Complies with Condition. The applicant has proposed to utilize option 1, mitigation. As identified in this section, all replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city. Prior to occupancy of the dwellings on the subject site, the applicant shall record a covenant or easement on all properties with new or existing trees planted on private property.

The applicant did identify trees for protection onsite, thought the amount of mitigation trees needed is unknown because the caliper of all existing trees onsite was not identified. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.060 - Tree Removal and Replanting - Mitigation (Option 1).

17.41.060.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 arborculture. At the applicant's expense, the City may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08 – Community Forest and Street Trees.

Finding: Complies with Condition. This section requires the tree mitigation plan report be prepared by a certified arborist, horticulturalist, forester or other environmental professionals with experience and academic credentials in forestry or arboriculture. No documentation was submitted indicating compliance with this section and the narrative indicated that "A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval". Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professionals with experience and academic credentials in forestry or arboriculture. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.060.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*

Finding: Finding: Complies with Condition. The applicant submitted a tree mitigation plan which incorrectly calculated the mitigation and did not identify the caliper of a cluster of trees near the intersection of Villard Place and Anita Place. Based on the tree removal plan submitted, staff calculated the mitigation in the table below (which did not include the row of arborvitae, resulting in a total 40 mitigation trees which are required to be planted.

Size of Tree Removed	Mitigation Outside of Construction Area			Mitigation Inside of Construction Area		
	# Removed	Mitigation for Each	Total	# Removed	Mitigation for Each	Total
6"-12"	0	3	0	19	1	19
13"-18"	0	6	0	1	2	2

19”-24”	2	9	0	5	3	15
25”-30”	0	12	0	1	4	4
31+”	0	15	0	0	5	0
Total	0		0	121		40
Grand Total	40 Mitigation Trees Required					

Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised tree mitigation plan in accordance with Chapter 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.070 – 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) shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:

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

Finding: Complies with Condition. The applicant indicated that the trees will be planted within this subdivision or within other subdivisions being developed by the applicant and the final mitigation plan would be submitted with the construction plans. The applicant shall have an approved mitigation planting plan prior to issuance of a permit associated with the proposed development. The mitigation plan may incorporate any of the options in Chapter 17.41 in addition to planting mitigation trees on private property (with an associated covenant) or increasing the size of trees onsite or within the right-of-way. Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised tree mitigation plan in accordance with Chapter 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.080. Tree Preservation within Subdivisions and Partitions – Dedicated Tract (Option 2).
A. Applicants for new subdivision and partition plats may delineate and show the regulated trees or groves as either a separate tract or part of a larger tract that meets the requirements of subsection (D) of this section.
B. The standards for land divisions subject to this section shall apply in addition to the requirements of the City land division ordinance and zoning ordinance, provided that the minimum lot area, minimum average lot width, and minimum average lot depth standards of the base zone may be superseded in order to allow for a reduction of dimensional standards pursuant to Section 17.41100 below.
C. Prior to preliminary plat approval, the regulated tree or grove area shall be shown either as a separate tract or part of a larger tract that meets the requirements of subsection (D) of this section, which shall not be a part of any parcel used for construction of a structure. The size of the tract shall be the minimum necessary as recommended by a consulting arborist to adequately encompass the dripline of the tree, protect the critical root zone and ensure long term survival of the tree or grove.
D. Prior to final plat approval, ownership of the regulated tree or grove tract shall be identified to distinguish it from lots intended for sale. The tract may be identified as any one of the following:
1. Private open space held by the owner or a homeowners association; or
2. For residential land divisions, private open space subject to an easement conveying stormwater and surface water management rights to the City and preventing the owner of the tract from activities and uses inconsistent with the purpose of this document; or
3. At the owners option, public open space where the tract has been dedicated to the City or other governmental unit; or
4. Any other ownership proposed by the owner and approved by the Community Development

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.090. Incentive for Tree Protection Tracts (Option 2).
A. The purpose of this section is to allow dimensional adjustments within a regulated tree protection tract to be transferred outside said tract to the remainder of the site. This provision applies on- site and density shall not be transferred beyond the boundaries of the development site.
B. Development applications for subdivisions and minor partitions that request a density transfer shall:
1. Provide a map showing the net buildable area of the tree protection tract;
2. Provide calculations justifying the requested dimensional adjustments
3. Demonstrate that the minimum lot size requirements can be met based on an average of all lots created, including the tree protection tract created pursuant to Section 17.41.080, 4. Demonstrate that, with the exception of the tree protection tract created pursuant to Section 17.41.080, no parcels have been created which would be unbuildable in terms of minimum yard setbacks;
5. Meet all other standards of the base zone except as modified in section 17.41.100.
C. The area of land contained in a tree protection tract may be excluded from the calculations for determining compliance with minimum density requirements of the zoning code.
Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.100. Permitted Modifications to Dimensional Standards (Option 2 Only).
A. An applicant proposing to protect trees in a dedicated tract pursuant to section 17.41.080 may request, and the Community Development Director, pursuant to a Type II procedure, may grant a reduction to, the lot size, width, depth, and setbacks of the underlying zone district in approving a subdivision or partition if necessary to retain a regulated tree or grove in a tract, as long as the calculation of average lot size, including tree protection tracts, meet the minimum lot size for the zone.. The applicant may choose to make the adjustments over as many lots as required. For example, the lot reduction could be spread across all the remaining lots in the proposed subdivision or partition or could be applied to only those needed to incorporate the area of the tree tract.

Table 17.41.100 A
Lot Size Reduction

ZONE	*Min. Lot Size (%)*	*Min. Lot Width*	*Min. Lot Depth*
R-10	*5,000 sq. feet*	*50'*	*65'*
R-8	*4,000 sq. feet*	*45'*	*60'*
R-6	*3,500 sq. feet*	*35'*	*55'*
R-5	*3,000 sq. feet*	*30'*	*50'*
R-3.5	*1,800 sq. feet*	*20'*	*45'*

Table 17.41.100 B
Reduced Dimensional Standards for Detached Single-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
8,000-9,999 square feet	*15 feet*	*20 feet*	*7/9 feet*	*15 feet*	*40%*
6,000-7,999 square feet	*10 feet*	*15 feet*	*5/7 feet*	*15 feet*	*40%*
4,000-5,999 square feet	*10 feet*	*15 feet*	*5/5 feet*	*10 feet*	*40%*
1,800-3,999 square feet	*5 feet*	*15 feet*	*5/5 feet*	*10 feet*	*55%*

Table 17.41.100 C
Reduced Dimensional Standards for Single-Family Attached or Two-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
3,500-7,000 square feet	*10 feet*	*15 feet*	*5/0* feet*	*10 feet*	*40%*
1,800-3,499 square feet	*5 feet*	*15 feet*	*5/0* feet*	*10 feet*	*55%*

**0 foot setback is only allowed on single-family attached units*

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.110. Tree Protection by Restrictive Covenant (Option 3).
Any regulated tree or grove which cannot be protected in a tract pursuant to Section 17.41.080 above shall be protected with a restrictive covenant in a format to be approved by the Community Development Director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the Community Development Director, are determined to be diseased or hazardous.

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.120. Permitted Adjustments (Option 3 Only).
A. The Community Development Director, pursuant to a Type II procedure, may grant an adjustment to the side, front and rear yard setback standards by up to 50 percent (50%) if necessary to retain a Regulated Tree or Grove through a restrictive covenant pursuant to this section. In no case may the side yard setback be reduce less than 3 feet. The adjustment shall be the minimum necessary to accomplish preservation of trees on the lot and shall not conflict with other conditions imposed on the property.
B. The Community Developmemt Director, pursuant to a Type II procedure, may grant an adjustment to street standards, pursuant to adopted public works standards, in order to preserve a tree. This may include flexibility to redesign sidewalk and planter strip sizes and locations and allow placement of sidewalks and planter strips in an easement within private lots.
C. The Community Developmemt Director, pursuant to a Type II procedure, may allow other adjustments in order to preserve any healthy tree that cannot be moved due to its size, but will contribute to the landscape character of the area and will not present a foreseeable hazard if retained.

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.130 - Cash-in-lieu of Planting (Tree Bank/Fund) (Option 4)
The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the Community Development Director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.
A. The cash-in-lieu payment per tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index (Index). The price shall include the cost of materials, transportation and planting.
B. The amount of the cash-in-lieu payment into the tree bank shall be calculated as the difference between the value of the total number of trees an applicant is required to plant, including cost of installation and adjusted

for Consumer Price Index, minus the value of the trees actually planted. The value of the trees shall be based on the adopted fee schedule.

Finding: Complies with Condition. The applicant has chosen to utilize option 1, however, the mitigation trees was miscalculated. The applicant may choose to utilize options 2, 3 and/or 4 in addition to option 1 in Chapter 17.41 when recalculating the mitigation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.130. Regulated Tree Protection Procedures During Construction.

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

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

1. *Except as otherwise determined by the Community Development Director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.*
2. *Approved construction fencing, a minimum of 4 feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the Community Development Director.*
3. *Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the Community Development Director.*
4. *No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.*
5. *The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.*
6. *No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the Community Development Director.*
7. *No machinery repair or cleaning shall be performed within 10 feet of the dripline of any trees identified for protection.*
8. *Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the Community Development Director and pursuant to the approved written recommendations and on-site guidance and supervision of a Certified Arborist.*
9. *The City may require that a Certified Arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.*
10. *The Community Development Director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.*

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

Finding: Complies as Proposed. The applicant has submitted a plan identifying protection fencing for existing tree which would be protected during development. Additional tree protection measures are not required.

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 Subdivision 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 Subdivision 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 14-37) on January 7, 2015. The land use application was submitted within 6 months of the pre-application conference on April 22, 2015. The application was deemed incomplete on May 22, 2015 and after the submittal of additional information the application was deemed complete on July 7, 2015.

17.50.055 Neighborhood Association Meeting

Finding: Complies as Proposed. The applicant's representatives attended the Tower Vista Neighborhood general membership meeting on February 19, 2015 to present conceptual plans for the proposed office development.

17.50.060 Application Requirements.

Finding: Complies as Proposed. All application materials required are submitted with this narrative. The applicant has provided full-size and two reduced size sets of plans to accompany the submittal items.

17.50.070 Completeness Review and 120-day Rule.
Finding: Complies as Proposed. This land use application was submitted on April 22, 2015. The application was deemed incomplete on May 22, 2015 and after the submittal of additional information the application was deemed complete on July 7, 2015. The City has until November 4, 2015 to make a final determination.

17.50.080 Complete Application--Required Information.
Finding: Complies as Proposed. This land use application was submitted on April 22, 2015. The application was deemed incomplete on May 22, 2015 and after the submittal of additional information the application was deemed complete on July 7, 2015.

17.50.090 Public Notices.
Finding: Complies as Proposed. Staff provided public notice within 300' of the site via mail, the site was posted with multiple Land Use Notices, posted on the Oregon City website and in a general circulation newspaper. Staff provided email transmittal or the application and notice to affected agencies, the Natural Resource Committee and to all Neighborhood Associations requesting comment.

17.50.100 Notice Posting Requirements.
Finding: Complies as Proposed. The site was posted with a sign longer than the minimum requirement.

17.20 – RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS
Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. New construction will be reviewed for compliance with the dimensional standards of the zoning designation upon submittal of permits.

17.54.100 – FENCES, HEDGES AND WALLS
Finding: Not Applicable. The applicant indicated that no fences or walls are proposed with this development.

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings as described above, Staff concludes that the proposed Subdivision and Zone Change located at 19588 McCord Road, Oregon City, Oregon 97045, identified as Clackamas County 3-2E-07B -04100, 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 files TP 15-03 and ZC 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. Letters from John Replinger of Replinger and Associates, City Consultant
4. Comments from Dan Neils of 19652 McCord Road, Oregon City
5. Comments from Wes Rogers, Director of Operations for the Oregon City School District
6. Comments from Scott Archer, Community Services Director
7. Excerpts from Annexation file AN 14-01

ZC 15-02 and TP 15-03

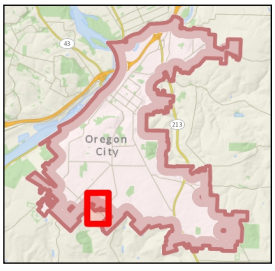


Legend

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

Notes

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.

N

0 380 Feet

1: 4,563

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

Map created 7/7/2015

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 FORM

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

File Number(s): _____

Proposed Land Use or Activity: Zone change from "R-10" to "R-6" and 25 Lot Subdivision.

Project Name: Pavilion Park 3 Number of Lots Proposed (If Applicable): 25

Physical Address of Site: 19588 McCord Road, Oregon City, OR 97045

Clackamas County Map and Tax Lot Number(s): 32E07B 04100

Applicant(s):

Applicant(s) Signature: X _____

Applicant(s) Name Printed: Mark Handris, Icon Construction & Dev. LLC Date: 4/22/15

Mailing Address: 1980 Willamette Falls Drive, Suite 200 West Linn, OR 97068

Phone: (503) 657-0406 Fax: (503) 655-5991 Email: handris@aol.com

Property Owner(s):

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: David & Diane Douglass Date: _____

Mailing Address: 19588 McCord Road, Oregon City, OR 97045

Phone: 503-201-4365 Fax: _____ Email: redwagonpartner@gmail.com

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Rick Givens, Planning Consultant Date: 4/22/15

Mailing Address: 18680 Sunblaze Dr., Oregon City, OR 97045

Phone: 503-479-0097 Fax: 503-479-0097 Email: rickgivens@gmail.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.

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Phone: (503) 657-0406 Fax: (503) 655-5991 Email: handris@aol.com

Property Owner(s):

Property Owner(s) Signature: David Douglass Diane Douglass

Property Owner(s) Name Printed: David & Diane Douglass Date: 4-15-15

Mailing Address: 19588 McCord Road, Oregon City, OR 97045

Phone: 503-201-4365 Fax: _____ Email: redwagonpartner@gmail.com

Representative(s):

Representative(s) Signature: _____

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LAND USE APPLICATION FORM

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❑ Non-Conforming Use Review	❑ Geotechnical Hazards	❑ Concept Development Plan
❑ Natural Resource (NROD) Verification	❑ Minor Partition (<4 lots)	❑ Conditional Use
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	❑ Site Plan and Design Review	❑ Historic Review
	☒ Subdivision (4+ lots)	❑ Municipal Code Amendment
	❑ Minor Variance	❑ Variance
	❑ Natural Resource (NROD) Review	☒ Zone Change

File Number(s):_____

Proposed Land Use or Activity: Zone change from R-10 to R-6 and 25 Lot Subdivision.

_____

Project Name: Pavilion Park 3 Number of Lots Proposed (If Applicable): 25

Physical Address of Site: 19588 McCord Road, Oregon City, OR 97045

Clackamas County Map and Tax Lot Number(s): 32E07B 04100

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: Mark Handris, Icon Construction & Dev. LLC Date: _____

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Phone: 503-201-4365 Fax: _____ Email: redwagonpartner@gmail.com

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Rick Givens, Planning Consultant Date: _____

Mailing Address: 18680 Sunblaze Dr., Oregon City, OR 97045

Phone: 503-479-0097 Fax: 503-479-0097 Email: rickgivens@gmail.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.

Pavilion Park 3
Zone Change and Preliminary Subdivision Application
Application Narrative

Project Information:

Date:	April 2015
Applicant:	Icon Construction and Development, LLC. 1980 Willamette Falls Drive, Suite 200 West Linn, OR 97068 (503) 657-0406
Planning Consultant:	Rick Givens 18680 Sunblaze Dr. Oregon City, OR 97045 (503) 479-0097
Project Engineer:	Bruce Goldson, P.E. Theta Engineering 4260 Country Woods Ct Lake Oswego, OR 9703 (503) 481-8822
Request:	The applicant is requesting approval of a 25-lot subdivision and a zone change from “R-10” Single-Family Dwelling District to “R-6” Single-Family Dwelling District.
Location:	The property is located at 19588 McCord Road.
Legal Description:	32E07B 4100
Site Area:	5.15 Acres
Zoning:	R-10 (existing), R-6 (proposed).

Background Information:

This application involves property that is located at 19588 McCord Road in Oregon City. The property also has a narrow, 50-foot-wide frontage on Leland Road. The site is developed with one single-family home and associated outbuildings. It is in current use as a Christmas tree farm. The property has been recently annexed to the City of Oregon City and has the default zoning of R-10 applied to it. The abutting subdivision to the northwest (Pavilion Park) is zoned R-6 and is developed with single-family detached homes at that density. The Rian Park subdivision to the northeast is zoned R-3.5 and developed with single-family homes at that density pattern. Multiple streets (Anita Place, Pelican Lake Place, Joseph Way, Villard Place, and Ross Street) abut and are stubbed into the subject property from these adjoining subdivisions. This application proposes to rezone the subject property to R-6 and to develop a 25 lot subdivision that will provide for connectivity to complete the street pattern in this area.

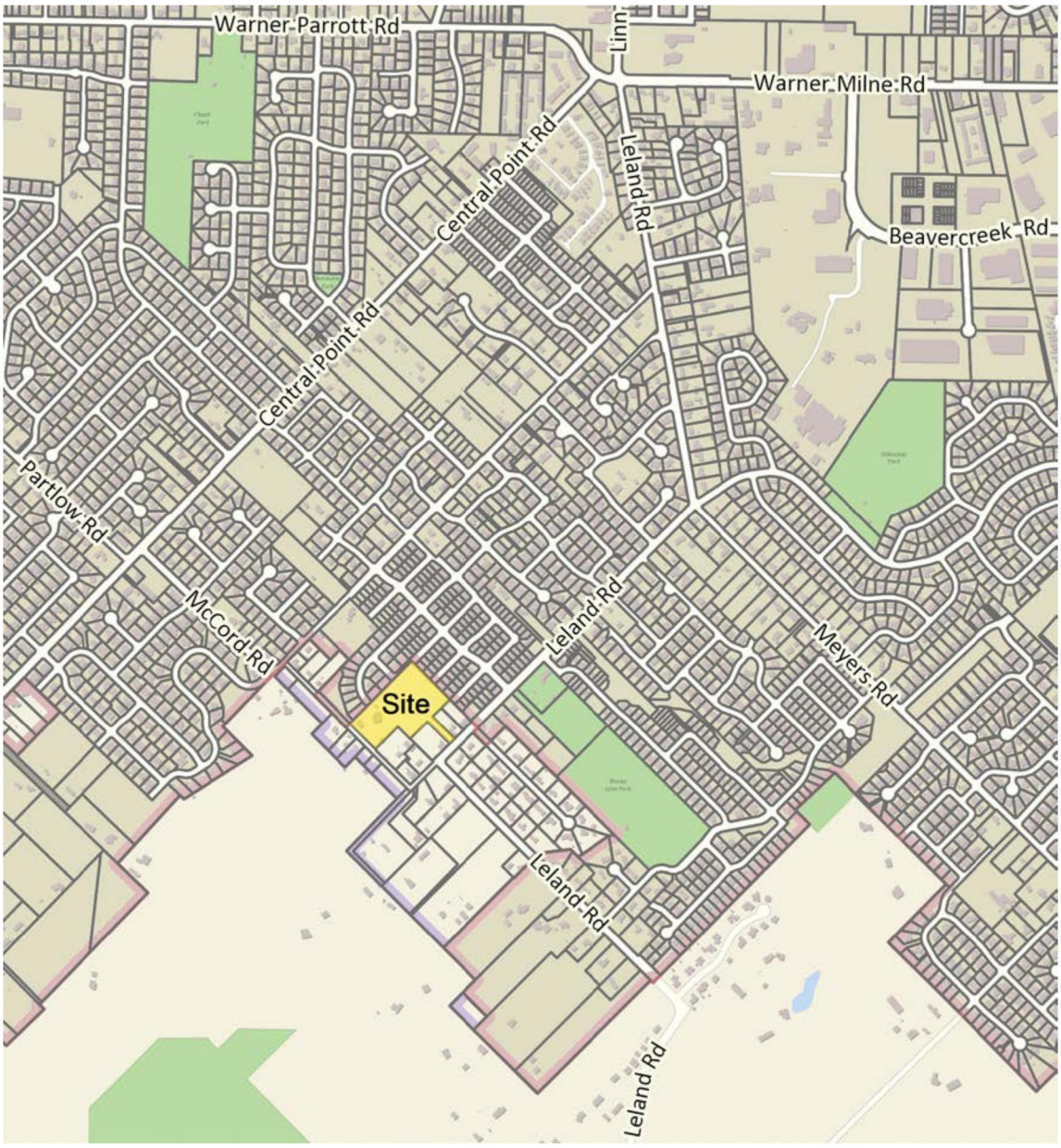


Figure 1- Vicinity Map

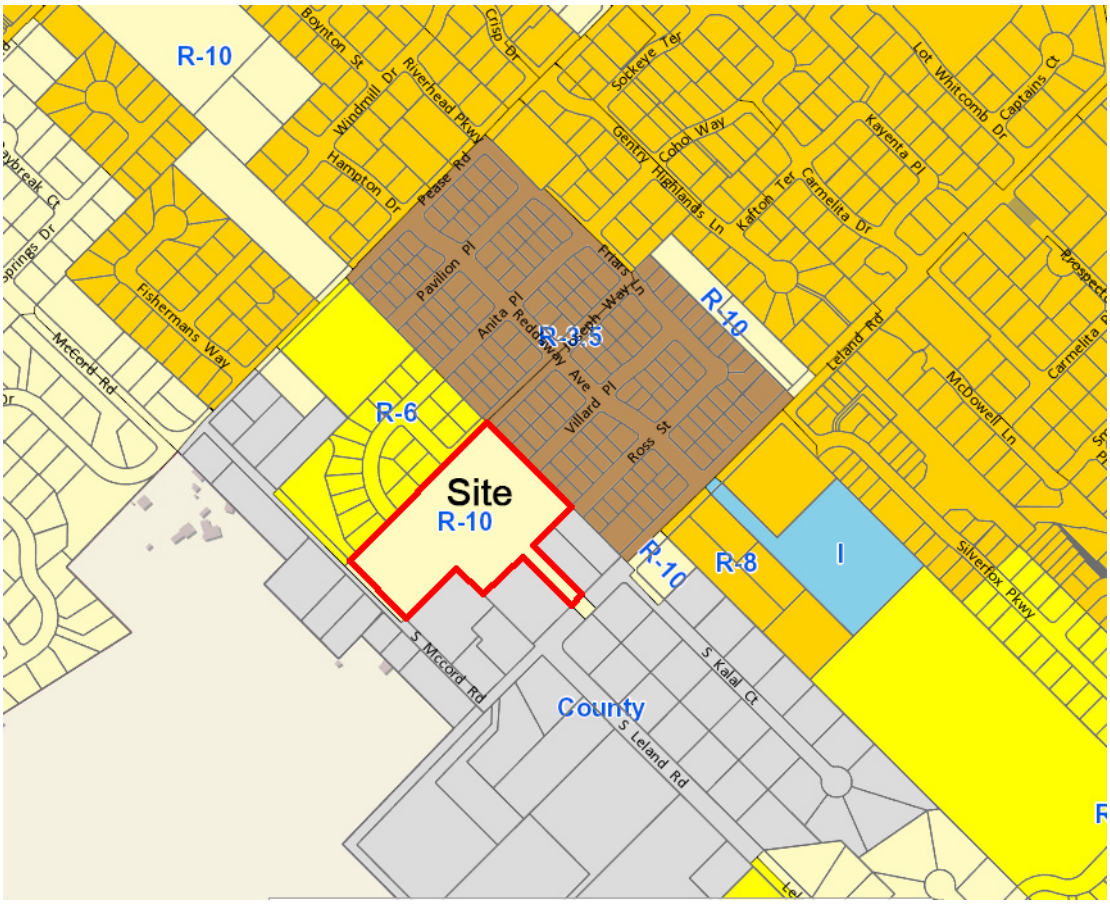
Approval Criteria: The relevant approval criteria for this subdivision are as follows:

Zone Change Application:
Chapter 17.68 – Zone Change

Subdivision Application:
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 16.08 – Subdivisions – Process and Standards
OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions
OCMC 17.10 – "R-8" Single-Family Dwelling District
OCMC 17.20 – Residential Design Standards
OCMC 17.41 – Tree Protection Standards
OCMC 17.50 – Administration and Procedures

COMPLIANCE WITH OCMC – ZONE CHANGE CRITERIA



17.68.010 Initiation of the Amendment.

Comment: Consistent with Subsection C, this application is being initiated by the owners of the subject properties and with the provision of forms and materials specified by City procedures.

17.68.020 Criteria.

The criteria for a zone change are set forth as follows:

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

Comment: The following goals and policies of the Comprehensive Plan apply to this zone change application:

Goal (1) Citizen Involvement

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

Comment: The City's adopted development ordinances include provisions that ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in zone change applications. Consistent with these provisions, the applicant met with the Neighborhood Association prior to the submittal of this application. This meeting provided attendees with information regarding the proposal and the applicant took comments from the neighbors into consideration in preparing this application. City provisions provide for public notice prior to hearings that will take place before the Planning Commission and City Commission. All interested persons will have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal (2) Land Use

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.

Comment: The Comprehensive Plan Land Use Map designates the subject property for Low Density Residential Development. The R-6 zoning district is a zone that implements this plan designation. Because the subject property is located in a neighborhood where developed properties are zoned R-6 or R-3.5, the application of this zoning on the subject property is appropriate.

Goal (5) Natural Resources

Policy 5.4.4: 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.

Comment: There are no natural resources identified on this property and the proposed zoning is consistent with the Oregon City Comprehensive Plan's land use designation for this site.

Goal (6) Quality of Air, Water and Land Resources

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.

Comment: The R-6 density proposed for the subject property will be consistent with this policy. The somewhat higher density of development than the existing R-10 zoning makes for a more compact land use pattern that reduces the amount of public street per dwelling, thereby reducing travel by single-occupancy vehicles and increased use of alternative modes of transportation. In particular, the proposed subdivision will provide for vehicular and pedestrian connections by completing the street system in this area. Public sidewalks will be provided on all streets within this project.

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.

Comment: This policy is implemented by development standards that require appropriate handling of storm water runoff. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. The storm detention facility in the adjoining Pavilion Park subdivision is proposed to be expanded to provide capacity for this development, as depicted on the Preliminary Utility Plan.

Goal (10) Housing

Policy 10.1.3 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.

Comment: The proposed zone change will change the zoning for this site to match the surrounding R-6 neighborhood. R-6 and R-3.5 zoning designations are applied to the adjoining properties that are developed to urban densities. This provides for a balance in the variety of homes in this area of the city.

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.

Comment: All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. Sanitary sewer is available from an existing 8" lines in the adjoining city streets and will be extended to service the property as shown on the Preliminary Utility Plan. Water is available from the adjacent subdivisions as well and will be extended to service the proposed subdivision and to provide for looping of the water system. Storm sewer will be provided in the proposed development and will be directed to the existing storm detention facility in the adjoining Pavilion Park subdivision to the northwest. This facility will be enlarged to provide capacity to service the 25 lots and impervious areas associated with streets and sidewalks. Oregon City

Public Schools provides education services and has adequate levels of service available. Police and fire protection are provided by the City of Oregon City.

Goal (12) Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

Comment: A Traffic Assessment Letter was prepared for this project by Lancaster Engineering and is included with this application submittal. This analysis shows adequate capacity exists to serve the proposed development.

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.

Comment: These public facilities and services have been addressed in the discussion of compliance with Goal 11, above. All of these services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

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.

Comment: The capacity of the transportation system is addressed in the Traffic Assessment Letter submitted with this application. As discussed under Goal 12, above, the transportation services is adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

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

Comment: The statewide planning goals applicable to this proposed zone change have been addressed in specific goals and policies of the Oregon City Comprehensive Plan. City Goals and Policies addressed above are directly applicable to the corresponding statewide planning goals. No further comment is necessary.

As discussed above, the proposed zone change is in conformance with the approval criteria set forth in this chapter of the Oregon City Municipal Code. It would bring the subject property into conformance with the zoning of the adjacent subdivisions and would create a logical zoning pattern. Approval of the zone change would also make for a more efficient use of infrastructure such as streets and utilities and, by adding housing opportunities, would delay the time at which the urban growth boundary would need to be expanded to provide for population growth.

COMPLIANCE WITH SUBDIVISION APPROVAL CRITERIA

COMPLIANCE WITH CHAPTER 16.08

16.08.010 Purpose and General Provisions.

A. Applicability. – As noted above, the proposed development is subject to the process and approval standards applicable to subdivisions including Chapters 16.08, 12.04, 16.12, and 17.50 of the Oregon City Municipal Code. Those provisions are addressed in this narrative and will be shown to be satisfied by this application.

B. Process – Subdivision applications follow a Type II process. In this instance, however, the applicant is also requesting a zone change and the combined applications will be heard concurrently through a Type IV process.

C. Purpose – The proposed design is consistent with basic design criteria so the use of a master plan provided under Chapter 17.65 or a variance per Chapter 16.60 is not necessary.

D. Process Overview – This application for preliminary plat approval is being together with a zone change application, which requires a Type IV process, with hearings before the Planning Commission and City Commission. The final plat will be submitted at a later date and reviewed in accordance with a Type I process.

16.08.015 Preapplication Conference Required.

Consistent with City procedures, a pre-application conference was held on January 7, 2015 (PA 14-37).

16.08.020 Preliminary Subdivision Plat Application.

The preliminary plat is being submitted within six months of the pre-application conference date. This narrative and the other plans and documents submitted with it, contain the required information that will allow the City to determine compliance with relevant City standards.

16.08.025 Preliminary Subdivision Plat--Required Plans.

Consistent with City requirements, the preliminary plat application includes the following:

A. Site Plan
B. A shadow plat demonstrating connectivity sufficient for development of adjoining undeveloped property to the north.
C. An Existing Conditions Map showing natural topography, and a Preliminary Grading & Drainage Plan.

D. Archeological Monitoring Recommendation – The City has contacted SHPO regarding archaeological concerns for this site.

16.08.030 Preliminary Subdivision Plat--Narrative Statement.

A. Subdivision Description – The background information section of this narrative provides the required statements regarding the use and ownership of lots within this proposed subdivision.

B. Timely Provision of Public Services and Facilities

1. Water –Water service is available from existing water lines in the adjoining streets stubbed to the subject property. These lines will be extended to service the proposed lots in this subdivision. There is an 8" water line installed in South McCord Road and South Leland Road owned by Clackamas River Water District. This line will provide service to Lot 16 until such time as city water is extended in Leland Road.

2. Sewer – There are Oregon City 8" PVC sanitary sewer pipes in Anita Place, Pelican Lake Place, Joseph Way, and Villard Place. The pipes in Anita Place and Pelican Lake Place end with manholes at the property line with the proposed development. The lines in Anita Place and Joseph Way will be extended to serve the lots in the proposed development.

3. Storm Sewer – There is an existing storm detention facility located in Pavilion Park subdivision to the northwest of the subject property. The proposed Utility Plan shows the proposed storm sewer system and depicts the expansion of the existing Pavilion Park detention pond to accommodate storm water from the subject property.

4. Parks and Recreation – There are no park facilities in the immediate vicinity of the subject property. The closest park is Wesley Lynn Park, which is located approximately 800 feet northeast of this site via Villard Place and Reddaway Avenue. Park System Development Charges will be paid at the time of building permit application.

5. Traffic and Transportation – A Transportation Analysis Letter for the site has been prepared for this project by Lancaster Engineering, Inc. No capacity or safety issues have been identified that would impact the proposed development. Please refer to the attached TAL.

6. Schools – The subject property is located within the service area of Oregon City Public Schools. Discussions with the School District indicate that there are no capacity issues at this time.

7. Fire and Police Services – Clackamas County Fire District No. 1 provides fire protection services in this area. The Oregon City Police Department provides police protection. Prior to final plat approval, the

applicant will coordinate with Fire District No. 1 to ensure that their standards are met.

C. Approval Criteria and Justification for Variances – No variances are being requested so these provisions do not apply. Other relevant approval criteria are addressed below in this narrative.

D. Drafts of CC&Rs, maintenance agreements, homeowners association agreements, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision – The required documents will be submitted prior to final plat approval.

E. Phasing – Not applicable. The project will be developed in a single phase.

F. Overall Density – The subdivision proposes twenty-five lots for the construction of single family homes. The gross site area is 224,198 sq. ft., or 5.15 acres. The gross density of development is 4.85 units per acre.

16.08.040 Preliminary Subdivision Plat--Approval Standards and Decision.

The approval standards for subdivisions are addressed below in the discussion of compliance with Chapter 16.12. The dimensional standards applicable to the subdivision are those of the R-8 zone. Those standards are addressed in the discussion of Chapter 17.10.

16.08.045 Building Site--Frontage Width Requirement.

All lots in the proposed subdivision abut on a street or cul-de-sac for a width of at least twenty feet, as required by this section.

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.

A. Where the applicant can show that the existing parcel configuration, topographic constraints or where an existing dwelling unit is located so that it precludes a land division that meets the minimum density, lot width and/or depth standards of the underlying zone.

B. If a flag lot is created, a joint accessway shall be provided unless the location of the existing dwelling unit prevents a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.

C. The pole portion of the flag lot shall connect to a public street.

D. The pole shall be at least 8 feet wide for the entire length.

E. The pole shall be part of the flag lot and must be under the same ownership as the flag portion of the lot.

Comment: No flag lots are proposed

COMPLIANCE WITH CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 Street Design--Generally.

Street design standards for all new development and land divisions shall comply with Chapter 12.04 Street Design Standards.

Comment: Please see discussion of Chapter 12.04, below.

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.

Comment: The proposed subdivision creates block patterns that provide for reasonable lot configurations and traffic connectivity.

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.

Comment: The proposed layout provides sufficient room for two tiers of lots and is consistent with this requirement.

16.12.040 Building Sites.

Comment: The buildings sites proposed that are appropriate in size, width, shape, and orientation for low-density residential development, consistent with the R-6 zoning of the property. The applicant is not requesting a variance to any dimensional standard and the exception provisions of this section are not applicable to this proposal.

16.12.045 Building Sites – Minimum Density

All subdivision layouts shall achieve at least 80% of the maximum density of the base zone for the net developable area as defined in Section 17.04.

Comment: The net site area is 224,198 square feet (5.15 acres). The proposed R-6 zoning allows a density of one unit per 6,000 sq. ft. of net site area. Subtracting from the gross site area the street area (74,043 sq. ft.) leaves a net site area of

150,155 sq. ft. Dividing this area by minimum 6,000 square foot lot size of the R-6 zone yields a maximum density of 25 units. 80 percent of this maximum would be 20 units. The 25 units proposed in the subdivision meets this standard.

Chapter 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 20% 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.

Comment: The proposed subdivision does provide for lots that are up to 20% less in area than the minimum 6,000 sq. ft. standard of the R-6 zone. No lots of less than 4,800 sq. ft. are proposed. The smallest lot (Lot 22) contains 5,008 sq. ft. The largest (Lot 12) is 7,577 sq. ft. in area. As discussed under 16.12.045, above, the net site area is 150,155 sq. ft. Dividing the net site area by 25 lots yields an average lot size of 6,006 sq. ft., which is consistent with the requirements of this standard.

16.12.055 Building Site--Through Lots.

Comment: No through lots are proposed in this subdivision.

16.12.060 Building Site--Lot and Parcel Side Lines.

Comment: Consistent with this section, side lot lines are designed to be as close to perpendicular to the streets on which they face as practicable.

16.12.065 Building Site--Grading.

Comment: Site grading will be designed to conform to Chapter 18 of the Oregon Structural Specialty Code and City standards, as demonstrated by the plan submitted with this application.

16.12.070 Building Site--Setbacks and Building Location.

This standard ensures that lots are configured in a way that development can be orientated toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.

A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.

B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.

C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.

D. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:

1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or

2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.

E. The community development director may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.

Comment: Leland Road is classified as a minor arterial and McCord Road is designated a collector street. These provisions are applicable to Lots 1, 2, 16 and 25. These lots face onto the adjoining arterial and collector streets and the houses built on them will have their most architecturally significant façade facing towards these streets, as required by these standards. Lot 16 is proposed to have a driveway with a turnaround so as to avoid having cars backing out onto Leland Road.

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.

Comment: No lots are proposed that are large enough to be capable of re-division. This section does not apply.

16.12.080 Protection of Trees.

Protection of trees shall comply with the provisions of Chapter 17.41 – Tree Protection.

Comment: See discussion of Chapter 17.41, below.

16.12.085 Easements.

Comment: A 10-foot wide utility easement will be provided along all street frontages within this plat, as shown on the Preliminary Plan. An easement is also provided along the north side of Lot 17 to provide for sewer service to Lot 16. No other easements are required for unusual facilities, watercourses, access or resource protection.

16.12.090 Minimum Improvements--Procedures.

Comment: No construction will commence until required plans have been approved by the City. All improvements will be constructed under the inspection and approval of the city engineer and expenses relating to this will be paid prior to final plat approval. Erosion control measures will be installed as required and utilities will be installed prior to surfacing of the streets. All other standards relating to construction of site improvements will be met.

16.12.095 Minimum Improvements--Public Facilities and Services.

Comment: Compliance with the minimum improvement standards of this section will be reviewed with the construction plans submitted prior to site construction and final plat review. The applicant will comply with all City standards relating to these improvements.

16.12.100 Minimum Improvements--Road Standards and Requirements.

Comment: The streets created through this subdivision application will be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04. No streets are proposed to be created by deed. All streets will be shown on the final plat for the subdivision.

16.12.105 Minimum Improvements--Timing Requirements.

Comment: The applicant will either complete construction of all public improvements required for the subdivision prior to application for final plat approval or will guarantee the construction of those improvements in a manner acceptable to the City Engineer.

16.12.110 Minimum Improvements -- <u>Financial Guarantee.</u>

Comment: If a financial guarantee is proposed for site improvements, the form, timing, and duration of the guarantee will comply with the provisions of this section.

COMPLIANCE WITH CHAPTER 17.12 – R-6 SINGLE-FAMILY DWELLING DISTRICT

17.12.020 - Permitted uses.

Comment: All lots in this subdivision are proposed to be used for construction of single-family detached homes, consistent with 17.12.020(A).

17.12.040 - Dimensional standards.

Dimensional standards in the R-6 district are:

A. Minimum lot areas, six thousand square feet;

B. Minimum lot width, fifty feet;

C. Minimum lot depth, seventy feet;

D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;

E. Minimum required setbacks:

1. Front yard, ten feet minimum setback,

2. Front porch, five feet minimum setback,

3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.

4. Interior side yard, nine feet minimum setback for at least one side yard; five feet minimum setback for the other side yard,

5. Corner side yard, fifteen feet minimum setback,

6. Rear yard, twenty feet minimum setback,

7. Rear porch, fifteen feet minimum setback.

F. Garage standards: See Chapter 17.20—Residential Design and Landscaping Standards.

G. Maximum lot coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.

Comment: The minimum lot area standard of 6,000 sq. ft. may be averaged over the 25 lots in the subdivision, as discussed in the comments to Chapter 16.12.050, above. The proposed lots comply with this requirement. All proposed lots exceed the 50 foot minimum width and 70' minimum lot depth standards. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed.

COMPLIANCE WITH CHAPTER 13.12 – STORMWATER MANAGEMENT

13.12.050 - Applicability and exemptions.

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

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.

Comment: The proposed subdivision is subject to the stormwater conveyance, stormwater quantity control, and stormwater quality control provisions of this chapter.

13.12.080 - Submittal requirements.

A. Timing and Scope of Required Submittal.
   1. Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.
   2. Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.
   3. Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.
   4. Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.

B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Comment: A storm drainage report and preliminary storm drainage plan have been prepared by Theta Engineering for this proposed subdivision and are included in the application submittal package. These documents have been prepared in accordance with city standards.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;

B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020

C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
   1. Do not exceed the capacity of receiving drainage conveyance facilities;
   2. Do not increase the potential for streambank erosion; and

3. *Do not add volume to an off-site closed depression without providing for mitigation.*

Comment: The plan and report attached to this application demonstrate that the runoff from the project will be collected and directed to a storm detention/treatment facility that will be adequately sized to accommodate this subdivision. The storm sewer system has been designed to City standards and is adequately sized to convey runoff from the proposed development. No stream banks are impacted by the proposed storm sewer system.

D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
1. *Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and*
2. *Stormwater quality control facilities which:*
   a. *Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;*
   b. *Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and*
   c. *Minimize any increase in nonpoint source pollution.*

Comment: The detention and treatment facility has been designed in accordance with City standards to accomplish these requirements. Please refer to the storm report attached to this application. The plan calls for expansion of the existing storm detention facility in the Pavilion Park project to the northwest. Treatment is proposed to be provided by utilizing the bottom of the detention basin in the same manner as was done on the applicant's Central Point Crossing project. The bottom of the pond will channel the water so as to meet the required nine minute residency time and will be planted with aquatic plants to provide for filtering of storm water.

E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.

Comment: All runoff from roofs, footings and streets will be collected by the storm sewer system, as shown on the attached preliminary storm plan.

F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.

Comment: The proposed storm sewer system will be piped to a detention facility in the existing Pavilion Park subdivision. No open channels will exist between the site and the detention facility. This detention facility will be enlarged to provide storage for storm water consistent with City standards and will outflows at the pre-design rates.

G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Comment: The storm water quantity control facilities will is dedicated to, and operated and maintained by, the City of Oregon City.

Chapter 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 - Applicability—Grading permit required.

A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:

1. Grading activities in excess of ten cubic yards of earth;

2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;

3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;

4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or

5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.

B. Those fill and grading activities proposed to be undertaken in conjunction with a land use application, including but not limited to subdivisions, planned unit developments, partitions and site plan reviews, are subject to the standards of this chapter. However, a separate grading permit is not required. Approval of the construction plans submitted through the land use application process shall constitute the grading permit required under this chapter.

Comment: No major site grading is planned in conjunction with this site. As shown on the preliminary grading plan submitted with this application, grading for site development is limited to street right-of-way areas and the proposed storm detention facility. No site grading will be commenced until the required grading permit has been issued by the City of Oregon City. Grading for individual homes will be reviewed prior to the issuance of building permits.

COMPLIANCE WITH CHAPTER 17.20 – RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS

17.20.015 - Street trees.

All new single or two-family dwellings or additions of twenty-five percent or more of the existing square footage of the home (including the living space and garage(s)) shall install a street tree along the frontage of the site, within the abutting developed right-of-way. Existing trees may be used to meet this

requirement. A picture of the planted tree shall be submitted to the planning division prior to issuance of occupancy. Upon approval by the community development director, when a planter strip is not present, a tree may be placed within an easement on the abutting private property within ten feet of the public right-of-way if a covenant is recorded for the property with the Clackamas County Recorders Office identifying the tree as a city street tree, subject to the standards in Chapter 12.08 of the Oregon City Municipal Code. The street tree shall be a minimum of two-inches in caliper and either selected from the Oregon City Street Tree List or approved by a certified arborist for the planting location.

Comment: Street trees will be provided along the street frontages at a maximum spacing of 35 feet, as required by this section. A street tree plan will be submitted prior to final plat approval once locations of driveway approaches have been determined.

17.20.030 - Residential design options.

Comment: Compliance with the residential design options will be reviewed at the time of building permit application.

17.20.035 - Corner lots and through lots.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.040 - Residential design elements.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.050 - Main entrances.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.060 - Residential yard landscaping.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

COMPLIANCE WITH CHAPTER 12.04 – STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 Applicability.

Comment: The provisions of this chapter apply to all land divisions and, thus, are applicable to this subdivision.

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

Comment: Consistent with this section, no work will be done within existing or proposed street rights-of-way without obtaining appropriate permits from the City of Oregon City.

12.04.007 Modifications

The provisions of this section recognize that development of streets in full compliance with City standards is not always practicable and allow for approval of modifications when certain criteria are met. The following street modifications are being requested in conjunction with this application:

1. McCord Road Frontage Improvements: The proposed development includes frontage on South McCord Road, which is classified as a collector street (residential). The standards for a collector street are: 85' ROW, 59' pavement, (3) 11' travel lanes, curb and gutter, 6' bike lane, 7' street parking, 5' sidewalk, and 7.5' landscape strip. The existing right-of-way (ROW) on South McCord Road is 40' wide and the pavement is 22' wide, with two travel lanes, no curb or gutter, no street parking, no bike lane, no sidewalk, and no landscape strip. As shown in the street section on the Preliminary Plan, the requested modification would provide for 30 feet of right-of-way and 17 feet of paving from centerline, with a 7.5' planter and a 5' sidewalk. This proposed section matches the staff recommendation from the pre-application conference.

2. Leland Road: The proposed development includes frontage 50' in width on South Leland Road, which is classified as a minor arterial street (residential). The standards for a minor arterial street are: 100' ROW, 68' pavement, curb & gutter, (3) 12' travel lanes, 7' street parking, 6' median, 6' bike lane, 5' sidewalk, and 10.5' landscape strip. The existing right-of-way (ROW) on the portion of South Leland Road fronting the proposed development is 60' and the pavement is 24' wide with two travel lanes, no curb or gutter, no street parking, no median, no bike lane, no sidewalk, and no landscape strip. The portion of South Leland Road fronting the proposed development appears to be the same section, but approximately 185 feet north of the frontage, South Leland Road widens to an apparent ROW of 70' with 48' wide pavement and street parking, bike lane, sidewalk, and landscape strip. This modification would allow for the use of this same street section along the frontage of the subject property. The site plan depicts the dedication of five feet of right-of-way to allow for this street section. Additionally, because the frontage is so short and improvements do not exist on either side of this site, it is proposed that the developer pay a fee in lieu of construction of this frontage so that the improvements would occur when adjacent properties are redeveloped or a larger road improvement project takes place.

The approval criteria for modifications are listed in Section 12.04.007:

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.

Compliance with Modification Approval Criteria:

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the standards is not specifically listed, but may be reasonably presumed that they are intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. In this instance, the subject property is located in an area where the right-of-way and street improvement widths of McCord Road and Leland Road were developed under previous City standards. These standards are adequately serving the surrounding neighborhoods, as demonstrated by the findings of the TAL submitted with this application. Given the little remaining undeveloped right-of-way in this area, it does not make sense to switch to the new standards.
B. The proposed street section is adequate for vehicular traffic as it matches the existing conditions as developed in nearby subdivisions on both Leland Road and McCord Road.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process.
D. In this instance, the standard proposed matches the recommendation of City staff and will match pavement sections previously approved for the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

12.04.010 Construction specifications—Improved streets.

Comment: As required by this section, street, curb and sidewalk improvements will be constructed in accordance with approved plans designed to conform to City street standards.

12.04.020 Construction specifications—Unimproved streets.

Comment: Not applicable.

12.04.25 Street design--Curb cuts.

Comment: The applicant will work with City staff to ensure that curb cuts are designed and improved consistent with City standards.

12.04.030 Maintenance and repair.

Comment: Consistent with this section, the owner of land abutting the street where a sidewalk has been constructed will be responsible for maintaining the sidewalk and curb in good repair.

12.04.031 Liability for sidewalk injuries.

Comment: As set forth in this section, the future homeowners will be responsible for the liability associated with injuries resulting from failure to maintain sidewalks in good repair.

12.04.032 Required sidewalk repair through 12.040 Streets-Enforcement

Comment: Not applicable. These sections provide standards for notification and process issues relating to potential future sidewalk repairs. While they may impact future homeowners should sidewalks need repair, they are not directly applicable to this subdivision application.

12.04.050 Retaining walls--Required.

Comment: Not applicable. There are no grading issues that would require the use of a retaining wall on this site.

12.04.060 Retaining walls--Maintenance.

Comment: Not applicable. No retaining walls are proposed.

12.04.070 Removal of sliding dirt.

Comment: Future homeowners will have the responsibility to maintain street and sidewalk areas free of dirt and debris as required by this section.

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.

Comment: No excavation will be done in rights-of-ways without obtaining required permits.

12.04.090 Excavations--Permit restrictions.

Comment: The applicant will comply with any restrictions placed upon excavation permits associated with this project.

12.04.095 Street Design – Curb Cuts.
Comment: The applicant will comply with City standards regarding number and design of curb cuts.

12.04.100 Excavations – Restoration of Pavement
Comment: All excavations within street areas will be restored to appropriate condition per this standard.

12.04.110 Excavations--Nuisance--Penalty.

Comment: Not applicable.

12.04.120 Obstructions – Permit Required

Comment: Required permits will be obtained before any obstructions of street areas that may be necessary are undertaken.

12.04.130 Obstructions--Sidewalk sales.

Comment: Not applicable.

12.04.140 Obstructions--Nuisance--Penalty.

Comment: Not applicable.

12.04.150 Street and alley vacations--Cost.

Comment: Not applicable.

12.04.160 Street vacations--Restrictions.

Comment: Not applicable.

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.

Comment: The proposed street design provides for connections with multiple adjacent streets and will provide for the completion of this street system in a logical grid system.

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.

Comment: The proposed street pattern connects Villard Place, Joseph Way, Pelican Lake Place., and Anita Place, while providing for a future connection with Ross Street when abutting property is developed. This system provides a logical grid pattern that will achieve connectivity with adjoining developments. Stub streets are provided where reasonable to achieve future connection to Leland Road and Ross Street. Access control strips will be provided to meet the standards of section 12.04.200.

12.04.180 Street Design

Comment: The design of all proposed streets within the development will conform with city local street standards. The existing rights-of-way of Leland Road and McCord Road adjacent to this site do not conform to current standards for minor arterial and collector streets. Modifications pursuant to the criteria in Section 12.04.007 are being requested to allow dedications and improvements consistent with nearby development on these roads.

12.04.185 Street Design--Access Control.

Comment: Pursuant to the provisions of this section, access control strips will be required across the ends of Pelican Lake Place and Anita Place. These strips will be shown on the final plat.

12.04.190 Street Design--Alignment.

Comment: The proposed streets continue the alignments of adjacent streets and provides for a logical future connection to Leland Road at the 90 degree bend in that street.

12.04.194 Traffic sight obstructions.

All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

Comment: The streets will be designed to conform to these standards.

12.04.195 Spacing Standards.

Comment: No blocks exceeding the 530 foot maximum spacing standard are proposed.

12.04.199 Pedestrian and bicycle accessways.

Comment: No pedestrian accessways are proposed or necessary.

12.04.205 Mobility Standards.

Comment: The Traffic Assessment Letter demonstrates that the proposed development will not cause any intersections in this area to exceed the levels of service criteria of this section. Please refer to that document.

12.04.210 Street design--Intersection Angles.

Comment: All intersections in this subdivision have been designed to intersect at angles as close as possible to 90 degrees. Curvature of Anita Place necessary to connect from the existing road stub and provide for a future connection with Leland Road prevents the intersection with Villard Place from being exactly at 90 degrees, but it is close enough that it will function without any difficulties. Traffic volumes and speeds are low, while sight clearance will remain unobstructed.

12.04.215 Street design--Off-Site Street Improvements.

Comment: No off-site improvements are needed or warranted in conjunction with this subdivision.

12.04.220 Street Design--Half Street.

Comment: The section of Anita Place adjacent to Lots 22 and 23 is not a full street. It has been designed in this manner to provide for the future extension of Anita Place to Leland Road. The street section proposed provides for a half-street plus 10 feet of paving on the other side of the road. The remainder of the street will be obtained when the adjoining property is developed.

12.04.225 Street Design--Cul-de-sacs and Dead-End Streets.

Comment: No cul-de-sacs or dead end streets are proposed.

12.04.230 Street Design--Street Names.

Comment: No new street names are proposed as all streets are continuations of existing streets.

12.04.235 Street Design--Grades and Curves.

Comment: Grades and center line radii have been designed to conform to the standards in the City's street design standards and specifications.

12.04.240 Street Design--Development Abutting Arterial or Collector Street.

Comment: The site abuts McCord Road, a collector street, and Leland Road, a minor arterial street. Access to Lot 16, which abuts Leland Road, is being designed to provide for a turnaround in order to avoid vehicles backing out into this street. Lots 2 and 25 are corner lots located at the intersection of Villard Place and McCord Road. They can be accessed from Villard Place. Lot 1 would be accessed from McCord, but no safety concerns have been identified at that location in the TAL submitted with this application.

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.

Comment: All local streets in the subdivision are proposed to be paved to a 32 foot width, which is consistent with local street standards. The proposed paving is narrow enough to inhibit use by non-local traffic. No extra traffic-calming designs are warranted. No crosswalks will occur within the proposed subdivision.

12.04.255 Street design--Alleys.

Comment: Not applicable. No alleys are proposed.

12.04.260 Street Design--Transit.

Comment: Not applicable. The proposed development does not contain or abut any transit streets.

12.04.265 Street design--Planter Strips.

Comment: Consistent with the requirements of this section, proposed street improvements include the provision of planter strips that will accommodate street trees.

12.04.270 Standard Construction Specifications.

Comment, as required by this section, the workmanship and materials for any work performed under permits issued per this chapter will be in accordance with City standards and 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.

COMPLIANCE WITH 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.

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

Comment: A street tree planting plan will be submitted with the engineering drawings and will conform to the above standards.

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.

Comment: The species of street trees will be submitted for review and approval of the community development director prior to final plat approval.

12.08.025 General tree maintenance.

Comment: As required by this section, abutting property owners will be responsible for maintenance of street trees along their street frontage.

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.

Comment: The proposed development will conform to this provision.

12.08.040 Heritage Trees and Groves.

Comment: No heritage trees or groves exist on the subject property.

COMPLIANCE WITH CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.

Comment: The proposed subdivision is subject to the provisions of this chapter.

17.41.050 - Same—Compliance options.

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

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

A regulated tree that has been designated for protection pursuant to this section must be retained or permanently protected unless it has been determined by a

certified arborist to be diseased or hazardous, pursuant to the following applicable provisions.

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

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

Comment: The subject property contains trees that are subject to the provisions of this section. A tree removal and planting plan will be submitted for approval prior to final plat submittal.

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 arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 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.*

Comment: The applicant proposes to make use of Mitigation Option 1. Trees not identified for removal will be protected outside of the construction area throughout the construction phase of the project. Replacement trees will be planted pursuant to the provisions of this section. A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval.

17.41.070 Planting area priority for mitigation (Option 1).

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

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

Comment: Mitigation on-site is proposed.

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

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

Comment: Not applicable. The applicant does not propose to make use of these provisions.

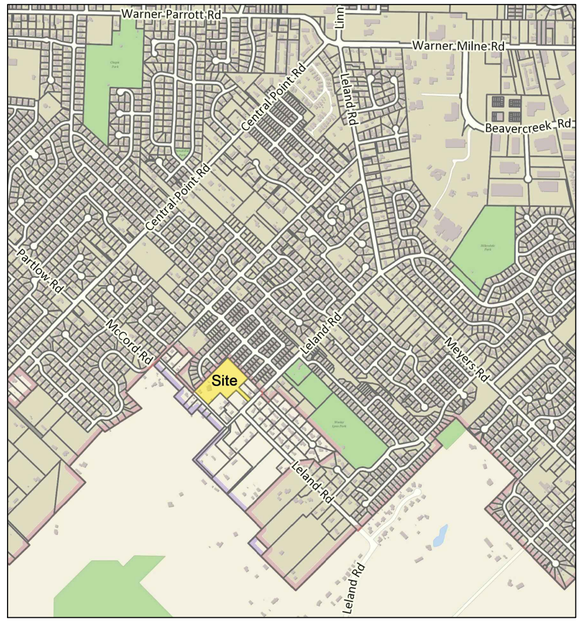
17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

17.41.130 - Regulated tree protection procedures during construction.

A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.
B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:
C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.

Comment: The required procedures and arborist recommendations will be followed throughout the period of construction activities on the site. Changes in soils hydrology and site drainage within tree protection areas will be avoided.



Vicinity Map

Applicant:
Icon Construction & Development, LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Owner:
David & Dianne Douglass
19588 McCord Road
Oregon City, OR 97045
PH: (503) 201-4365

Legal: 3-2E-07B-4100

Water: City of Oregon City

Sewer: City of Oregon City

Contours: Field Survey by Centerline Concepts, Inc.

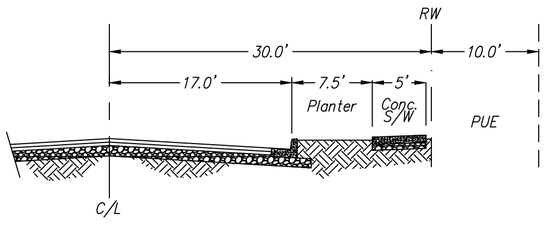
Site Area: 5.15 Acres

Engineer:
Theta Engineering, Inc.
4260 Country Woods Ct.
Lake Oswego, OR 97035
PH: (503) 481-8822

Zoning: R-10 (Existing), R-6 (Proposed)

Impervious Areas: Street - 52,124 sq. ft., Sidewalk - 13,873 sq. ft.

Street Trees - 35' O.C.



McCord Rd. Street Section

Scale: 1" = 10'

Enlarge Detention Pond

JOSEPH WAY
PELICAN LAKE PLACE
VILLARD PLACE
ANITA PLACE
MCCORD ROAD
LELAND ROAD
ROSS STREET
Driveway to provide turnaround
NORTH

DESIGNED:	REG	6-9-2015	1	Added street trees, street section & easements.
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	April 2015			
FILE:	14-ICN-108	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Consruction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Pavilion Park 3
Preliminary Plan

SHEET: 1/1

SCHEDULE 1: TREE MITIGATION CALCS.

SIZE TREE TO BE REMOVED	MITIGATION OUTSIDE OF CONSTRUCTION		MITIGATION WITHIN CONSTRUCTION		REQUIRED TREES TO PLANT
	# Rem.	Multiplier	# Rem.	Multiplier	
6 TO 12"	0	3	18	1	18
13 TO 18"	0	6	4	2	8
19 TO 24"	0	9	4	3	12
25 TO 30"	0	12	2	4	8
31" PLUS	0	15	0	5	0
TOTAL MITIGATION TREES TO BE PLANTED:					46

CODE 17.41.060-1

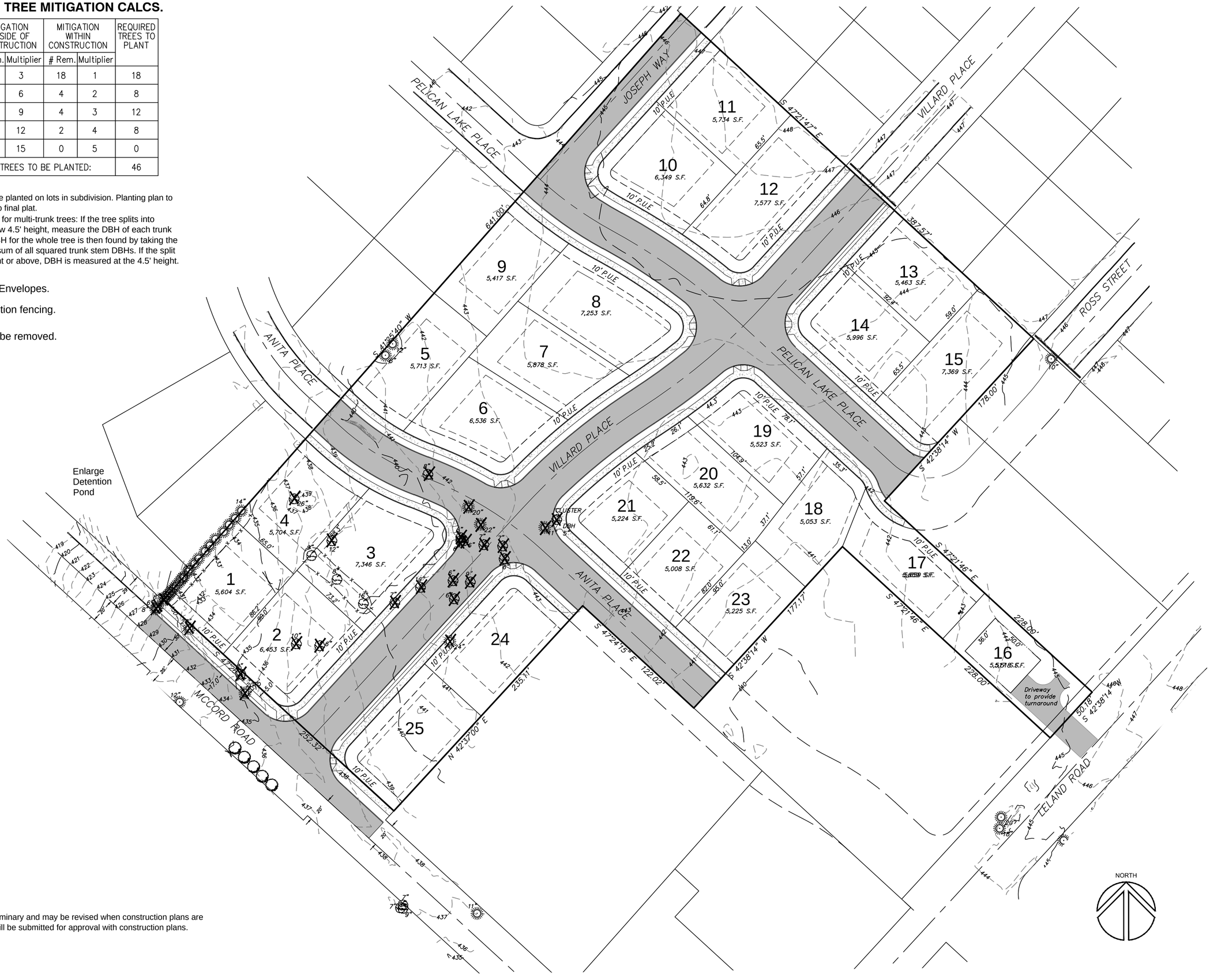
Mitigation trees to be planted on lots in subdivision. Planting plan to be submitted prior to final plat.

Calculation of DBH for multi-trunk trees: If the tree splits into several trunks below 4.5' height, measure the DBH of each trunk separately. The DBH for the whole tree is then found by taking the square root of the sum of all squared trunk stem DBHs. If the split occurs at 4.5' height or above, DBH is measured at the 4.5' height.

Building Envelopes.

Construction fencing.

X Trees to be removed.



Note: This plan is preliminary and may be revised when construction plans are prepared. Final plan will be submitted for approval with construction plans.

DESIGNED:	REG	8-6-15	1	Cluster tree caliper measurements added.
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	June 2015			
FILE:	14-ICN-108	DATE	NO.	REVISION

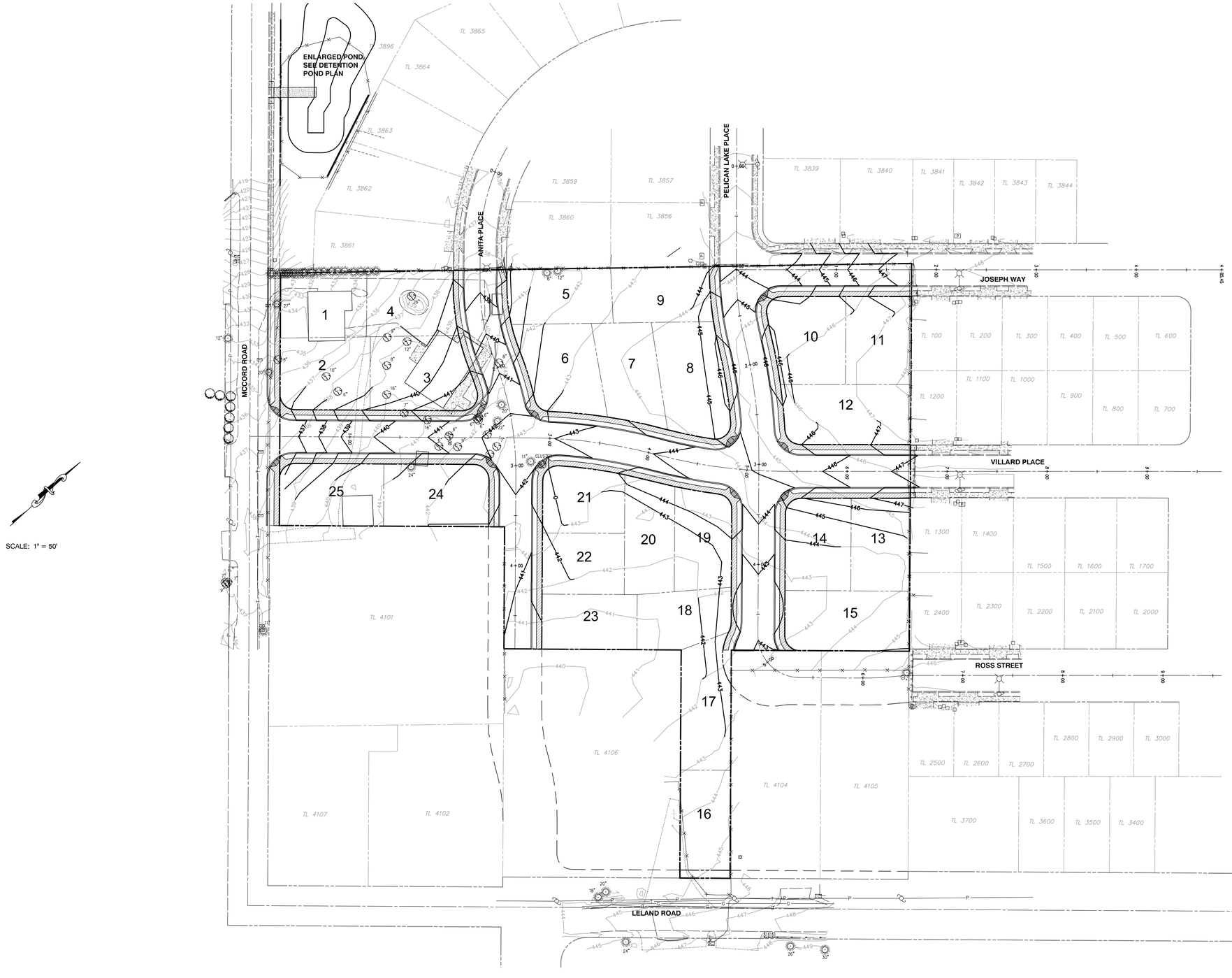
Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Consruction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Pavilion Park 3

Tree Removal, Protection & Mitigation Plan

SHEET: 1/1



SCALE: 1" = 50'

PRELIMINARY GRADING PLAN

2014-129H

DESIGNED:	BDG			
DRAWN:	BJS			
SCALE:	1" = 50'			
DATE:	April, 2015			
FILE:	Pavilion Park III Prelim1	DATE	NO.	REVISION

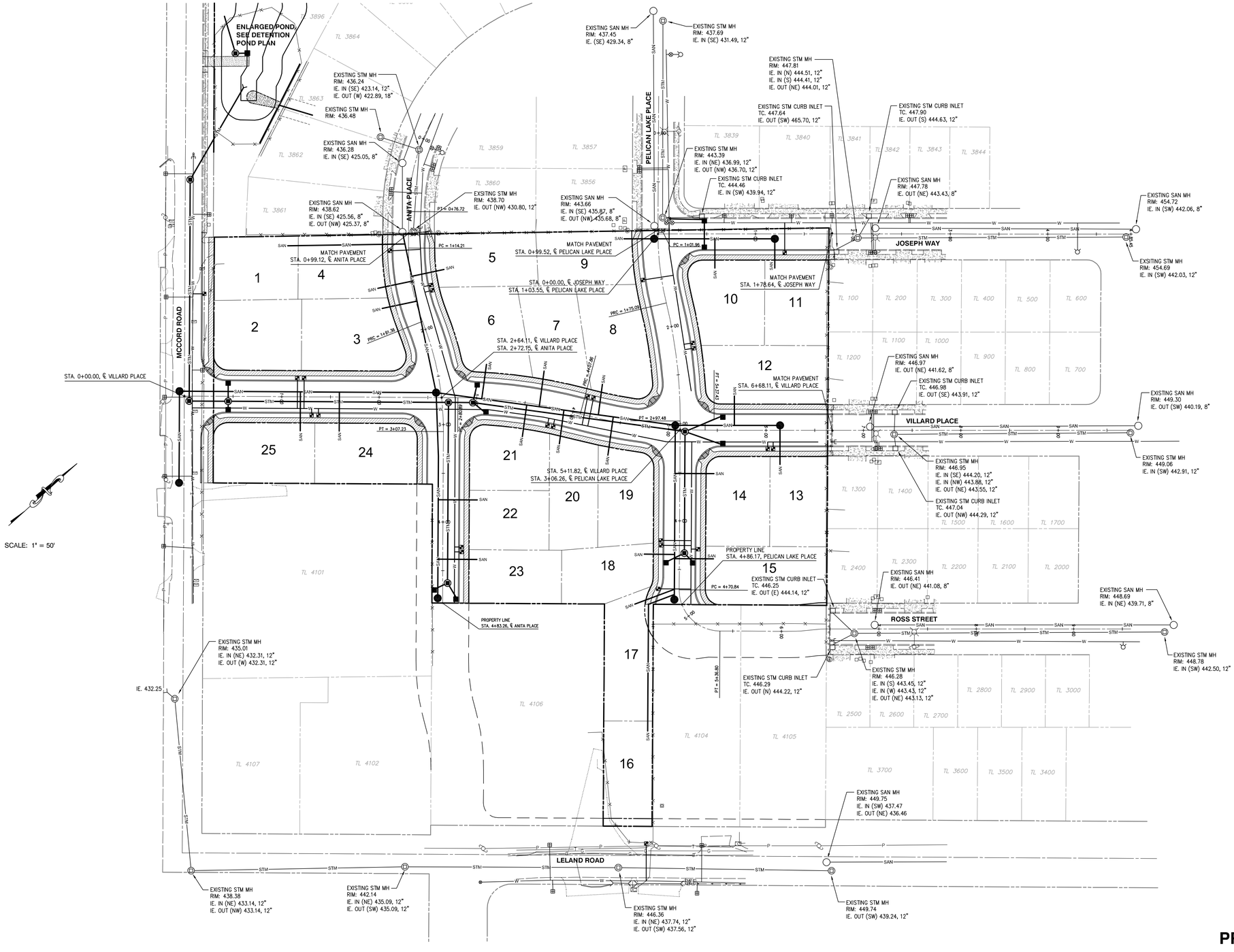
Theta,llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

Icon Consruction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, Oregon 97068
PH: (503) 657-0406

Pavilion Park III

SHEET: 1/2

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2014-129H

PRELIMINARY UTILITY PLAN

DESIGNED:	BDG			
DRAWN:	BJS			
SCALE:	1" = 50'			
DATE:	April, 2015			
FILE:	Pavilion Park III Prelim1	DATE	NO.	REVISION

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
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email: thetaeng@comcast.net

Icon Consruction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, Oregon 97068
PH: (503) 657-0406

Pavilion Park III

SHEET: 2/2

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EXISTING CONDITIONS MAP

TAX LOT 4100
LOCATED IN THE N.W. 1/4 SECTION 7, T.2S., R.3E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
JANUARY 30, 2015 SCALE 1"=40'

SURVEY NOTES:

THE DATUM FOR THIS SURVEY IS BASED UPON OREGON CITY BENCH MARK "ROUNDTREE", LOCATED AT THE INTERSECTION OF CENTRAL POINT ROAD AND ROUNDTREE DRIVE WITH AN ELEVATION OF 471.141', NAD83.

A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.

AREA OF SUBJECT PARCEL: 226,684 S.F. OR 5.21 ACRES

THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER THE PLAT OF "WILLOW RUN ESTATES", RECORDS OF CLACKAMAS COUNTY.

THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.

NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.

FIDELITY NATIONAL TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER 20140107628-FTPOR55, DATED DECEMBER 22, 2014 AS PROVIDED HAS BEEN USED AND REFERENCED IN PREPARATION OF THIS MAP. PLEASE REFER TO THIS DOCUMENT FOR DESCRIPTIONS OF EXCEPTIONS TO TITLE INSURANCE.

STORM MANHOLES

SDMH 1
RIM 435.01'
12" IP IN NE 432.31'
12" IP OUT W 432.31'

SDMH 2
RIM 438.38'
12" IP IN NE 433.14'
12" IP OUT NW 433.14'

SDMH 3
RIM 442.14'
12" IP IN NE 435.09'
12" IP OUT SW 435.09'

SDMH 4
RIM 446.36'
12" PVC IN NE 437.74'
12" PVC OUT SW 437.56'

SDMH 5
RIM 449.74'
12" PVC OUT SW 439.24'

SDMH 6
RIM 446.28'
12" IP IN S 443.45'
12" IP IN W 443.43'
12" OUT NE 443.13'

SDMH 7
RIM 448.78'
12" IP IN SW 442.50'

SDMH 8
RIM 446.95'
12" IP IN SE 444.20'
12" IP IN NW 443.88'
12" OUT NE 443.55'

STORM MANHOLES

SDMH 9
RIM 449.06'
12" IP IN SW 442.91'

SDMH 10
RIM 447.81
12" ADS IN N 444.51'
12" IP IN S 444.41'
12" ADS OUT NE 444.01'

SDMH 11
RIM 454.69'
12" ADS IN SW 442.03'

SDMH 12
RIM 443.39'
12" ADS IN NE 436.99'
12" ADS OUT NW 436.79'

SDMH 13
RIM 437.69'
12" ADS IN SE 431.49'

SDMH 14
RIM 438.70'
12" ADS OUT NW 430.80'

SDMH 15
RIM 436.24
12" ADS IN SE 423.14'
18" ADS OUT W 422.89'

SDMH 16
RIM 436.48'

STORM CURB INLETS

SDCI 1
TOP CURB 446.29'
12" IP OUT N 444.22'

SDCI 2
TOP CURB 446.25'
12" IP OUT E 444.14'

SDCI 3
TOP CURB 447.04'
12" OUT NW 444.29'

SDCI 4
TOP CURB 446.98'
12" OUT SE 443.91'

SDCI 5
TOP CURB 447.64'
12" PVC OUT SW 465.70'

SDCI 6
TOP CURB 447.90'
12" ADS OUT S 444.63'

SDCI 7
TOP CURB 444.46'
12" ADS IN SW 439.94'

SANITARY MANHOLES

SSMH 1
RIM 449.75'
CONC IN SW 437.47'
CONC OUT NE 436.46'

SSMH 2
RIM 446.41'
8" PVC OUT NE 441.08'

SSMH 3
RIM 448.69'
8" PVC IN NE 439.71'

SSMH 4
RIM 446.97'
8" PVC OUT NE 441.62'

SSMH 5
RIM 449.30'
8" PVC IN SW 440.19'

SSMH 6
RIM 447.78'
8" PVC OUT NE 443.43'

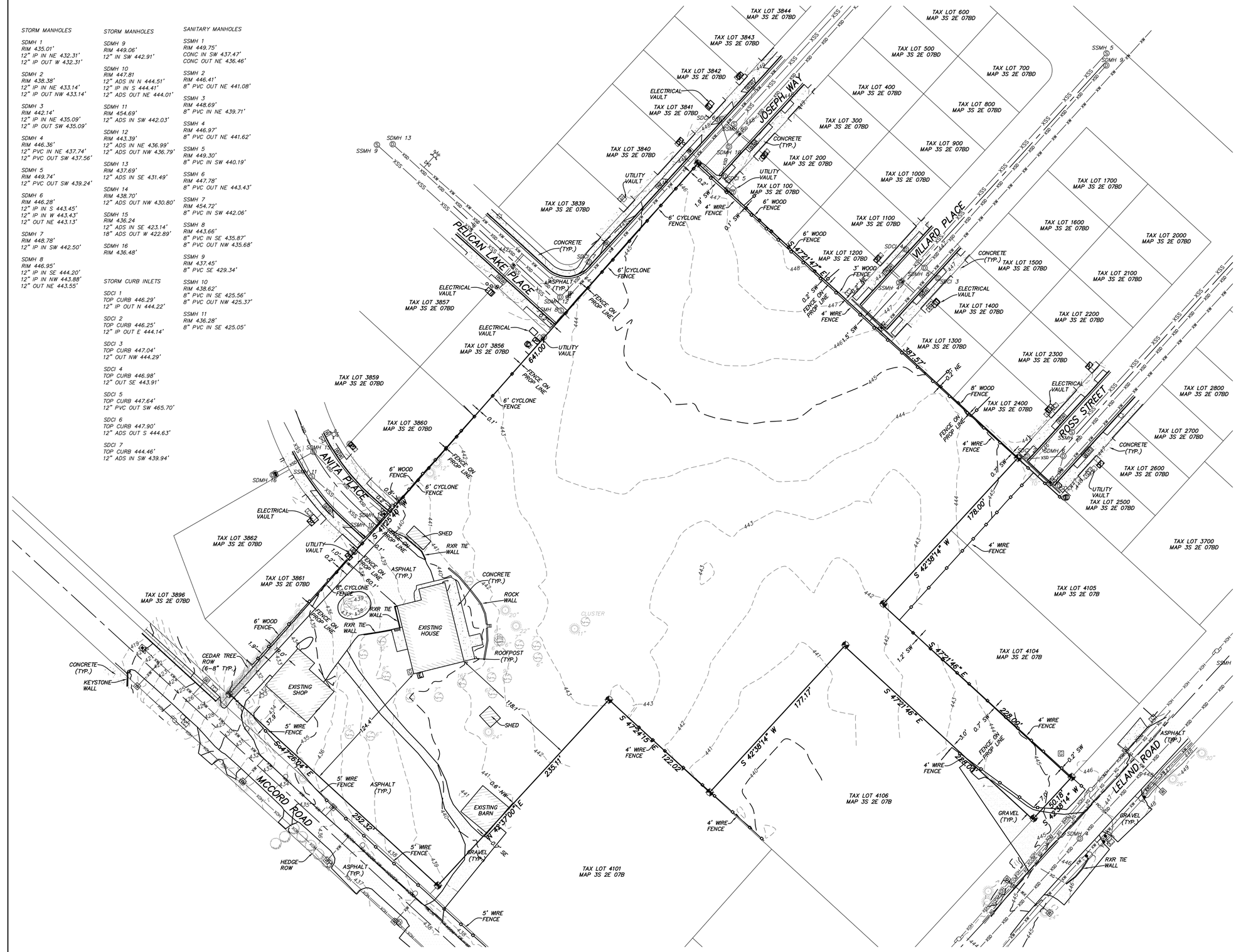
SSMH 7
RIM 454.72'
8" PVC IN SW 442.06'

SSMH 8
RIM 443.66'
8" PVC IN SE 435.87'
8" PVC OUT NW 435.68'

SSMH 9
RIM 437.45'
8" PVC SE 429.34'

SSMH 10
RIM 438.62'
8" PVC IN SE 425.56'
8" PVC OUT NW 425.37'

SSMH 11
RIM 436.28'
8" PVC IN SE 425.05'



LEGEND:

Some Symbols shown may not be used on map

- DECIDUOUS TREE
- EVERGREEN TREE
- STORM SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- CATCH BASIN
- SANITARY SEWER MANHOLE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- GAS VALVE
- GAS METER
- SIGN
- MAILBOX
- UTILITY POLE
- LIGHT POLE
- ELECTRIC METER
- STORM PIPE
- UTILITY AND LIGHT POLE
- GUY WIRE
- TRAFFIC SIGNAL POLE
- ELECTRICAL POWER PEDESTAL
- COMMUNICATIONS PEDESTAL
- COMMUNICATIONS MANHOLE
- OVERHEAD LINE
- GAS LINE
- ELECTRICAL LINE
- COMMUNICATIONS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- WATER LINE
- FENCELINE
- ELECTRIC STUB
- GAS RISER
- TRANSFORMER
- WATER BLOWOFF

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

SIGNED ON: _____

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
NOVEMBER 20, 2007
JAMES BURTON BROWN
60379

VALID THROUGH DECEMBER 31, 2013

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M:\PROJECTS\ICON-McCORD RD-9588\dwg\ECM.dwg

Pavilion Park 3 Minutes From 2-19-2015

Tower Vista Neighborhood Planning Meeting

The meeting with the Tower Vista Neighborhood Association was coordinated with Chairman Todd Last. The meeting was held at 7:00 pm on February 19, 2015 at the Ainsworth House.

The applicant's representative, Rick Givens, presented the proposed development. He explained that there were two different site plans: one with 10 lots and a second with 19 lots that was dependent upon reaching a purchase agreement with the owners of that property. The proposal includes a zone change from R-10 to R-6.

Mr. Givens explained the process that would be used by the City to review the application, noting that the subdivision and zoning applications would be heard by the Planning Commission and that the Zone Change would then go to the City Commission for final decision.

One concern expressed related to lot sizes and why lots were shown on the plan that are less than 6,000 sq. ft. in area. Mr. Givens explained that the City's development ordinances allow for lot averaging. The neighbor adjacent to Lot 4 asked if that lot could be made larger. Mr. Givens explained that taking area out of Lot 3 could be problematic because corner lots have to maintain greater side setbacks.

A question was asked as to why the existing R-10 zoning couldn't be retained. Mr. Givens noted that the surrounding developments are zoned for smaller lots and that this project relates to those neighborhoods. He also explained the need to make efficient use out of urban land to avoid having to expand the Urban Growth Boundary prematurely.

A neighbor on Anita stated that her preference would be for it to remain a dead-end street. Mr. Givens explained that doing so would not be consistent with City standards promoting connectivity.

Another concern raised related to traffic on area streets and the perception that they can't accommodate more traffic. Mr. Givens noted that at traffic analysis would be performed by a traffic engineer and reviewed by the City's traffic consultant.

Another neighbor asked about schools and the possibility of re-opening Mt. Pleasant Elementary. Mr. Givens noted that the School District had sold that school, but that the School District would be notified of the application. There have been no capacity issues raised by the District on other recent applications in this area.

Questions were asked about the timing of the application. Mr. Givens noted that the traffic study and engineering had not been completed yet. He estimated that it would be submitted in March at the earliest.

Rick Givens

From: "Todd P Last" <Todd.Last@comcast.net>
Date: Monday, February 09, 2015 8:33 AM
To: "Rick Givens" <rickgivens@gmail.com>
Cc: <lterway@ci.oregon-city.or.us>
Subject: Re: Neighborhood Meeting for two projects in the Tower Vista NA Area

Do either Tuesday the 17th or Thursday the 19th work for you?

Todd

On 1/29/2015 7:28 AM, Rick Givens wrote:

> Hi Todd,
>
> Thanks for the reply. As far as the email communication goes, I just need to know if it is acceptable to you that our communications be by email rather than certified mail. The City's code says we have to send you a request for a meeting via certified mail unless you agree to another form of communication. Notice to people in the neighborhood would be by regular mail.
>
> Thanks,
>
> Rick
>
> **From:** Todd P Last
> **Sent:** Thursday, January 29, 2015 6:31 AM
> **To:** Rick Givens
> **Subject:** Re: Neighborhood Meeting for two projects in the Tower Vista NA Area
>
> Let me see what dates we could do it on.
> email is not reliable for communication since it never achieves 100% coverage, may not fit the legal definition of communication, and nobody has complete email lists.
>
> regards,
> Todd
>
> On 1/22/2015 12:24 PM, Rick Givens wrote:
>
> > Hello, Mr. Last.
> >
> > My name is Rick Givens and I am a planning consultant working with Icon Construction and Development, LLC on a couple of projects that are located within the Tower Vista Neighborhood Association area. As you probably know,

the City's development ordinance require that we hold a neighborhood meeting to discuss the proposals prior to the submittal of our land use applications. The provisions of the ordinance state that we must send you notification of the projects by certified mail, but that other forms of correspondence may be used if acceptable to the Neighborhood Association. In working on other projects in the City, we have found that email correspondence is the best and easiest way to develop a two-way conversation. If this is acceptable to you, it would be our preference for these projects. If you would rather have an additional notice by certified mail, please let me know and I will send you a letter in that manner.

The first project is a ten lot subdivision and zone change located at 19371 Pease Road. This is a narrow parcel located The existing zoning is R-10, but the adjoining subdivisions are zoned R-8.

The second project is located at 19588 McCord Road. This property was recently annexed to the City and is zoned R-10, the default zoning applied to all newly annexed residential property. As shown on the attached vicinity map, the property is adjacent to R-6 zoned land to the northwest in the Pavilion Park neighborhood, and R-3.5 zoning to the northeast. We are proposing to continue the R-6 zoning and the preliminary design for the subdivision shows 26 lots.

It is my understanding from the information on the City's website that the Tower Vista NA doesn't have any scheduled meetings until April. Would you be open to having a special meeting to discuss these two subdivisions or would you prefer that we schedule our own meeting? The City's regulations state that a minimum of 30 days notice must be provided for such a meeting.

We are looking forward to meeting with you and the Tower Vista Neighborhood Association. Please let us know how you would like to proceed on this .

Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
(503) 479-0097
Cell: (503) 351-8204
rickgivens@gmail.com

Rick Givens

From: "Todd P Last" <Todd.Last@comcast.net>
Date: Thursday, February 19, 2015 1:32 AM
To: "Rick Givens" <rickgivens@gmail.com>; "Katie Durfee" <kdurfee@ci.oregon-city.or.us>; "Laura Terway" <lterway@ci.oregon-city.or.us>
Subject: Re: Please confirm Feb 17th

Great! See you at 7pm today.

Todd

On 2/13/2015 9:10 AM, Rick Givens wrote:

> Hi Todd,
>
> Katie and I exchanged emails yesterday and she gave me the name of the contact at the Ainsworth House. I checked with Kevin Yee and he said it is available for the 19th at 7:00 pm and he changed the reservation to that time. I believe that Katie is proceeding with sending out the postcards, so we should be good to go for next Thursday.
>
> Rick
>
> **From:** Todd P Last
> **Sent:** Friday, February 13, 2015 2:09 AM
> **To:** Rick Givens ; Katie Durfee ; Laura Terway
> **Subject:** Re: Please confirm Feb 17th
>
> Yes - we can move to the 19th if that works better, or the following week. Just let me know so I can change the arrangements.
>
> Regards,
> Todd
>
> On 2/12/2015 11:27 AM, Rick Givens wrote:
>
> > Hi Katie,
> >
> > That would be fine from our perspective, but I don't know if the Ainsworth House is available that night. Is that something that you can check on?
> >
> > Rick
> >
> > **From:** Katie Durfee
> > **Sent:** Thursday, February 12, 2015 11:18 AM
> > **To:** Rick Givens ; Todd P Last ; Laura Terway
> > **Subject:** RE: Please confirm Feb 17th

Good Morning Rick,

If I send the postcard to the print shop today, then they could likely get the postcard to drop using first-class mail by Tuesday or Wednesday next week, if you would like to hold this meeting on the 19th instead.

Katie

From: Rick Givens [mailto:rickgivens@gmail.com]
Sent: Thursday, February 12, 2015 10:43 AM
To: Katie Durfee; Todd P Last; Laura Terway
Subject: Re: Please confirm Feb 17th

Good morning, Katie,

It sounds like the schedule may be too tight to make work for the 17th. When I spoke with Todd, he suggested both the 17th and 19th as possible dates so if the 19th is available to use the Ainsworth House, that would be fine with us. If not, slipping the meeting back a week or two is not going to be a problem from the applicant's end.

Thanks,

Rick Givens

From: Katie Durfee
Sent: Thursday, February 12, 2015 10:04 AM
To: Todd P Last ; Rick Givens ; Laura Terway
Subject: RE: Please confirm Feb 17th

Good Morning All,

In speaking to a representative of the print shop, the NA postcards can be prepared today but there is no guarantee with the present date that they will be received in time by Tuesday, even with express delivery. The biggest challenge is with Monday being a holiday.

Thanks,

Katie

From: Todd P Last [mailto:Todd.Last@comcast.net]
Sent: Thursday, February 12, 2015 2:55 AM
To: Rick Givens; Katie Durfee; Laura Terway
Subject: Please confirm Feb 17th

All:

I have reserved the Aninsworth House and Gardens on Feb 17th at 7pm

for Rick's presentation for Land use proposals for:

19371 Pease Road.
19588 McCord Road.

Please confirm that you can attend on this date.

Katie, please send out a postcard asap with the meeting announcement, and put text that the meeting will be for a presentaion for two proposed developments (include addresses) in the Tower Vista Neighborhood.

Thank you,
Todd Last
(502) 387-3046

Tower Vista Feb 19th MEETING

NAME	GMAIL
Amy Willhite	awillhite yahoo.com
Laura Terway	lterway@orcity.org
Laura Hennig	
Seanne Hennig	
Cherilyn Sumridge	cjsumridge@yahoo.com
Ron Toole	rontoole@comcast.net
Ryan & Amanda Kimtebery	audlinek@gmail.com
Robin & Monja Gay	rngay2012@hotmail.com
Barry & Marylee Magil	yrrab1949@yahoo.com
Rachel Gobel	Rachelgobel@gmail.com
John Gobel	
DARREN GUSDORF (ICON)	DGREAVE@ICONCONSTRUCT.NET
Rick Givens (Planning Consultant)	rickgivens@gmail.com
Sheila Wilson	SLwilson3@MSN.com
Lynda Conchart	lconchart@aol.com
Judy Spreadborough	jsandgs@icloud.com
DOREK MOTEN	info@greenboxpdx.com
WILLIAM & JOYCE GIFFORD	email@SMALLFLAGS.com

Pavilion III

25- Lot proposed development

19588 S McCord Road

Oregon City, Oregon

PRELIMINARY DRAINAGE REPORT

April 2015

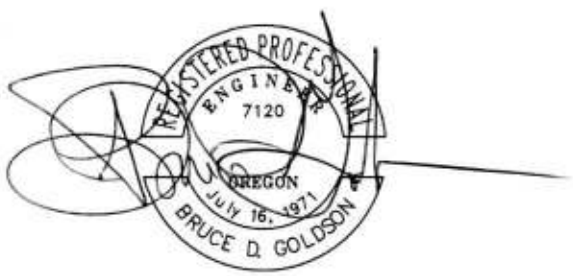
Prepared By:

Bruce D. Goldson, PE

Theta, llc

PO Box 1345, Lake Oswego, Oregon 97035

2014-129H



EXPIRES: 06-30-15

9/4/15

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Hydrographic Results	pg 4-12
Summary	pg 12
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NARRATIVE ASSUMPTIONS

Existing Conditions:

The subject property has a large house with outbuilding and driveway to McCord. The majority of the site is a Christmas tree farm generally sloping from east to west. There are two sub-basins on the property but both would result in flow to McCord Road and northerly along the Road to a natural drainage way approximately 250-feet northerly of the property. Pavilion Park I abuts the project to the north with road connections and there is a detention/water quality facility approximately 200-feet north on McCord Road.

Developed conditions:

25-new lots are proposed which will extend Anita Place, Pelican Lake Place and Villard Place and complete Joseph Way. McCord Road would be improved with a half street. Storm water would be directed to the original Pavilion system with the majority flowing in a new line north on McCord Road and into the existing detentions facility. This facility would be enlarged to receive and process the new development.

Drain Basin Description:

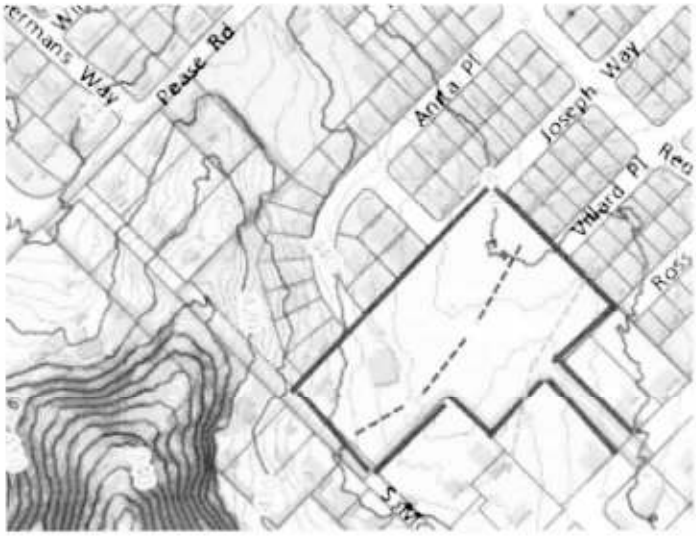
Existing

There are two minor basins on the property which divide the property more or less in half. The discharge point for both is the roadside ditch on the easterly side of McCord Road. The

northerly basin flows directly to McCord road while the southerly basin flows south westerly across other properties before reaching McCord road. Once the flow reaches the roadside ditch the basins are combined and enter the natural drainage way northwesterly of the site.

Developed

In the developed condition the two basins will be combined with storm lines running westerly in Villard Place, thence in McCord to the existing detention/water quality facility. Overall the drainage pattern will be the same. No discharge of impervious storm water will flow onto adjacent properties. The enlarged facility will meter the storm water out at the pre-design rates.



Summary of storm water flow

	2-YEAR	5-YEAR	10-YEAR	25-YEAR
PRE-DEVELOP	1.62CFS	2.07CFS	2.35CFS	2.89CFS
POST-DEVELOP	2.17CFS	2.74CFS	3.08CFS	3.78 CFS

DESIGN STORM	REQUIRED RELEASE	DESIGN RELEASE
25 YEAR-24 HR	2.35 CFS	2.34CFS
10 YEAR -24 HR	N/A	N/A
5 YEAR - 24 HR	2.07 CFS	0.92CFS
2 YEAR -24 HR	0.81 CFS	0.81 CFS

REGULATORY DESIGN CRITERIA

The storm water quantity management requirements of Oregon City are:

- City Code 13.12 Storm water management and the 1988 Drainage Mater Plan
- City of Oregon City, Public Works, Storm Water & Grading Design Standards.

References

1. King County Department of Public Works, Surface Water Management Division, Hydrographic Programs, Version 4.21B

Water Quality Facility

The required treatment rate is 1/3 of the 2-year design storm. For this project the calculations the 2-year storm is 1.37CF and the water quality quantity is 0.46CFS. The following options will be considered in the final design: a swale inside the detention pond, infiltration at the bottom of the facility or a Stormceptor by CRS with the capacity to treat 100% of the flows.

Design Parameters

The design storm is a 24 hour standard SCS Type 1A

- 2-year.....2.6 inches
- 5-year.....3.1 inches
- 25-year.....4.0 inches
- 100-year.....4.5 inches

SOIL TYPES

8B Bornstedt silt - Type C soil

24B Cottrell Silty/clay - Type C soil

Time of Concentration

$T = 0.42(n\ L)^{.8}/(P_2)^{0.5}(S_0)^{0.4}$ & $T = L/60k(s_0)^{0.5}$

Pre-Development: $(.42)[(0.17(300)]^{0.8}/(2.6)^{0.5}(0.014)^4 = 33.4$ min & $350/(60)(11)(0.023)^{.5} =$ 3.5min : total 36.9 minutes

Post-Development $(.42)[(0.15(133)]^{0.8}/(2.6)^{0.5}(0.020)^4 = 13.7$ min $233/(60)(27)(0.010)^{.5} = 1.4$ min + $270/(60)(42)(0.02)^{.5} = 0.7$ min: Total 15.8 minutes

HYDROGRAPH RESULTS

Surface Water Management Division

HYDROGRAPH PROGRAMS

Version 4.21B

1 - INFO ON THIS PROGRAM

2 - SBUHYD

3 - MODIFIELD SBUHYD

4 - ROUTE

5 - ROUTE2

6 - ADDHYD

7 - BASEFLOW

8 - PLOTHYD

9 - DTATA

10 - REFAC

11 - RETURN TO DOS

ENTER OPTION:

2

SBUN/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

2,24,2.6

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 2-YEAR 24-HOUR STORM xxxx 2.60 "TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx/

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.08,92,0.18,98,36.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	5.1	92	.2	98	36.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
1.62	7.83	34181

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii2pre

SPECIFY: C - CONTINUE, N - NEWSTORM, P -PRINT, S - STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.68,86,2.58,98,15.8

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	2.7	86	2.6	98	15.8

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
2.17	7.83	35016

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii2post

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

5,24,3.1

Xxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 5-YEAR 24-HOUR STORM xxxx 3.10" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.08,92,0.18,98,36.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	5.1	92	.2	98	36.9

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
2.07	7.83	43105

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii5pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.68,86,2.58,98,15.8

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	2.7	86	2.6	98	15.8

PEAK-Q(CFS) T-PEAK(HRS) VOL(CU-FT)

2.74 7.83 43775

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii5post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - s.c.s. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

10,24,3.4

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 10-YEAR 24-HOUR STORM xxxx 3.40" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

---

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.08,92,018,98,36.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	5.1	92	.2	98	36.9

PEAK-Q(CFS) T-PEAK(HRS) VOL(CU-FT)

2.35 7.83 48524

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii10pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.68.86,2.58,98,15.8

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	2.7	86	2.6	98	15.8

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
3.08	7.83	49109

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii10post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - S.C.S.. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

25,24,4

Xxxxxxxxxxxxxxxxxxxxxx S.C.S.TYPE-1A DISTRIBUTION xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

XXXXXXXXXXXX 25-YEAR 24-HOUR STORM xxxx 4.00" TOTAL PRECIP Xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.08,92,0.18,98,36.9

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	5.1	92	.2	98	36.9
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
2.89	7.83		59468		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:piii25pre

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

2.68,86,2.58,98,15.8

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
5.3	2.7	86	2.6	98	15.8
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
3.78	7.83		59909		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:br25post

DETENTION SIZING

ENTER OPTION

10

R/D FACILITY DESIGN ROUTINE

SPEFICY TYPE OF R/D FACILTY

1 - POND 4 - INFILTRATION POND

2 - TANK 5 - INFILTRATION TANK

3 -VAULT 6 - GRAVEL TRENCH/BED

1

ENTER: POND SIDE SLOPE (HORIZ. COMPOENT)

3

ENTER: EFFECTIVE STORAGE DEPTH(ft) BEFORE OVERFLOW

3

ENTER [d:][path]filename[.ext] OF PRIMARY DESIGN INFLOW HYDROGRAPH:

C:br25post

PRELIMINARY DESIGN INFLOW PEAK = 3.78

ENGER PRIMARY DESIGN RELEASE RATE(cfs)

2.35

ENTER NUMBER OF INFLOW HYDROGRAPHS TO BE TESTED FOR PERFORMANCE (5 MAXIMUM)

2

ENTER [d:][path]filename[ext] OF HYDROGRAPH 1:

C:piii5post

ENTER TARGET RELEASE RATE(cfs)

2.07

ENTER [d:][path]filename[ext] OF HYDROGRAPH 2:

C:piii2post

ENTER TARGET RELEASE RATE(cfs)

.0.81

ENTER: NUMBER OF ORIFICES, RISER-HEAD(ft), RISER-DIAMETER(in)

2,4,15

RISER OVERFLOW DEPTH FOR PRIMARY PEAK INFLOW= 0.46FT

SPECIFY ITERATION DISPLAY: Y -YES, N - NO

N

SPECIFY: R - REVIEW/REVISE INPUT, C - CONTINUE

C

INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 20040 CU-FT

BOTTOM ORIFICE: ENTER Q-MAX(cfs)

1.0

DIA.=4.61 INCHES

TOP ORIFICE: ENTER HEIGHT (ft)

2.7

DIA.= 9.53 INCHES

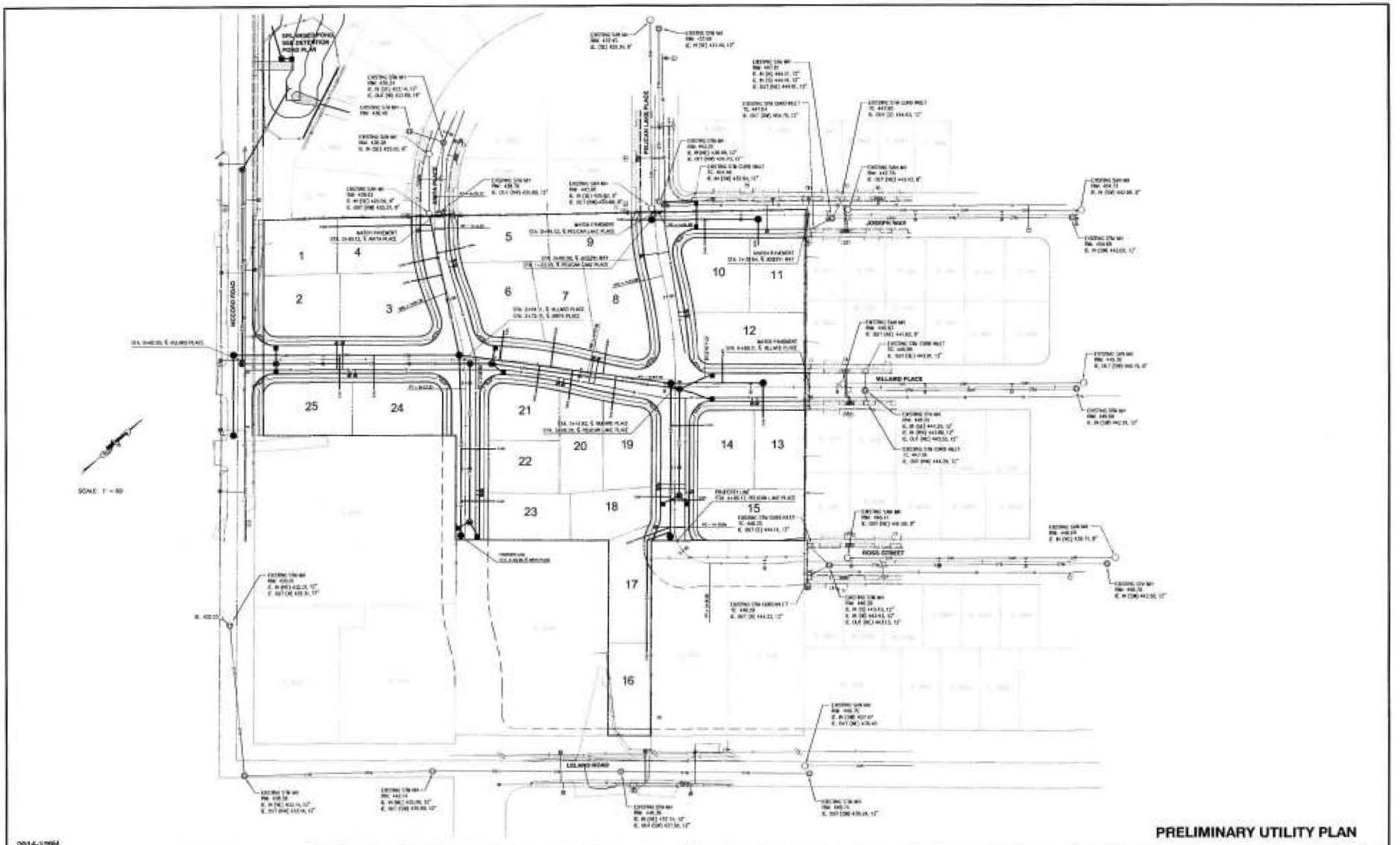
PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	3.78	2.35	2.34	3.00	9038
TEST HYD 1:	2.74	2.07	.92	2.55	7290
TEST HYD 2:	2.17	.81	. .81	1.95	5190

SPECIFY: D - DOCUMENT, R -REVISE, A - ADJUST ORIF, E -ENLARGE, S -STOP

PRELIMINARY DESIGN:

A proposed addition to the detention and water quality pond is proposed at the existing facility northwesterly of the property. The original calculations were not available but a preliminary grading plan illustrated that enlarging the pond by the required 9038 CF is practical. In the final analysis this new development will be intergraded and adjusting the orifices to reflect both developments. Infiltration and water quality requirements will be met by the type A pond configuration.

Appendix



PRELIMINARY UTILITY PLAN

2014-129H

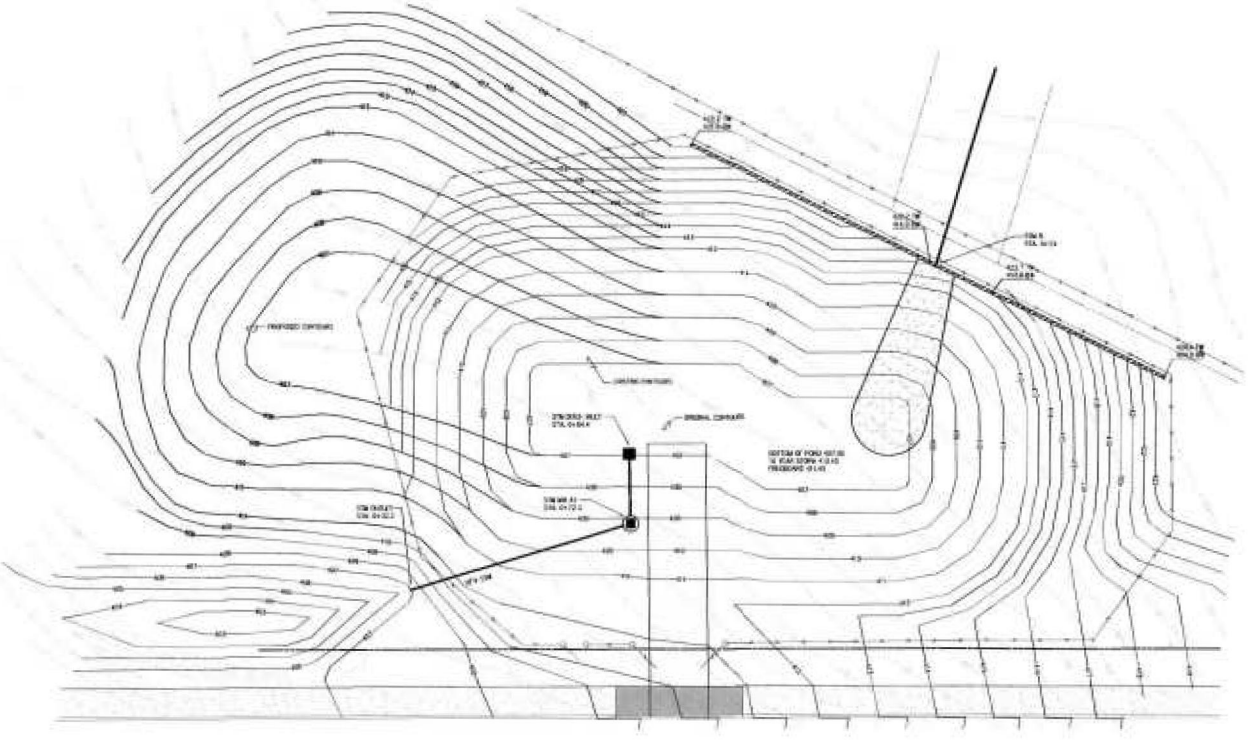
DESIGNED	BDD			
DRAWN	BJS			
SCALE	1" = 60'			
DATE	April, 2015			
FILE	Pavilion Park III Preliminary	DATE	NO.	REVISION

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345, Lake Oswego, Oregon 97035
503-451-8600
email: theta@comcast.net

Icon Construction & Development LLC
15566 Willamette Falls Drive, Suite 200
West Linn, Oregon 97068
PH: (503) 657-0406

Pavilion Park III

SHEET: 2/2



DRAFT

DETENTION POND

2014-129H

DESIGNED:	BDG		
DRAWN:	BJS		
SCALE:	1" = 10'		
DATE:	April, 2015		
FILE:	Pavilion Park III Detention Pond	DATE	NO. REVISION

Theta, llc

ENGINEERING - SURVEYING - PLANNING

PO Box 1262, Lake Oswego, Oregon 97035

503-481-8822

Email: rbassing@comcast.net

Pavilion Park III

SHEET: 1/1

91

4.1.2.1 RAINFALL DISTRIBUTION

The rainfall distribution to be used within the City is the design storm of 24-hour duration based on the standard SCS Type 1A rainfall distribution (See Figure 4-2).

Table 4-1 below links the total depth per year of reoccurrence.

Table 4-1: TOTAL DEPTH

Reoccurrence Year	Total Depth
2	2.6
5	3.1
10	3.4
25	4.0
50	4.4
100	4.5

Table 4-3 MODIFIED CURVE NUMBERS

SCS Western Washington Runoff Curve Numbers

Runoff curve numbers for selected agricultural, suburban, and urban land use for Type 1A rainfall distribution, 24-hour storm duration. (Published by SCS in 1982)

LAND USE DESCRIPTION		CURVE NUMBERS BY HYDROLOGIC SOIL GROUP			
		A	B	C	D
Cultivated land[1]	Winter Condition	86	91	94	95
Mountain Open Areas:	Low growing brush and grassland.	74	82	89	92
Meadow or pasture:		65	78	85	89
Wood or forest land:	Undisturbed	42	64	76	81
	Established second growth[2]	48	68	78	83
	Young second growth or brush	55	72	81	86
Orchard:	With over crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good Condition:	Grass cover on > =75% of area	68	80	86	90
Fair Condition:	Grass cover on 50-75% of area	77	85	90	92
Gravel Roads and Parking Lots:		76	85	89	91
Dirt Roads and Parking Lots:		72	82	87	89
Impervious surfaces, pavement, roofs, etc.		98	98	98	98
Open water bodies:	Lakes, wetlands, ponds, etc.	100	100	100	100
Single Family Residential [3]:					
Dwelling unit/gross acre	% Impervious[4]				
1.0 DU/GA	15				
1.5 DU/GA	20				
2.0 DU/GA	25				
2.5 DU/GA	30				
3.0 DU/GA	34				
3.5 DU/GA	38				
4.0 DU/GA	42				
4.5 DU/GA	46				
5.0 DU/GA	48				
5.5 DU/GA	50				
6.0 DU/GA	52				
6.5 DU/GA	54				
7.0 DU/GA	56				
Select a separate curve number for pervious and impervious portions of the site or basin.					
Planned Unit Developments, condominiums, apartments, commercial businesses & industrial areas[3]	% impervious[4] Must be computed	Select a separate curve number for pervious and impervious portions of the site or basin.			

[1] For a more detailed description of agricultural land use curve numbers, refer to National Engineering Handbook, Sec. 4, Hydrology, Chapter 9, August 1972.

[2] Modified by KCFW, 1995.

[3] Assumes roof and driveway runoff is directed into street/storm system.

[4] The remaining pervious areas (lawn) are considered to be in good condition for these curve numbers.

Table 4-4 MANNING'S COEFFICIENTS "K" FACTORS	
"n" AND "K" Value Used in Time Calculations for Hydrographs "n_s" Sheet Flow Equation Manning's Values (for initial 300 ft. of travel)	n_s
Smooth surfaces (concrete, asphalt, gravel, or bare hand packed soil)	0.01
Fallow fields or loose soil surface (no residue)	0.05
Cultivated soil with residue cover (s # 0.20 ft/ft)	0.06
Cultivated soil with residue cover (s > 0.20 ft/ft)	0.17
Short prairie grass and lawns	0.15
Dense grasses	0.24
Bermuda grass	0.41
Range (natural)	0.13
Woods or forest with light underbrush	0.40
Woods or forest with dense underbrush	0.80
* Manning values for sheet flow only, from Overton and Meadows 1976 (See SCS's TR-55, 1986) "K" Values Used in Travel Time/Time of Concentration Calculations Shallow Concentrated Flow (After the initial 300 ft. of sheet flow, R = 0.1)	k_s
1. Forest with heavy ground litter and meadows (n = 0.10)	3
2. Brushy ground with some trees (n = 0.060)	5
3. Fallow or minimum tillage cultivation (n=0.040)	8
4. High grass (n=0.035)	9
5. Short grass, pasture, and lawns (n=0.030)	11
6. Nearly bare ground (n=0.025)	13
7. Paved and gravel areas (n=0.012)	27
** Channel flow (intermittent) (At beginning of visible channels R=0.2)	k_s
1. Forested swale with heavy ground litter (n=0.10)	5
2. Forested drainage course/ravine with defined channel bed (n=0.050)	10
3. Rock-lined waterway (n=0.035)	15
4. Grassed waterway (n=0.030)	17
5. Earth-lined waterway (n=0.025)	20
6. CMP pipe (n=0.024)	21
7. Concrete pipe (0.012)	42
8. Other waterways and pipe 0.508/n	
Channel flow (Continuous stream, R=0.4)	k_s
9. Meandering stream with some pools (n=0.040)	20
10. Rock-lined stream (n=0.035)	23
11. Grass-lined stream (n=0.030)	27
12. Other streams, man-made channels and pipe 0.807/n **	
** See Table 6-3 for additional Mannings "n" values for open channels.	

Tables — Hydrologic Soil Group — Summary By Map Unit

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
8B	Bornstedt silt loam, 0 to 8 percent slopes	C	3.6	56.7%
24B	Cottrell silty clay loam, 2 to 8 percent slopes	C	2.7	43.3%
Totals for Area of Interest			**6.3**	**100.0%**

Search

Map Unit Legend

Clackamas County Area, Oregon (OR610)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8B	Bornstedt silt loam, 0 to 8 percent slopes	3.6	56.7%
24B	Cottrell silty clay loam, 2 to 8 percent slopes	2.7	43.3%
Totals for Area of Interest		6.3	100.0%

Legend

Soil Map

Scale



April 14, 2015

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Mark Handris
Icon Construction and Development
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068

RE: 19371 Pease Road Subdivision, Oregon City
Transportation Analysis Letter

Dear Mark,

We have completed our transportation analysis for the proposed 25-lot residential subdivision for the property at 19588 McCord Road in Oregon City, Oregon. In 2014, Lancaster Engineering conducted a Transportation Analysis Letter (TAL) for this site, associated with its annexation into the City of Oregon City, which was subsequently approved. This TAL augments the 2014 analysis and examines the traffic impacts resulting from the currently proposed change in zoning and resulting subdivision.

PROJECT & LOCATION DESCRIPTION

The site is located on the north side of Leland Road and the east side of McCord Road. On the north and east sides of the site, it is bordered by subdivisions that were constructed within the last 10 years. The site is currently occupied by one single-family home and a small Christmas tree farm. The existing home and farm operation will be removed with construction of the proposed subdivision.

In 2014, the site was brought into the City of Oregon City with a residential zoning district of R10. The TAL conducted in 2014 examined the impact of 21 single family homes, which could be constructed under the R10 zone. The current proposal is to change the zoning to R6 and construct a total of 25 homes. The change to R6 is consistent with the Comprehensive Plan.

The site will take access to the surrounding street system in six locations. Along the north and east boundaries of the site, street stubs for Anita Place, Pelican Lake Place, Joseph Way, and Villard Place will all be extended into the site. These streets are all local residential streets. Villard Place is proposed to be extended through the site to form a new intersection with McCord Road. Lastly, Lot 16 is proposed to take direct access to Leland Road.

Anita Place, Pelican Lake Place, Joseph Way, and Villard Place are all under the jurisdiction of the City of Oregon City and classified as a local residential streets. They are currently full-width streets with curbs, sidewalks, and planter strips in place on both sides of the street. Also, on-street parking is permitted on both sides of the street. All are subject to a statutory residential speed zone of 25 mph.

Due to the low volumes and speeds of traffic on local streets, bicyclists can safely share the roadway with motor vehicles.

McCord Road is under the jurisdiction of the City of Oregon City and is classified as a Collector. Between Pease Road and Leland Road, it is an unimproved two-lane roadway. There are no curbs, sidewalks, or bike lanes.

Leland Road is also under the jurisdiction of the City of Oregon City and is classified as a Minor Arterial. Curbs, sidewalks, and planter strips are in place adjacent to recent subdivisions where frontage improvements were made. Similarly, on-street parking and/or bike lanes are in place where sufficient width is available. A short distance west of the site, Leland Road makes a 90-degree curve, with McCord Road intersecting from the west.

An aerial view of the site and nearby vicinity is shown on the following page (image from Google Earth).



TRIP GENERATION ANALYSIS

The site currently contains one single-family detached dwelling, which will be removed with construction of the proposed subdivision. As such, the 25-lot subdivision will result in the net increase of 24 single-family homes over current conditions. As mentioned previously, a TAL was prepared last year that considered the impacts of construction of 21 homes on the subject site.

To estimate the trip generation of the new homes, trip rates from the manual *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used. Trip rates for land-use code 210, *Single-Family Detached Housing*, based on the number of dwelling units, were used to calculate the expected trip generation.

The calculations show that the proposed subdivision will generate a net increase of 18 trips during the morning peak hour with 5 trips entering and 13 trips exiting the site. During the evening peak hour, the subdivision is projected to generate a net increase of 24 trips with 15 trips entering and 9 trips exiting. The subdivision is projected to generate a net increase of 228 total daily trips with half entering the site and half exiting.

The following table offers a summary of the trip generation calculations. Detailed trip generation calculations are included in the technical appendix.

TRIP GENERATION SUMMARY

		AM Peak Hour			PM Peak Hour			Weekday
	Size	In	Out	Total	In	Out	Total	Total
Existing								
Single Family Detached	1 unit	0	1	1	1	0	1	10
Proposed								
Single Family Detached	9 units	5	14	19	16	9	25	238
Net New Trips		**5**	**13**	**18**	**15**	**9**	**24**	**228**

Since the proposed land division will lead to an increase of less than 25 trips during the peak hours, and particularly since the site will take access in a total of six locations, thereby dispersing traffic, site impacts will be minimal and no nearby intersections require a detailed capacity analysis.

ACCESS SPACING & CONNECTIVITY

The street pattern within the subdivision is largely dictated by the existing streets that stub to the site on the north and east boundaries. The spacing of streets and intersections within the site are determined by these existing streets, which provide a logical and well-connected grid.

Construction of the proposed subdivision will provide increased connectivity for the neighborhoods to the north and east of the site. Site trips will use the local streets in these adjacent neighborhoods, but the new streets within the site will also be used by existing residents. The benefit of this increased connectivity is to provide multiple routes for ingress and egress and to disperse traffic impacts rather than concentrate traffic on a smaller number of access points.

SIGHT DISTANCE

Intersection sight distance requirements were taken from *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). Sight distance requirements are based on an approaching driver's eye height of 3.5 feet above the road and an eye height of 3.5 feet with the driver's eye 15 feet behind the edge of the near-side travel lane.

Sight distance was measured at the new intersection of McCord Road and Villard Place. While there is no posted speed on McCord Road, it is residential in nature and subject to a statutory 25 mph speed zone. Speeds observed in the field, but not measured directly, were likely somewhat in excess of 25 mph. Still, adequate sight lines are available. Looking north from the access location, sight distance is continuous through a sag vertical curve on McCord Road, with the line of sight exceeding 600 feet. Looking south from the access, the 90-degree curve in McCord Road is visible, which is approximately 500 feet away. Based on these measurements, sight distance would be adequate for speeds up to 45 mph, which is significantly faster than what was observed in the field. Sight distance at this location is adequate.

As mentioned previously, access to Lot 16 is proposed directly to Leland Road. Since Leland Road is a Minor Arterial, direct access is typically discouraged. However, with the configuration of the site and the narrow width of frontage along Leland Road, no other opportunities for access are available. To improve operation, Lot 16 is proposed with an on-site turnaround, so vehicles can enter Leland Road in a forward fashion and avoid backing into the roadway. The posted speed on Leland Road is 35 mph, requiring 390 feet of intersection sight distance. However, there is a 90-degree curve in Leland Road approximately 175 feet west of Lot 16. This curve effectively lowers eastbound traffic approaching the driveway to 15 mph, reducing the intersection sight distance requirement to 170 feet in this direction. The curve is posted with an advisory speed of 10 mph.

Looking west from the proposed driveway to Lot 16, sight distance is approximately 175 feet, limited be trees and landscaping on the inside of the 90-degree corner. Still, with the reduced speed necessary to navigate the corner, sight distance is adequate. Looking to the east, line of sight is limited to 325 feet by trees along the front of the property two houses east of Lot 16. While these trees are within the public right-of-way, they are used as landscaping and screening by the adjacent property owner and will be removed at some time in the future when the property is redeveloped and frontage improvements along Leland Road are constructed. Safe stopping sight distance for a speed of 35 mph is 250 feet according to AASHTO. While intersection sight distance is not available, line of sight is adequate for stopping sight distance, ensuring that the driveway can operate safely.

TRANSPORTATION PLANNING RULE

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. While the change in zoning from R10 to R6 is in conformance with the Comprehensive Plan, the change in zoning triggers the need to address the TPR. The applicable elements of the TPR are quoted in italics below, with a response 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);

(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.

For the proposed development, subsections (a) and (b) are not triggered, as no change in functional classification or standards are proposed or necessitated by the proposed zone change and subsequent development. Subsection (c) is also not triggered since the intersections surrounding the site are operating favorably and will meet applicable performance standards throughout the planning horizon and the types and levels of travel and access for all roadways are consistent with the respective functional classifications of the roadways.

The proposed change in zoning results in a net increase of only four homes, which is not sufficient to alter the near or long-term operation of the surrounding transportation system. As such, the proposed

zone change will not "significantly affect" the transportation system as defined by the TPR and the TPR is satisfied.

SUMMARY & CONCLUSIONS

The proposed change in zoning from R10 to R6 and the resulting 25-lot residential subdivision is not expected to have a significant impact on the surrounding street system. The streets within the subdivision provide a logical extension of the existing residential local street pattern in the area and are consistent with the City's Transportation System Plan. The change in zoning will result in a net increase of only four single-family homes. No mitigations are required or recommended.

If you have any questions, comments, or concerns regarding this report or if you need any further assistance, please don't hesitate to call.

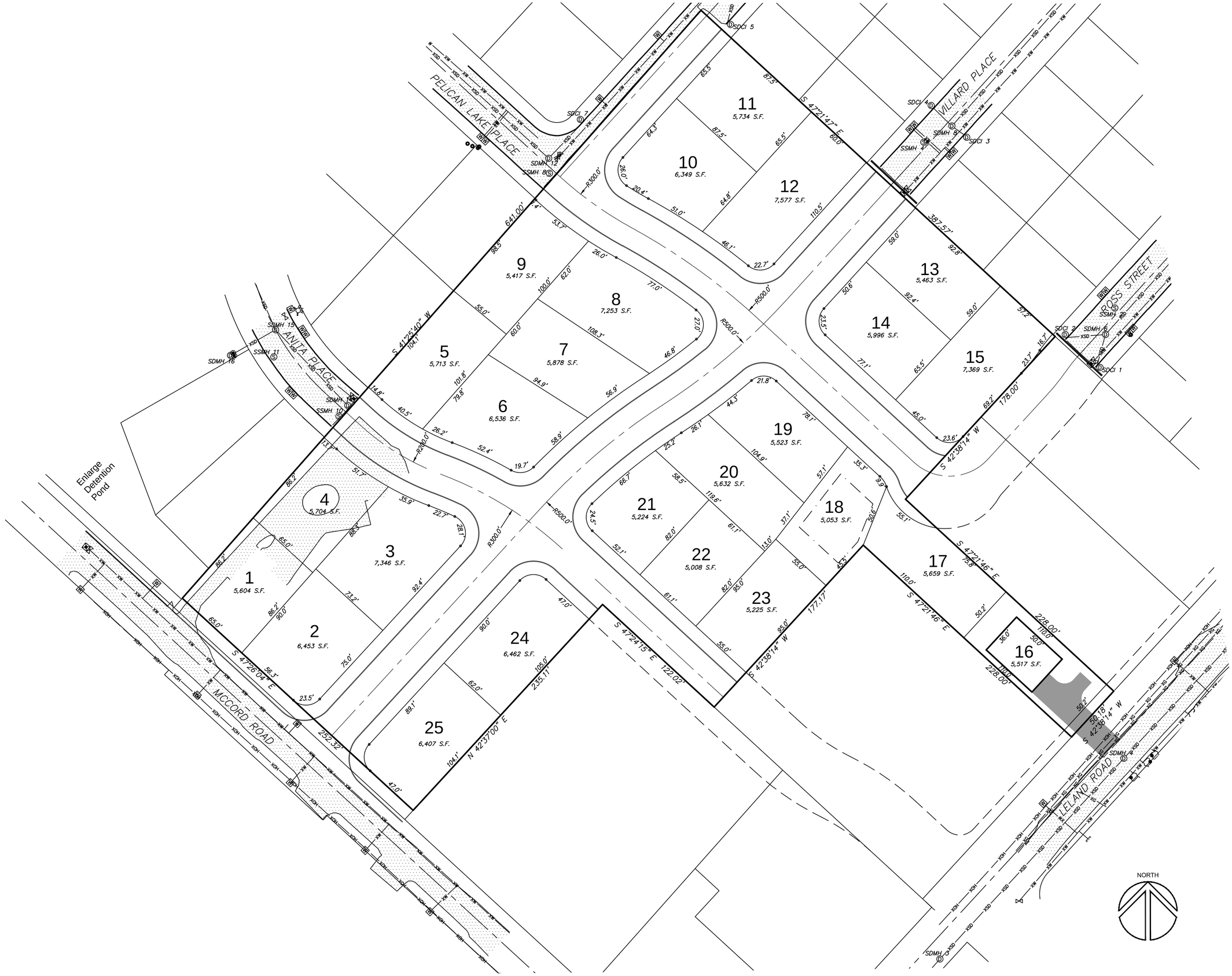
Sincerely,

Todd E. Mobley, PE, PTOE
Principal



RENEWS: 12/31/2016

TECHNICAL APPENDIX



DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	February 2015			
FILE:	14-ICN-108	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Consruction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Pavilion Park 3
Preliminary Plan

SHEET: 1/1

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 24

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**5**	**13**	**18**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**15**	**9**	**24**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**114**	**114**	**228**

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**119**	**119**	**238**

Source: TRIP GENERATION, Ninth Edition

City of Oregon City

Permit Receipt

RECEIPT NUMBER 00029950

Account Number: 017006 **Date:** 4/22/2015

Applicant: ICON CONSTRUCTION & DEVELOPMEN

Type: check # 017502

Permit Number	Fee Description	Amount
TP-15-0003	4332 Subdivision Fee	12,512.00
~~TP-15-0003~~	~~4346 Traffic Impact Study Fee~~	~~461.00~~
ZC-15-0002	4332 Zone Change Fee	2,748.00
ZC-15-0002	4138 Mailing Labels	15.00
	Total:	$15,736.00

tyler
TECHNOLOGIES

City of Oregon City
Permit Receipt
RECEIPT NUMBER 00030338

Account Number: 017006 **Date:** 6/16/2015

Applicant: ICON CONSTRUCTION & DEVELOPMEN

Type: check # 017874

Permit Number	Fee Description	Amount
ZC-15-0002	4346 TIS CU/ZC/Master Plan Req	2,010.00
	Total:	$2,010.00

tyler
TECHNOLOGIES

City of Oregon City
Permit Receipt
RECEIPT NUMBER 00030351

Account Number: 017006 **Date:** 6/16/2015

Applicant: ICON CONSTRUCTION & DEVELOPMEN

Type: check # 017874

Permit Number	Fee Description	Amount
TP-15-0003	4346 Traffic Impact Study Fee	611.00
	Total:	$611.00

Fidelity National Title Insurance Company
900 SW 5th Ave., Mezzanine Level, Portland, OR 97204
FAX

SUPPLEMENTAL SUBDIVISION GUARANTEE FOR THE PROPOSED MCCORD RD/DOUGLASS SUBDIVISION

ORDER NO.: 20140107628-FTPOR55 FEE: $ 400.00

DATED: April 10, 2015

Fidelity National Title Insurance Company

GUARANTEES

Any County or City within which the subdivision or proposed subdivision is located.

That the estate or interest in the land which is covered by this Guarantee is:

A Fee

According to the public records which impart constructive notice of matters affecting title to the premises described on Exhibit "One", we find that as of March 27, 2015, at 08:00-AM the last deed of record runs to:

David G. Douglass and Diane M. Douglass

We also find the following apparent encumbrances, which include 'Blanket Encumbrances' as defined by ORS 92.305(1), and also easements, restrictive covenants and rights of way.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2014-2015
Amount: $5,849.82
Levy Code: 062-084
Account No.: 00862463
Map No.: 32E07B 04100

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

1. City Liens, if any, in favor of the City of Oregon City.
2. Rights of the public to any portion of the Land lying within the area commonly known as streets, roads and highways.

3. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

   Granted to: Clackamas County, a political subdivision
   Purpose: Road
   Recording Date: July 8, 1976
   Recording No: 76 22907
   Affects: Most Westerly 30 feet

4. A deed of trust to secure an indebtedness in the amount shown below,

   Amount: $93,356.00
   Dated: February 17, 2011
   Trustor/Grantor: Davod G. Douglass and Diane M. Douglass
   Trustee: ServiceLink Title
   Beneficiary: JPMorgan Chase Bank, N.A.
   Loan No.: Not disclosed
   Recording Date: March 23, 2011
   Recording No: 2011-018277

5. A line of credit deed of trust to secure an indebtedness in the amount shown below,

   Amount: $150,000.00
   Dated: May 13, 2004
   Trustor/Grantor: David G. Douglass and Diane M. Douglass
   Trustee: Group 9, Inc.
   Beneficiary: Washington Mutual Bank
   Loan No.: 0626420376
   Recording Date: May 21, 2004
   Recording No: 2004-045935

   An agreement recorded June 1, 2011 at 2011-031889 which states that this instrument was subordinated to the document or interest described in the instrument

   Recording Date: March 23, 2011
   Recording No: 2011-018277

   The Deed of Trust set forth above is purported to be a "Credit Line" Deed of Trust. It is a requirement that the Trustor/Grantor of said Deed of Trust provide written authorization to close said credit line account to the Lender when the Deed of Trust is being paid off through the Company or other Settlement/Escrow Agent or provide a satisfactory subordination of this Deed of Trust to the proposed Deed of Trust to be recorded at closing.

6. Terms and provisions of Grant of Easement (Access and Building Encroachment)

   Executed by: Bill Creel and Dana Creel
   Recording Date: June 11, 2014
   Recording No.: 2014-027834

We have also searched our General Index for judgments and state and federal liens against the grantees named above and find:

NONE

This is not a report issued preliminary to the issuance of a title insurance policy. Our search is limited and its use is intended as an informational report only, to be used in conjunction with the development of real property. Liability is limited to an aggregate sum not to exceed $ 1,000.00

Order No.: 20140107628-FTPOR55

Fidelity National Title Insurance Company

By: _____

Toni Stanhope
Land Development

NOTE - ORS 92.305(1) reads as follows:

"Blanket encumbrance" means a trust deed or mortgage or any other lien or encumbrance, mechanics' lien or otherwise, securing or evidencing the payment of money and affecting more than one interest in subdivided or series partitioned land, or an agreement affecting more than one such lot, parcel or interest by which the subdivider, series partitioner or developer holds such subdivision or series partition under an option, contract to sell or trust agreement.

EXHIBIT "ONE"

The premises are in Clackamas County and are described as follows:

Part of the SS White Donation Land Claim No. 41, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at a point on the Southeasterly line of said Claim, South 42° 30' West, 34 chains from the most Easterly corner of said Claim; thence continuing South 42° 30' West, 50 feet; thence North 47° 30' West, 258 feet; thence South 42° 30' West, 177 feet; thence North 47° 30' West, 122 feet; thence South 42° 30' West, 255 feet; thence North 47° 30' West, 280 feet along what is called McCord Road; thence North 42° 30' East, 660 feet; thence South 47° 30' East, 402 feet; thence South 42' 30" West, 178 feet; thence South 47° 30' East, 258 feet to the true point of beginning.

EXCEPTING THEREFROM that portion within the boundaries of public roads.

Pavilion Park 3
Zone Change and Preliminary Subdivision Application
Application Narrative

Project Information:

Date:	April 2015
Applicant:	Icon Construction and Development, LLC. 1980 Willamette Falls Drive, Suite 200 West Linn, OR 97068 (503) 657-0406
Planning Consultant:	Rick Givens 18680 Sunblaze Dr. Oregon City, OR 97045 (503) 479-0097
Project Engineer:	Bruce Goldson, P.E. Theta Engineering 4260 Country Woods Ct Lake Oswego, OR 9703 (503) 481-8822
Request:	The applicant is requesting approval of a 25-lot subdivision and a zone change from “R-10” Single-Family Dwelling District to “R-6” Single-Family Dwelling District.
Location:	The property is located at 19588 McCord Road.
Legal Description:	32E07B 4100
Site Area:	5.15 Acres
Zoning:	R-10 (existing), R-6 (proposed).

Background Information:

This application involves property that is located at 19588 McCord Road in Oregon City. The property also has a narrow, 50-foot-wide frontage on Leland Road. The site is developed with one single-family home and associated outbuildings. It is in current use as a Christmas tree farm. The property has been recently annexed to the City of Oregon City and has the default zoning of R-10 applied to it. The abutting subdivision to the northwest (Pavilion Park) is zoned R-6 and is developed with single-family detached homes at that density. The Rian Park subdivision to the northeast is zoned R-3.5 and developed with single-family homes at that density pattern. Multiple streets (Anita Place, Pelican Lake Place, Joseph Way, Villard Place, and Ross Street) abut and are stubbed into the subject property from these adjoining subdivisions. This application proposes to rezone the subject property to R-6 and to develop a 25 lot subdivision that will provide for connectivity to complete the street pattern in this area.

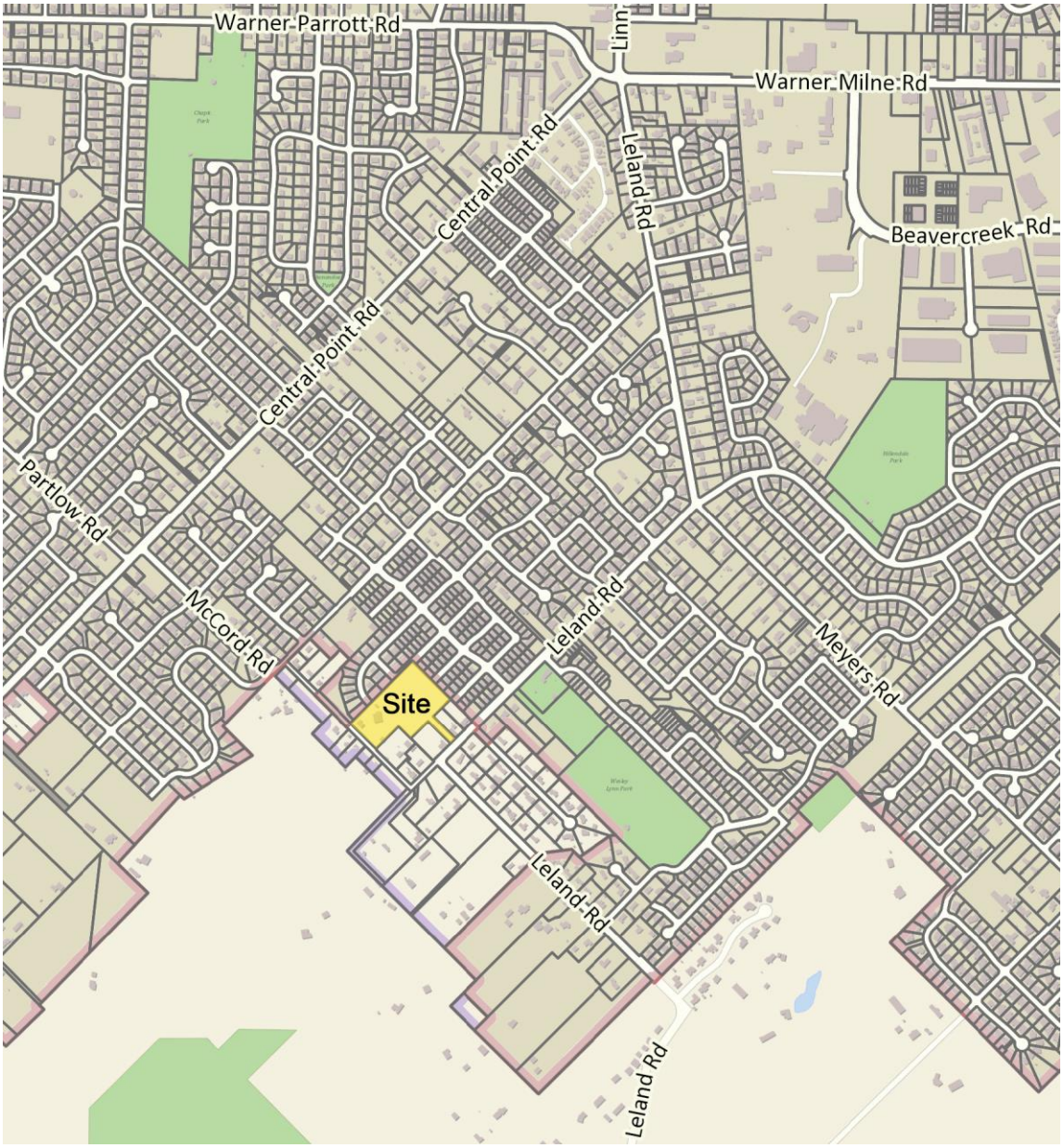


Figure 1- Vicinity Map

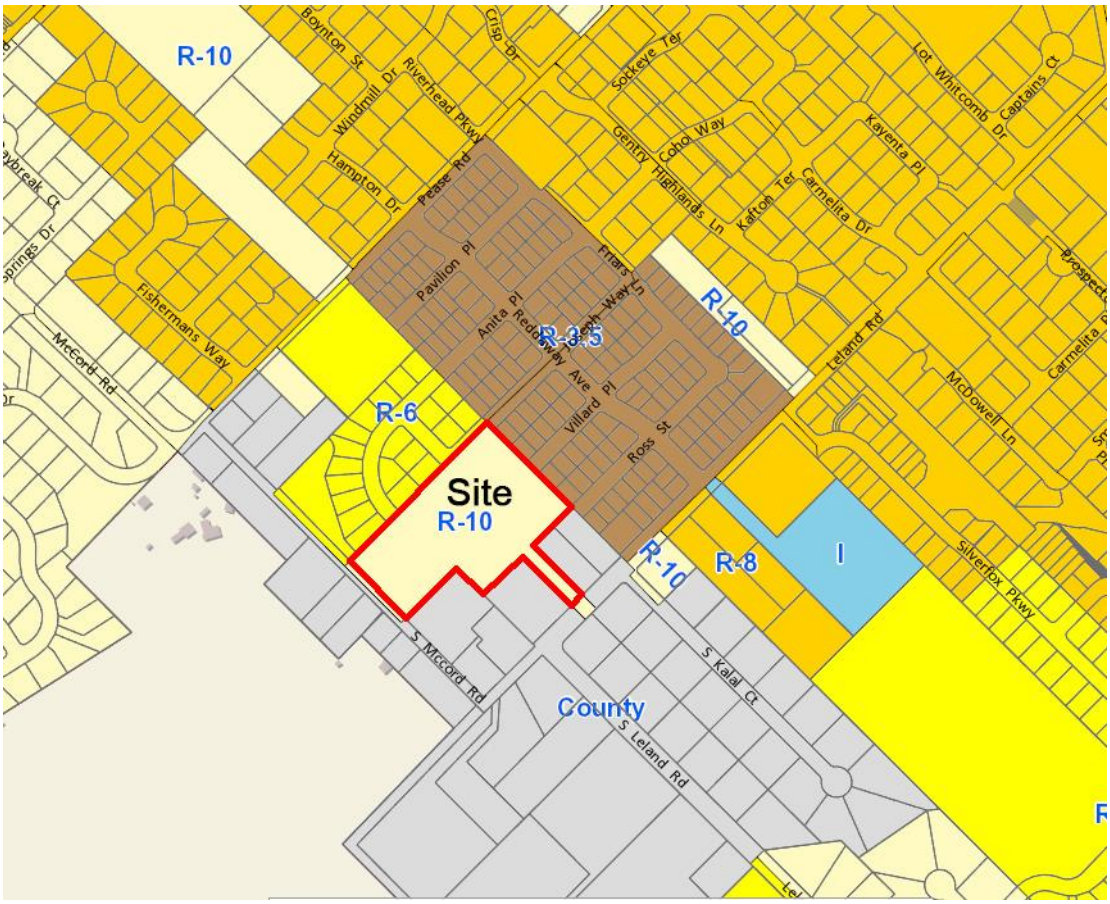
Approval Criteria: The relevant approval criteria for this subdivision are as follows:

Zone Change Application:
Chapter 17.68 – Zone Change

Subdivision Application:
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 16.08 – Subdivisions – Process and Standards
OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions
OCMC 17.10 – "R-8" Single-Family Dwelling District
OCMC 17.20 – Residential Design Standards
OCMC 17.41 – Tree Protection Standards
OCMC 17.50 – Administration and Procedures

COMPLIANCE WITH OCMC – ZONE CHANGE CRITERIA



17.68.010 Initiation of the Amendment.

Comment: Consistent with Subsection C, this application is being initiated by the owners of the subject properties and with the provision of forms and materials specified by City procedures.

17.68.020 Criteria.

The criteria for a zone change are set forth as follows:

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

Comment: The following goals and policies of the Comprehensive Plan apply to this zone change application:

Goal (1) Citizen Involvement

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

Comment: The City's adopted development ordinances include provisions that ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in zone change applications. Consistent with these provisions, the applicant met with the Neighborhood Association prior to the submittal of this application. This meeting provided attendees with information regarding the proposal and the applicant took comments from the neighbors into consideration in preparing this application. City provisions provide for public notice prior to hearings that will take place before the Planning Commission and City Commission. All interested persons will have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal (2) Land Use

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.

Comment: The Comprehensive Plan Land Use Map designates the subject property for Low Density Residential Development. The R-6 zoning district is a zone that implements this plan designation. Because the subject property is located in a neighborhood where developed properties are zoned R-6 or R-3.5, the application of this zoning on the subject property is appropriate.

Goal (5) Natural Resources

Policy 5.4.4: 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.

Comment: There are no natural resources identified on this property and the proposed zoning is consistent with the Oregon City Comprehensive Plan's land use designation for this site.

Goal (6) Quality of Air, Water and Land Resources

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.

Comment: The R-6 density proposed for the subject property will be consistent with this policy. The somewhat higher density of development than the existing R-10 zoning makes for a more compact land use pattern that reduces the amount of public street per dwelling, thereby reducing travel by single-occupancy vehicles and increased use of alternative modes of transportation. In particular, the proposed subdivision will provide for vehicular and pedestrian connections by completing the street system in this area. Public sidewalks will be provided on all streets within this project.

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.

Comment: This policy is implemented by development standards that require appropriate handling of storm water runoff. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. The storm detention facility in the adjoining Pavilion Park subdivision is proposed to be expanded to provide capacity for this development, as depicted on the Preliminary Utility Plan.

Goal (10) Housing

Policy 10.1.3 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.

Comment: The proposed zone change will change the zoning for this site to match the surrounding R-6 neighborhood. R-6 and R-3.5 zoning designations are applied to the adjoining properties that are developed to urban densities. This provides for a balance in the variety of homes in this area of the city.

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.

Comment: All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. Sanitary sewer is available from an existing 8" lines in the adjoining city streets and will be extended to service the property as shown on the Preliminary Utility Plan. Water is available from the adjacent subdivisions as well and will be extended to service the proposed subdivision and to provide for looping of the water system. Storm sewer will be provided in the proposed development and will be directed to the existing storm detention facility in the adjoining Pavilion Park subdivision to the northwest. This facility will be enlarged to provide capacity to service the 25 lots and impervious areas associated with streets and sidewalks. Oregon City

Public Schools provides education services and has adequate levels of service available. Police and fire protection are provided by the City of Oregon City.

Goal (12) Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

Comment: A Traffic Assessment Letter was prepared for this project by Lancaster Engineering and is included with this application submittal. This analysis shows adequate capacity exists to serve the proposed development.

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.

Comment: These public facilities and services have been addressed in the discussion of compliance with Goal 11, above. All of these services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

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.

Comment: The capacity of the transportation system is addressed in the Traffic Assessment Letter submitted with this application. As discussed under Goal 12, above, the transportation services is adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

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

Comment: The statewide planning goals applicable to this proposed zone change have been addressed in specific goals and policies of the Oregon City Comprehensive Plan. City Goals and Policies addressed above are directly applicable to the corresponding statewide planning goals. No further comment is necessary.

As discussed above, the proposed zone change is in conformance with the approval criteria set forth in this chapter of the Oregon City Municipal Code. It would bring the subject property into conformance with the zoning of the adjacent subdivisions and would create a logical zoning pattern. Approval of the zone change would also make for a more efficient use of infrastructure such as streets and utilities and, by adding housing opportunities, would delay the time at which the urban growth boundary would need to be expanded to provide for population growth.

COMPLIANCE WITH SUBDIVISION APPROVAL CRITERIA

COMPLIANCE WITH CHAPTER 16.08

16.08.010 Purpose and General Provisions.

A. Applicability. – As noted above, the proposed development is subject to the process and approval standards applicable to subdivisions including Chapters 16.08, 12.04, 16.12, and 17.50 of the Oregon City Municipal Code. Those provisions are addressed in this narrative and will be shown to be satisfied by this application.

B. Process – Subdivision applications follow a Type II process. In this instance, however, the applicant is also requesting a zone change and the combined applications will be heard concurrently through a Type IV process.

C. Purpose – The proposed design is consistent with basic design criteria so the use of a master plan provided under Chapter 17.65 or a variance per Chapter 16.60 is not necessary.

D. Process Overview – This application for preliminary plat approval is being together with a zone change application, which requires a Type IV process, with hearings before the Planning Commission and City Commission. The final plat will be submitted at a later date and reviewed in accordance with a Type I process.

16.08.015 Preapplication Conference Required.

Consistent with City procedures, a pre-application conference was held on January 7, 2015 (PA 14-37).

16.08.020 Preliminary Subdivision Plat Application.

The preliminary plat is being submitted within six months of the pre-application conference date. This narrative and the other plans and documents submitted with it, contain the required information that will allow the City to determine compliance with relevant City standards.

16.08.025 Preliminary Subdivision Plat--Required Plans.

Consistent with City requirements, the preliminary plat application includes the following:

A. Site Plan
B. A shadow plat demonstrating connectivity sufficient for development of adjoining undeveloped property to the north.
C. An Existing Conditions Map showing natural topography, and a Preliminary Grading & Drainage Plan.

D. Archeological Monitoring Recommendation – The City has contacted SHPO regarding archaeological concerns for this site.

16.08.030 Preliminary Subdivision Plat--Narrative Statement.

A. Subdivision Description – The background information section of this narrative provides the required statements regarding the use and ownership of lots within this proposed subdivision.

B. Timely Provision of Public Services and Facilities

1. Water –Water service is available from existing water lines in the adjoining streets stubbed to the subject property. These lines will be extended to service the proposed lots in this subdivision. There is an 8" water line installed in South McCord Road and South Leland Road owned by Clackamas River Water District. This line will provide service to Lot 16 until such time as city water is extended in Leland Road.

2. Sewer – There are Oregon City 8" PVC sanitary sewer pipes in Anita Place, Pelican Lake Place, Joseph Way, and Villard Place. The pipes in Anita Place and Pelican Lake Place end with manholes at the property line with the proposed development. The lines in Anita Place and Joseph Way will be extended to serve the lots in the proposed development.

3. Storm Sewer – There is an existing storm detention facility located in Pavilion Park subdivision to the northwest of the subject property. The proposed Utility Plan shows the proposed storm sewer system and depicts the expansion of the existing Pavilion Park detention pond to accommodate storm water from the subject property.

4. Parks and Recreation – There are no park facilities in the immediate vicinity of the subject property. The closest park is Wesley Lynn Park, which is located approximately 800 feet northeast of this site via Villard Place and Reddaway Avenue. Park System Development Charges will be paid at the time of building permit application.

5. Traffic and Transportation – A Transportation Analysis Letter for the site has been prepared for this project by Lancaster Engineering, Inc. No capacity or safety issues have been identified that would impact the proposed development. Please refer to the attached TAL.

6. Schools – The subject property is located within the service area of Oregon City Public Schools. Discussions with the School District indicate that there are no capacity issues at this time.

7. Fire and Police Services – Clackamas County Fire District No. 1 provides fire protection services in this area. The Oregon City Police Department provides police protection. Prior to final plat approval, the

applicant will coordinate with Fire District No. 1 to ensure that their standards are met.

C. Approval Criteria and Justification for Variances – No variances are being requested so these provisions do not apply. Other relevant approval criteria are addressed below in this narrative.

D. Drafts of CC&Rs, maintenance agreements, homeowners association agreements, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision – The required documents will be submitted prior to final plat approval.

E. Phasing – Not applicable. The project will be developed in a single phase.

F. Overall Density – The subdivision proposes twenty-five lots for the construction of single family homes. The gross site area is 224,198 sq. ft., or 5.15 acres. The gross density of development is 4.85 units per acre.

16.08.040 Preliminary Subdivision Plat--Approval Standards and Decision.

The approval standards for subdivisions are addressed below in the discussion of compliance with Chapter 16.12. The dimensional standards applicable to the subdivision are those of the R-8 zone. Those standards are addressed in the discussion of Chapter 17.10.

16.08.045 Building Site--Frontage Width Requirement.

All lots in the proposed subdivision abut on a street or cul-de-sac for a width of at least twenty feet, as required by this section.

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.

A. Where the applicant can show that the existing parcel configuration, topographic constraints or where an existing dwelling unit is located so that it precludes a land division that meets the minimum density, lot width and/or depth standards of the underlying zone.

B. If a flag lot is created, a joint accessway shall be provided unless the location of the existing dwelling unit prevents a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.

C. The pole portion of the flag lot shall connect to a public street.

D. The pole shall be at least 8 feet wide for the entire length.

E. The pole shall be part of the flag lot and must be under the same ownership as the flag portion of the lot.

Comment: No flag lots are proposed

COMPLIANCE WITH CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 Street Design--Generally.

Street design standards for all new development and land divisions shall comply with Chapter 12.04 Street Design Standards.

Comment: Please see discussion of Chapter 12.04, below.

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.

Comment: The proposed subdivision creates block patterns that provide for reasonable lot configurations and traffic connectivity.

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.

Comment: The proposed layout provides sufficient room for two tiers of lots and is consistent with this requirement.

16.12.040 Building Sites.

Comment: The buildings sites proposed that are appropriate in size, width, shape, and orientation for low-density residential development, consistent with the R-6 zoning of the property. The applicant is not requesting a variance to any dimensional standard and the exception provisions of this section are not applicable to this proposal.

16.12.045 Building Sites – Minimum Density

All subdivision layouts shall achieve at least 80% of the maximum density of the base zone for the net developable area as defined in Section 17.04.

Comment: The net site area is 224,198 square feet (5.15 acres). The proposed R-6 zoning allows a density of one unit per 6,000 sq. ft. of net site area. Subtracting from the gross site area the street area (74,043 sq. ft.) leaves a net site area of

150,155 sq. ft. Dividing this area by minimum 6,000 square foot lot size of the R-6 zone yields a maximum density of 25 units. 80 percent of this maximum would be 20 units. The 25 units proposed in the subdivision meets this standard.

Chapter 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 20% 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.

Comment: The proposed subdivision does provide for lots that are up to 20% less in area than the minimum 6,000 sq. ft. standard of the R-6 zone. No lots of less than 4,800 sq. ft. are proposed. The smallest lot (Lot 22) contains 5,008 sq. ft. The largest (Lot 12) is 7,577 sq. ft. in area. As discussed under 16.12.045, above, the net site area is 150,155 sq. ft. Dividing the net site area by 25 lots yields an average lot size of 6,006 sq. ft., which is consistent with the requirements of this standard.

16.12.055 Building Site--Through Lots.

Comment: No through lots are proposed in this subdivision.

16.12.060 Building Site--Lot and Parcel Side Lines.

Comment: Consistent with this section, side lot lines are designed to be as close to perpendicular to the streets on which they face as practicable.

16.12.065 Building Site--Grading.

Comment: Site grading will be designed to conform to Chapter 18 of the Oregon Structural Specialty Code and City standards, as demonstrated by the plan submitted with this application.

16.12.070 Building Site--Setbacks and Building Location.

This standard ensures that lots are configured in a way that development can be orientated toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.

A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.

B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.

C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.

D. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:

1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or

2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.

E. The community development director may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.

Comment: Leland Road is classified as a minor arterial and McCord Road is designated a collector street. These provisions are applicable to Lots 1, 2, 16 and 25. These lots face onto the adjoining arterial and collector streets and the houses built on them will have their most architecturally significant façade facing towards these streets, as required by these standards. Lot 16 is proposed to have a driveway with a turnaround so as to avoid having cars backing out onto Leland Road.

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.

Comment: No lots are proposed that are large enough to be capable of re-division. This section does not apply.

16.12.080 Protection of Trees.

Protection of trees shall comply with the provisions of Chapter 17.41 – Tree Protection.

Comment: See discussion of Chapter 17.41, below.

16.12.085 Easements.

Comment: A 10-foot wide utility easement will be provided along all street frontages within this plat. No other easements are required for unusual facilities, watercourses, access or resource protection.

16.12.090 Minimum Improvements--Procedures.

Comment: No construction will commence until required plans have been approved by the City. All improvements will be constructed under the inspection and approval of the city engineer and expenses relating to this will be paid prior to final plat approval. Erosion control measures will be installed as required and utilities will be installed prior to surfacing of the streets. All other standards relating to construction of site improvements will be met.

16.12.095 Minimum Improvements--Public Facilities and Services.

Comment: Compliance with the minimum improvement standards of this section will be reviewed with the construction plans submitted prior to site construction and final plat review. The applicant will comply with all City standards relating to these improvements.

16.12.100 Minimum Improvements--Road Standards and Requirements.

Comment: The streets created through this subdivision application will be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04. No streets are proposed to be created by deed. All streets will be shown on the final plat for the subdivision.

16.12.105 Minimum Improvements--Timing Requirements.

Comment: The applicant will either complete construction of all public improvements required for the subdivision prior to application for final plat approval or will guarantee the construction of those improvements in a manner acceptable to the City Engineer.

16.12.110 Minimum Improvements -- <u>Financial Guarantee.</u>

Comment: If a financial guarantee is proposed for site improvements, the form, timing, and duration of the guarantee will comply with the provisions of this section.

COMPLIANCE WITH CHAPTER 17.12 – R-6 SINGLE-FAMILY DWELLING DISTRICT

17.12.020 - Permitted uses.

Comment: All lots in this subdivision are proposed to be used for construction of single-family detached homes, consistent with 17.12.020(A).

17.12.040 - Dimensional standards.

Dimensional standards in the R-6 district are:

A. Minimum lot areas, six thousand square feet;

B. Minimum lot width, fifty feet;

C. Minimum lot depth, seventy feet;

D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;

E. Minimum required setbacks:

1. Front yard, ten feet minimum setback,

2. Front porch, five feet minimum setback,

3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.

4. Interior side yard, nine feet minimum setback for at least one side yard; five feet minimum setback for the other side yard,

5. Corner side yard, fifteen feet minimum setback,

6. Rear yard, twenty feet minimum setback,

7. Rear porch, fifteen feet minimum setback.

F. Garage standards: See Chapter 17.20—Residential Design and Landscaping Standards.

G. Maximum lot coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.

Comment: The minimum lot area standard of 6,000 sq. ft. may be averaged over the 25 lots in the subdivision, as discussed in the comments to Chapter 16.12.050, above. The proposed lots comply with this requirement. All proposed lots exceed the 50 foot minimum width and 70' minimum lot depth standards. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed.

COMPLIANCE WITH CHAPTER 13.12 – STORMWATER MANAGEMENT

13.12.050 - Applicability and exemptions.

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

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.

Comment: The proposed subdivision is subject to the stormwater conveyance, stormwater quantity control, and stormwater quality control provisions of this chapter.

13.12.080 - Submittal requirements.

A. Timing and Scope of Required Submittal.
   1. Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.
   2. Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.
   3. Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.
   4. Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.

B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Comment: A storm drainage report and preliminary storm drainage plan have been prepared by Theta Engineering for this proposed subdivision and are included in the application submittal package. These documents have been prepared in accordance with city standards.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;

B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020

C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
   1. Do not exceed the capacity of receiving drainage conveyance facilities;
   2. Do not increase the potential for streambank erosion; and

3. *Do not add volume to an off-site closed depression without providing for mitigation.*

Comment: The plan and report attached to this application demonstrate that the runoff from the project will be collected and directed to a storm detention/treatment facility that will be adequately sized to accommodate this subdivision. The storm sewer system has been designed to City standards and is adequately sized to convey runoff from the proposed development. No stream banks are impacted by the proposed storm sewer system.

D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
1. *Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and*
2. *Stormwater quality control facilities which:*
   a. *Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;*
   b. *Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and*
   c. *Minimize any increase in nonpoint source pollution.*

Comment: The detention and treatment facility has been designed in accordance with City standards to accomplish these requirements. Please refer to the storm report attached to this application.

E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.

Comment: All runoff from roofs, footings and streets will be collected by the storm sewer system, as shown on the attached preliminary storm plan.

F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.

Comment: The proposed storm sewer system will be piped to a detention facility in the existing Pavilion Park subdivision. No open channels will exist between the site and the detention facility. This detention facility will be enlarged to provide storage for storm water consistent with City standards and will outflows at the pre-design rates.

G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Comment: The storm water quantity control facilities will is dedicated to, and operated and maintained by, the City of Oregon City.

Chapter 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 - Applicability—Grading permit required.

A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:

1. Grading activities in excess of ten cubic yards of earth;

2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;

3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;

4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or

5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.

B. Those fill and grading activities proposed to be undertaken in conjunction with a land use application, including but not limited to subdivisions, planned unit developments, partitions and site plan reviews, are subject to the standards of this chapter. However, a separate grading permit is not required. Approval of the construction plans submitted through the land use application process shall constitute the grading permit required under this chapter.

Comment: No major site grading is planned in conjunction with this site. As shown on the preliminary grading plan submitted with this application, grading for site development is limited to street right-of-way areas and the proposed storm detention facility. No site grading will be commenced until the required grading permit has been issued by the City of Oregon City. Grading for individual homes will be reviewed prior to the issuance of building permits.

COMPLIANCE WITH CHAPTER 17.20 – RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS

17.20.015 - Street trees.

All new single or two-family dwellings or additions of twenty-five percent or more of the existing square footage of the home (including the living space and garage(s)) shall install a street tree along the frontage of the site, within the abutting developed right-of-way. Existing trees may be used to meet this requirement. A picture of the planted tree shall be submitted to the planning division prior to issuance of occupancy. Upon approval by the community development director, when a planter strip is not present, a tree may be placed within an easement on the abutting private property within ten feet of the public right-of-way if a covenant is recorded for the property with the Clackamas County

Recorders Office identifying the tree as a city street tree, subject to the standards in Chapter 12.08 of the Oregon City Municipal Code. The street tree shall be a minimum of two-inches in caliper and either selected from the Oregon City Street Tree List or approved by a certified arborist for the planting location.

Comment: Street trees will be provided along the street frontages at a maximum spacing of 35 feet, as required by this section. A street tree plan will be submitted prior to final plat approval once locations of driveway approaches have been determined.

17.20.030 - Residential design options.

Comment: Compliance with the residential design options will be reviewed at the time of building permit application.

17.20.035 - Corner lots and through lots.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.040 - Residential design elements.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.050 - Main entrances.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.060 - Residential yard landscaping.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

COMPLIANCE WITH CHAPTER 12.04 – STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 Applicability.

Comment: The provisions of this chapter apply to all land divisions and, thus, are applicable to this subdivision.

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

Comment: Consistent with this section, no work will be done within existing or proposed street rights-of-way without obtaining appropriate permits from the City of Oregon City.

12.04.007 Modifications

The provisions of this section recognize that development of streets in full compliance with City standards is not always practicable and allow for approval of modifications when certain criteria are met. The following street modifications are being requested in conjunction with this application:

1. McCord Road Frontage Improvements: The proposed development includes frontage on South McCord Road, which is classified as a collector street (residential). The standards for a collector street are: 85' ROW, 59' pavement, (3) 11' travel lanes, curb and gutter, 6' bike lane, 7' street parking, 5' sidewalk, and 7.5' landscape strip.The existing right-of-way (ROW) on South McCord Road is 40' wide and the pavement is 22' wide, with two travel lanes, no curb or gutter, no street parking, no bike lane, no sidewalk, and no landscape strip.

2. Leland Road: The proposed development includes frontage 50' in width on South Leland Road, which is classified as a minor arterial street (residential). The standards for a minor arterial street are: 100' ROW, 68' pavement, curb & gutter, (3) 12' travel lanes, 7' street parking, 6' median, 6' bike lane, 5' sidewalk, and 10.5' landscape strip. The existing right-of-way (ROW) on the portion of South Leland Road fronting the proposed development is 60' and the pavement is 24' wide with two travel lanes, no curb or gutter, no street parking, no median, no bike lane, no sidewalk, and no landscape strip. The portion of South Leland Road fronting the proposed development appears to be the same section, but approximately 185 feet north of the frontage, South Leland Road widens to an apparent ROW of 70' with 48' wide pavement and street parking, bike lane, sidewalk, and landscape strip. This modification would allow for the use of this same street section along the frontage of the subject property. The site plan depicts the dedication of five feet of right-of-way to allow for this street section. Additionally, because the frontage is so short and improvements do not exist on either side of this site, it is proposed that the developer pay a fee in lieu of construction of this frontage so that the improvements would occur when adjacent properties are redeveloped or a larger road improvement project takes place.

The approval criteria for modifications are listed in Section 12.04.007:

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.

Compliance with Modification Approval Criteria:

A. The standards listed in Table 12.04.180 are listed as maximum design standards and it is recognized that they may be reduced through the modification process where appropriate. The intent of the standards is not specifically listed, but may be reasonably presumed that they are intended to achieve the goals of the TSP to provide for safe and efficient traffic flows throughout the city. In this instance, the subject property is located in an area where the right-of-way and street improvement widths of McCord Road and Leland Road were developed under previous City standards. These standards are adequately serving the surrounding neighborhoods, as demonstrated by the findings of the TAL submitted with this application. Given the little remaining undeveloped right-of-way in this area, it does not make sense to switch to the new standards.
B. The proposed street section is adequate for vehicular traffic as it matches the existing conditions as developed in nearby subdivisions on both Leland Road and McCord Road.
C. The adopted TSP provides maximum street sections with the understanding that lesser standards may be approved where appropriate through the modification process.
D. In this instance, the standard proposed matches the recommendation of City staff and will match pavement sections previously approved for the adjoining subdivisions.
E. At this time, the applicant is not asserting a constitutional basis for the requested modification.

12.04.010 Construction specifications—Improved streets.

Comment: As required by this section, street, curb and sidewalk improvements will be constructed in accordance with approved plans designed to conform to City street standards.

12.04.020 Construction specifications—Unimproved streets.

Comment: Not applicable.

12.04.25 Street design--Curb cuts.

Comment: The applicant will work with City staff to ensure that curb cuts are designed and improved consistent with City standards.

12.04.030 Maintenance and repair.

Comment: Consistent with this section, the owner of land abutting the street where a sidewalk has been constructed will be responsible for maintaining the sidewalk and curb in good repair.

12.04.031 Liability for sidewalk injuries.

Comment: As set forth in this section, the future homeowners will be responsible for the liability associated with injuries resulting from failure to maintain sidewalks in good repair.

12.04.032 Required sidewalk repair through 12.040 Streets-Enforcement

Comment: Not applicable. These sections provide standards for notification and process issues relating to potential future sidewalk repairs. While they may impact future homeowners should sidewalks need repair, they are not directly applicable to this subdivision application.

12.04.050 Retaining walls--Required.

Comment: Not applicable. There are no grading issues that would require the use of a retaining wall on this site.

12.04.060 Retaining walls--Maintenance.

Comment: Not applicable. No retaining walls are proposed.

12.04.070 Removal of sliding dirt.

Comment: Future homeowners will have the responsibility to maintain street and sidewalk areas free of dirt and debris as required by this section.

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.

Comment: No excavation will be done in rights-of-ways without obtaining required permits.

12.04.090 Excavations--Permit restrictions.

Comment: The applicant will comply with any restrictions placed upon excavation permits associated with this project.

12.04.095 Street Design – Curb Cuts.
Comment: The applicant will comply with City standards regarding number and design of curb cuts.

12.04.100 Excavations – Restoration of Pavement
Comment: All excavations within street areas will be restored to appropriate condition per this standard.

12.04.110 Excavations--Nuisance--Penalty.

Comment: Not applicable.

12.04.120 Obstructions – Permit Required

Comment: Required permits will be obtained before any obstructions of street areas that may be necessary are undertaken.

12.04.130 Obstructions--Sidewalk sales.

Comment: Not applicable.

12.04.140 Obstructions--Nuisance--Penalty.

Comment: Not applicable.

12.04.150 Street and alley vacations--Cost.

Comment: Not applicable.

12.04.160 Street vacations--Restrictions.

Comment: Not applicable.

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.

Comment: The proposed street design provides for connections with multiple adjacent streets and will provide for the completion of this street system in a logical grid system.

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.

Comment: The proposed street pattern connects Villard Place, Joseph Way, Pelican Lake Place., and Anita Place, while providing for a future connection with Ross Street when abutting property is developed. This system provides a logical grid pattern that will achieve connectivity with adjoining developments. Stub streets are provided where reasonable to achieve future connection to Leland Road and Ross Street. Access control strips will be provided to meet the standards of section 12.04.200.

12.04.180 Street Design

Comment: The design of all proposed streets within the development will conform with city local street standards. The existing rights-of-way of Leland Road and McCord Road adjacent to this site do not conform to current standards for minor arterial and collector streets. Modifications pursuant to the criteria in Section 12.04.007 are being requested to allow dedications and improvements consistent with nearby development on these roads.

12.04.185 Street Design--Access Control.

Comment: Pursuant to the provisions of this section, access control strips will be required across the ends of Pelican Lake Place and Anita Place. These strips will be shown on the final plat.

12.04.190 Street Design--Alignment.

Comment: The proposed streets continue the alignments of adjacent streets and provides for a logical future connection to Leland Road at the 90 degree bend in that street.

12.04.194 Traffic sight obstructions.

All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

Comment: The streets will be designed to conform to these standards.

12.04.195 Spacing Standards.

Comment: No blocks exceeding the 530 foot maximum spacing standard are proposed.

12.04.199 Pedestrian and bicycle accessways.

Comment: No pedestrian accessways are proposed or necessary.

12.04.205 Mobility Standards.

Comment: The Traffic Assessment Letter demonstrates that the proposed development will not cause any intersections in this area to exceed the levels of service criteria of this section. Please refer to that document.

12.04.210 Street design--Intersection Angles.

Comment: All intersections in this subdivision have been designed to intersect at angles as close as possible to 90 degrees. Curvature of Anita Place necessary to connect from the existing road stub and provide for a future connection with Leland Road prevents the intersection with Villard Place from being exactly at 90 degrees, but it is close enough that it will function without any difficulties. Traffic volumes and speeds are low, while sight clearance will remain unobstructed.

12.04.215 Street design--Off-Site Street Improvements.

Comment: No off-site improvements are needed or warranted in conjunction with this subdivision.

12.04.220 Street Design--Half Street.

Comment: The section of Anita Place adjacent to Lots 22 and 23 is not a full street. It has been designed in this manner to provide for the future extension of Anita Place to Leland Road. The street section proposed provides for a half-street plus 10 feet of paving on the other side of the road. The remainder of the street will be obtained when the adjoining property is developed.

12.04.225 Street Design--Cul-de-sacs and Dead-End Streets.

Comment: No cul-de-sacs or dead end streets are proposed.

12.04.230 Street Design--Street Names.

Comment: No new street names are proposed as all streets are continuations of existing streets.

12.04.235 Street Design--Grades and Curves.

Comment: Grades and center line radii have been designed to conform to the standards in the City's street design standards and specifications.

12.04.240 Street Design--Development Abutting Arterial or Collector Street.

Comment: The site abuts McCord Road, a collector street, and Leland Road, a minor arterial street. Access to Lot 16, which abuts Leland Road, is being designed to provide for a turnaround in order to avoid vehicles backing out into this street. Lots 2 and 25 are corner lots located at the intersection of Villard Place and McCord Road. They can be accessed from Villard Place. Lot 1 would be accessed from McCord, but no safety concerns have been identified at that location in the TAL submitted with this application.

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.

Comment: All local streets in the subdivision are proposed to be paved to a 32 foot width, which is consistent with local street standards. The proposed paving is narrow enough to inhibit use by non-local traffic. No extra traffic-calming designs are warranted. No crosswalks will occur within the proposed subdivision.

12.04.255 Street design--Alleys.

Comment: Not applicable. No alleys are proposed.

12.04.260 Street Design--Transit.

Comment: Not applicable. The proposed development does not contain or abut any transit streets.

12.04.265 Street design--Planter Strips.

Comment: Consistent with the requirements of this section, proposed street improvements include the provision of planter strips that will accommodate street trees.

12.04.270 Standard Construction Specifications.

Comment, as required by this section, the workmanship and materials for any work performed under permits issued per this chapter will be in accordance with City standards and 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.

COMPLIANCE WITH 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.

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

Comment: A street tree planting plan will be submitted with the engineering drawings and will conform to the above standards.

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.

Comment: The species of street trees will be submitted for review and approval of the community development director prior to final plat approval.

12.08.025 General tree maintenance.

Comment: As required by this section, abutting property owners will be responsible for maintenance of street trees along their street frontage.

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.

Comment: The proposed development will conform to this provision.

12.08.040 Heritage Trees and Groves.

Comment: No heritage trees or groves exist on the subject property.

COMPLIANCE WITH CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.

Comment: The proposed subdivision is subject to the provisions of this chapter.

17.41.050 - Same—Compliance options.

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

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

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

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

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

Comment: The subject property contains trees that are subject to the provisions of this section. A tree removal and planting plan will be submitted for approval prior to final plat submittal.

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 arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 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.*

Comment: The applicant proposes to make use of Mitigation Option 1. Trees not identified for removal will be protected outside of the construction area throughout the construction phase of the project. Replacement trees will be planted pursuant to the provisions of this section. A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval.

17.41.070 Planting area priority for mitigation (Option 1).

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

A. First Priority. Replanting on the development site.

B. Second Priority. Off-site replacement tree planting locations. If the community development director determines that it is not practicable to plant the total number of

replacement trees on-site, a suitable off-site planting location for the remainder of the trees may be approved that will reasonably satisfy the objectives of this section. Such locations may include either publicly owned or private land and must be approved by the community development director.

Comment: Mitigation on-site is proposed.

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

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

Comment: Not applicable. The applicant does not propose to make use of these provisions.

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

Comment: Not applicable. The applicant does not propose to make use of these provisions.

17.41.130 - Regulated tree protection procedures during construction.

A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.
B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:
C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.

Comment: The required procedures and arborist recommendations will be followed throughout the period of construction activities on the site. Changes in soils hydrology and site drainage within tree protection areas will be avoided.

SCHEDULE 1: TREE MITIGATION CALCS.

SIZE TREE TO BE REMOVED	MITIGATION OUTSIDE OF CONSTRUCTION		MITIGATION WITHIN CONSTRUCTION		REQUIRED TREES TO PLANT
	# Rem.	Multiplier	# Rem.	Multiplier	
6 TO 12"	0	3	19	1	19
13 TO 18"	0	6	4	2	8
19 TO 24"	0	9	4	3	12
25 TO 30"	0	12	2	4	8
31" PLUS	0	15	0	5	0
TOTAL MITIGATION TREES TO BE PLANTED:					47

CODE 17.41.060–1
Mitigation trees to be planted on lots in subdivision.

Building Envelopes.

Construction fencing.

X Trees to be removed.

Enlarge Detention Pond

PELICAN LAKE PLACE
JOSEPH WAY
VILLARD PLACE
ROSS STREET
ANITA PLACE
MCCORD ROAD
LELAND ROAD
CLUSTER

Note: This plan is preliminary and may be revised when construction plans are prepared. Final plan will be submitted for approval with construction plans.

NORTH

DESIGNED:	REG		
DRAWN:	REG		
SCALE:	1" = 50'		
DATE:	June 2015		
FILE:	14-ICN-108	DATE	NO. REVISION

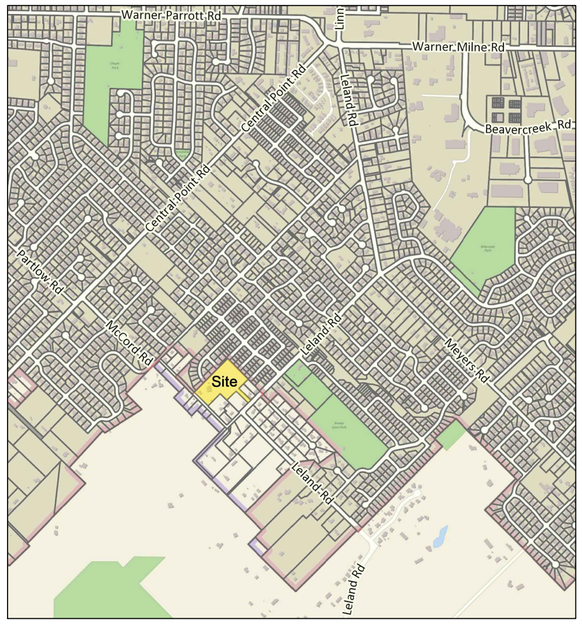
Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Consruction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Pavilion Park 3

Tree Removal, Protection & Mitigation Plan

SHEET: 1/1



Vicinity Map

Applicant:
Icon Construction & Development, LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 657-0406

Owner:
David & Dianne Douglass
19588 McCord Road
Oregon City, OR 97045
PH: (503) 201-4365

Legal: 3-2E-07B-4100

Water: City of Oregon City

Sewer: City of Oregon City

Contours: Field Survey by Centerline Concepts, Inc.

Site Area: 5.15 Acres

Engineer:
Theta Engineering, Inc.
4260 Country Woods Ct.
Lake Oswego, OR 97035
PH: (503) 481-8822

Zoning: R-10 (Existing), R-6 (Proposed)

Impervious Areas: Street - 52,124 sq. ft., Sidewalk - 13,873 sq. ft.

NORTH

DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 50'			
DATE:	April 2015			
FILE:	14-ICN-108	DATE	NO.	REVISION

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West Linn, OR 97068
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Pavilion Park 3
Preliminary Plan

SHEET: 1/1

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

July 30, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – 19588 MCCORD ROAD SUBDIVISION – ZC15-02 TP15-03

Dear Ms. Terway:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed 25-lot subdivision at 19588 McCord Road. The site is located on the northeast side of McCord Road and the northwest side of Leland Road. The TAL, dated April 14, 2015 was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering.

A previous analysis associated with annexation to the city analyzed this parcel as a 21-lot subdivision. Under the proposed zoning, 25 lots are proposed. The proposal would create a new 25-lot subdivision by infilling within developed areas. Along the northwest and northeast boundaries of the site, street stubs for Anita Place, Pelican Lake Place, Joseph Way, and Villard Place will all be extended into the site. These streets are all local residential streets. Villard Place is proposed to be extended through the site to form a new intersection with McCord Road.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed subdivision.

Comments

1. ***Trip Generation.*** The TAL presents information on trip generation from the construction of 25 single-family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual.* The subdivision is predicted to produce 18 new AM peak hour trips; 24 new PM peak hour trips; and 228 new weekday trips.

2. ***Access Locations.*** Existing street stubs for Anita Place, Pelican Lake Place, Joseph Way, and Villard Place would all be extended into the site. In addition, Villard Place is proposed to be extended to form a new intersection with McCord Road. Most lots would have frontage on these new local streets. One would have frontage on Leland Road and one on McCord Road. For the parcel fronting on Leland Road, the engineer notes that no alternative access

is possible for this lot and proposed that an on-site turnaround be used to provide access from this parcel. I concur. Due to the speeds on Leland Road and proximity of the lot to the 90-degree curve on Leland Road, I recommend that any lot taking direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.

3. ***Driveway Width.*** The TAL does not indicate any impediments to meeting driveway width standards.

4. ***Intersection Spacing.*** The proposal will extend several existing streets and creates three new intersections on Villard Place, including the one at McCord Road. Intersection spacing is appropriate. It continues the layout of streets already established by the development of adjacent subdivisions.

5. ***Sight Distance.*** The engineer measured sight distance at the proposed intersection of McCord Road and Villard Place. He found sight distance was available in excess of 500 feet to the northwest and to southeast. This is far in excess of that necessary for the statutory speed or the observed speeds in that location. He also assessed sight distance for the proposed driveway for the parcel with access to Leland Road. He found intersection sight distance to the southwest to be adequate. To the northeast, he noted vegetation somewhat limit sight distance and noted that it may be removed with subsequent development. In the interim, he found that stopping sight distance was available for the driveway. It is critical that an on-site turnaround be provided for this parcel. I concur with the engineer's analysis of sight distance.

6. ***Safety Issues.*** With the exception of the sight distance issue associated with a single lot addressed above, the engineer did not identify any safety issues associated with the subdivision and notes that the traffic impacts will be negligible. I concur with the engineer's conclusion.

7. ***Consistency with the Transportation System Plan (TSP).*** Based on the materials submitted it appears that the streets would be developed in accordance with city standards and would be consistent with the TSP. The extension of streets from adjacent subdivisions and, especially the connection of Villard Drive to McCord Road, increase connectivity in the area and are consistent with the TSP.

8. ***Transportation Planning Rule (TPR) Analysis.*** Because the applicant is proposing to rezone the property from R-10 to R-6, a TPR analysis is also included. He provided an analysis of the maximum trip generation under R-6 and concluded the impact was negligible. 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.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. Connectivity in the vicinity is enhanced by connections with adjacent streets. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

There are no transportation-related issues associated with this subdivision requiring mitigation. For the parcel that would have direct access to Leland Road, the engineer recommends an on-site turn around. I concur; I recommend that the lot with direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2015\ZC15-02TP15-03

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

August 10, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: SUPPLEMENTAL TRANSPORTATION ANALYSIS – 19588 MCCORD ROAD SUBDIVISION – ZC15-02 TP15-03

Dear Ms. Terway:

In response to your request, I have reviewed Dan Neils' July 17, 2015 comments related to the proposed 25-lot subdivision at 19588 McCord Road.

Mr. Neils raises concerns about safety, the proposed access to McCord Road, and issues related to the Master Plan related to densities and additional traffic.

In light of Mr. Neils' comments, I reviewed the applicant's Traffic Analysis Letter (TAL) with particular emphasis on the sections on sight distance and trip generation.

As described in the TAL, the applicant's traffic engineer performed measurements where Villard Drive is planned to intersect McCord Road. His measurements were conducted according to standard methods. He reports sight distance is far in excess of the minimum required for the statutory speed limit on McCord Road. In fact, he reports that the available sight distance is adequate for speeds up to 45 mph. I find no reason to revise my conclusion about the adequacy of sight distance or revise my conclusion about the appropriateness of a new intersection at the proposed location on McCord Road.

Mr. Neils also suggested that Leland Road is more appropriate for additional traffic than is McCord. The TAL notes the difficulty of providing adequate sight distance on Leland Road at the location where the parcel has frontage. While adequate for a driveway, this location is not recommended as a location for a new public street intersection. The layout of the proposed subdivision, with Villard Drive intersecting McCord Road, significantly improves connectivity by reinforcing the grid system in the area. I view the increased connectivity to be one of the principals supported by the adopted Transportation System Plan. Due to the increased connectivity afforded by this subdivision, I think it is likely that Villard Drive, Anita Place, and Joseph Way will help distribute traffic to and from the subdivision resulting in minimal changes to traffic volumes on McCord Road.

As described in the TAL, a previous analysis associated with annexation to the city analyzed this parcel as a 21-lot subdivision. Under the proposed zoning, 25 lots are proposed. An increase in 4 dwellings would not prove significant from a traffic standpoint at any location.

Because the proposal involves rezoning, the engineer conducted a Transportation Planning Rule analysis. He provided an analysis of the maximum trip generation under R-6 and concluded the impact was negligible. 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. In light of Mr. Neils' comments I reviewed the TPR analysis in the TAL and conclude that the engineer's analysis and conclusions were valid.

I leave it to others to comment on Mr. Neils' preference for a buffer between different zoning categories. As I stated above, the rezoning would allow four additional dwelling units above those allowed under current zoning. Four additional dwelling units will not produce a significant effect on the transportation system. As for the inadequacy of Pease Road, I see no reason to expect significant traffic from this subdivision to use Pease Road. I expect Pease Road will eventually be upgraded to appropriate standards, including the provision of sidewalks, as specified in the Transportation System Plan.

In conclusion, I did not find any arguments in Mr. Neils' comments to alter my conclusion that the TAL provides an adequate basis to assess the transportation impacts of the proposed subdivision. The proposed intersection of Villard Drive and McCord Road is appropriate and will have adequate sight distance. The subdivision will result in minimal additional traffic. Connectivity in the vicinity is enhanced by connections with adjacent streets. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

There are no transportation-related issues associated with this subdivision requiring mitigation. For the parcel that would have direct access to Leland Road, the engineer recommends an on-site turn around. I concur; I recommend that the lot with direct access to Leland Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2015\ZC15-02TP15-03 2

From: Laura Terway
To: "Dan Neils"
Subject: RE: McCord Rd proposed zone change ZC15-02
Date: Monday, July 20, 2015 2:29:18 PM

Good Afternoon,
Thank you for your comments, I will include them in the staff report. 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

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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: Dan Neils [mailto:danneils@gmail.com]
Sent: Friday, July 17, 2015 2:42 PM
To: Laura Terway
Subject: McCord Rd proposed zone change ZC15-02

July 17,2015

Hello Ms. Terway,

I live at 19652 McCord Rd, just 2 houses from the pending development coming in the next year. I saw you were the planner assigned as contact regarding Icon's proposed change of ZC-15-02 from R-10 development to an R-6. As a concerned affected neighbor, I have a few safety concerns to address:

1. SAFETY: I've talked with a number of neighbors on McCord, and my biggest concern is safety should the plan change be approved (From R10 to R6 lots). Although S. McCord rd. is 25mph technically, with the large dip and narrow road, drivers regularly drive 35-45 mph. The new neighborhood street access is proposed to come out on McCord Rd, just on the top of the blind hill, which

would create and incredibly dangerous situation. McCord is a county road with no street lights. It is already a dangerous street, and adding a new access street would increase the danger to folks pulling out and the new pedestrians using the road. It would be much safer to have the new houses back up to McCord.

2. McCord is a country, county road. Most of the lots are from ½ to 1 acre, and further development is unlikely. Why have the new city street come out on McCord, and not on Leland, which is better able to handle to added travel?

3. MASTER PLAN: In the OC Master plan, the Reddaway St. area was set aside for high density housing. High density housing is great when buffered by lower density, as was set forth in the plan. Little Pease Rd. is a sorry street, narrow, and very unsafe for pedestrians as some points require you to walk on the street. Adding even more houses than ICON could build on the new lot would add even more cars to this already unsafe street. Leaving the plan at R-10 would leave a nice buffer between high density and the country.

We all have concerns that no one says no to ICON, and that it's not much use trying to thwart their proposed plans. It's our hope that in finishing up development of our little corner of Oregon City, that ICON could get one "No" to their constant drive to infill every space with large homes 0n tiny lots at the cost to neighborhood livability.

I appreciate your considering my concerns.

Sincerely,

Dan Neils

Agape Insurance

19652 McCord Rd
Oregon City, OR 97045

503-650-4325 Office
503-740-0535 Mobile/Texting
503-863-3821 E-Fax

Learn about health insurance,
dental plans & more at:
http://www.agapeinsurance.net

The Federal Marketplace is at: http://www.healthcare.gov
Should you apply add: Dan Neils NPN 757811

From: Wes Rogers
To: Laura Terway
Subject: RE: ZC 15-02 and TP 15-03 Applications
Date: Friday, July 10, 2015 12:37:35 PM

Laura, this property is on the school boundary for John McLoughlin and Gaffney Lane Elementary Schools. Elementary school attendance area will depend on existing enrollments when subdivision is built.

..wes

Wes Rogers, Director of Operations
Oregon City SD
503-785-8426

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]
Sent: Tuesday, July 07, 2015 3:05 PM
Subject: ZC 15-02 and TP 15-03 Applications

Good Afternoon,

Please review the proposed development posted here and provide your comments by August 4th.

COMMENTS DUE BY:	**3:30 PM**, **August 4, 2015**
HEARING DATE:	August 24th, 2015
HEARING BODY:	___Staff Review; ___XX__PC; _____CC
IN REFERENCE TO	
FILE # & TYPE:	ZC 15-02: Zone Change R-10 to R-6 TP 15-03: 25-Lot Subdivision
PLANNER:	Laura Terway, AICP, Planner (503) 496-1553
APPLICANT:	Icon Construction and Development, LLC
REPRESENTATIVE:	Rick Givens
REQUEST:	The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District and a 25-Lot subdivision.
LOCATION:	19588 McCord Road, Oregon City, Oregon 97045, Clackamas County 3-2E-07B -04100

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.

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: Scott Archer
To: Laura Terway
Subject: RE: ZC 15-02 and TP 15-03 Applications
Date: Thursday, July 09, 2015 4:34:11 PM

Community Services Department (parks) has no concerns regarding this application.

Thank you,

Scott Archer
sarcher@orcity.org
Community Services Director
City of Oregon City
PO Box 3040
625 Center St.
Oregon City, Oregon 97045
503-496-1546 Direct phone
503-657-0891 City phone
503-657-7026 Fax

Website: www.orcity.org

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Laura Terway
Sent: Tuesday, July 07, 2015 3:05 PM
Subject: ZC 15-02 and TP 15-03 Applications

Good Afternoon,

Please review the proposed development posted here and provide your comments by August 4th.

COMMENTS DUE BY:	**3:30 PM**, **August 4, 2015**
HEARING DATE:	August 24th, 2015
HEARING BODY:	___Staff Review; ___XX__PC; _____CC
IN REFERENCE TO	
FILE # & TYPE:	ZC 15-02: Zone Change R-10 to R-6 TP 15-03: 25-Lot Subdivision
PLANNER:	Laura Terway, AICP, Planner (503) 496-1553
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REQUEST:	The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District and a 25-

Lot subdivision.

LOCATION: 19588 McCord Road, Oregon City, Oregon 97045, Clackamas County 3-2E-07B -04100

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.

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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From: Scott Archer
To: Laura Terway
Subject: RE: Completeness Review: ZC 15-02 / TP 15-02 (Pavilion Park III)
Date: Wednesday, May 06, 2015 8:40:07 PM
Attachments: image003.png

No comments from Community Services Department.

Thank you,

Scott Archer
sarcher@orcity.org
Community Services Director
City of Oregon City
PO Box 3040
625 Center St.
Oregon City, Oregon 97045
503-496-1546 Direct phone
503-657-0891 City phone
503-657-7026 Fax

Website: www.orcity.org

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Laura Terway
Sent: Wednesday, May 6, 2015 12:16 PM
To: Hunter Bennett-Daggett; 'Gordon Monro (gordon.munro@tetratech.com)'; Aleta Froman-Goodrich; 'John Replinger (replinger-associates@comcast.net)'; Wes Rogers; 'Mike Boumann (mike.boumann@ClackamasFire.com)'; Mike Boumann; Chris Wadsworth; Denise Kai; Scott Archer; 'Bob George'; 'Betty Johnson'; 'Kent, Ken'; 'Deana Mulder (deanam@co.clackamas.or.us)'; 'ODOT Development Review (region1devrevapplications@odot.state.or.us)'; Martin Montalvo; Carla Morgan (carla.morgan@pgn.com); Dawn Hickson; Denise Kai; Don Kemp (donk@co.clackamas.or.us); Eric Underwood; James Band; Jennifer Stephen (jennifer.stephens@pgn.com); John Collins; Scott Archer; Tim Finlay (timfin@co.clackamas.or.us); Ugo DiLullo (ugodil@co.clackamas.or.us)
Cc: John M. Lewis
Subject: RE: Completeness Review: ZC 15-02 / TP 15-02 (Pavilion Park III)

All,

Please send comments regarding completeness to me by May 18th. Thanks

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
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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: Pete Walter
Sent: Thursday, April 23, 2015 2:46 PM
To: Hunter Bennett-Daggett; Gordon Monro (gordon.munro@tetratech.com); Aleta Froman-Goodrich; John Replinger (replinger-associates@comcast.net); 'Wes Rogers'; Mike Boumann (mike.boumann@ClackamasFire.com); Mike Boumann; Chris Wadsworth; Denise Kai; Scott Archer; Bob George; 'Betty Johnson'; Kent, Ken; Deana Mulder (deanam@co.clackamas.or.us); ODOT Development Review (region1devrevapplications@odot.state.or.us); Martin Montalvo; 'Carla Morgan (carla.morgan@pgn.com)'; 'Dawn Hickson'; Denise Kai; 'Don Kemp (donk@co.clackamas.or.us)'; Eric Underwood; James Band; 'Jennifer Stephen (jennifer.stephens@pgn.com)'; 'John Collins (johnc@sfwb.org)'; Scott Archer; 'Tim Finlay (timfin@co.clackamas.or.us)'; 'Ugo DiLullo (ugodil@co.clackamas.or.us)'
Cc: Tony Konkol; John M. Lewis; rickgivens@gmail.com; 'Darren Gusdorf'
Subject: Completeness Review: ZC 15-02 / TP 15-02 (Pavilion Park III)

FOR COMPLETENESS PURPOSES ONLY

30-DAY DEADLINE:	**May 22nd, 2015 – Please notify planner as early as possible of missing information**
IN REFERENCE TO:	ZC 15-02: Zone Change R-10 to R-6 TP 15-03: 25-Lot Subdivision NR 15-04 NROD Verification
REQUEST:	Rezoning from R-10 to R-6 Single Family, 25-lot Subdivision
APPLICANT:	Rick Givens for ICON Construction and Development

REVIEWING PLANNER: Pete Walter AICP, Phone: (503) 496-1568, Email: pwalter@orcity.org
LOCATION: 19588 McCord Road, Clackamas County 3-2E-07B -04100
WEBSITE: http://www.orcity.org/planning/landusecase/zc-15-02-tp-15-03

DOWNLOAD LINK: **https://orcity.sharefile.com/d-s301246dfc334b1e9**

Per OCMC 17.50.070 Completeness review and one hundred twenty-day rule. This application material is referred to you for your information, study and official comments. *Upon submission, the community development director shall date stamp the application form and verify that the appropriate application fee has been submitted. The community development director will then review the application and all information submitted with it and evaluate whether the application is complete enough to process. Within thirty days of receipt of the application, the community development director shall complete this initial review and issue to the applicant a written statement indicating whether the application is complete enough to process, and if not, what information must be submitted to make the application complete.* ***Please determine if any additional issues need to be addressed for a complete application. This transmittal is for completeness purposes only. Please retain the information enclosed.***



Pete Walter, AICP, Associate Planner
pwalter@orcity.org
Community Development Department
Planning Division
221 Molalla Avenue, Ste. 200
Oregon City, Oregon 97045
503-496-1568 Direct
503-722-3789 Front Desk
503-722-3880 Fax
Website: www.orcity.org
New Hours(Sept 2): 8:30 AM – 3:30 PM, M-F

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OREGON CITY

Community Development – Planning

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

NOTICE OF DECISION

DATE OF MAILING OF NOTICE OF DECISION: August 7, 2014

FILE NO.: AN 14-01

APPLICATION TYPE: Annexation (Approximately 5.5 acres)

HEARING DATE: City Commission – August 6, 2014

APPLICANT: Brian D'Ambrosio and Valerie Hunter, 3336 SE Belmont, Portland, OR 97215

REPRESENTATIVE: AKS Engineering, 13910 SW Galbreath Dr, Ste. 100, Sherwood, OR 97214

OWNER: David G. Douglass, 19588 S McCord Road, Oregon City, OR 97045

REQUEST: Annexation of approximately 5.5 acres into the City of Oregon City. The site is within the Oregon City Urban Growth Boundary and has a Comprehensive Plan designation of LR – Low Density Residential.

LOCATION: 19588 S. McCord Road, Oregon City, OR 97045
Located on the northeast side of McCord Road, west of Leland Road
Clackamas County Map 3-2E-07B -04100

DECISION: On August 6, 2014, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant and citizens, the City Commission concluded that the criteria for the annexation had been met. Accordingly, the City Commission approved Resolution 14-18 sending the annexation to the voters on November 4, 2014 for final approval, adopted as its own the Staff Report and Findings, attached as exhibits to File Number AN 14-01. All materials are on file at the Planning Division.

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. The application, decision, and supporting documents are available for inspection at the Oregon City Planning Division located at 221 Molalla Avenue, Suite 200, Oregon City, OR 97045, (503) 722-3789, between the hours of 8am and 5pm. Copies of these documents are available (for a fee) upon request.

CITY COMMISSION FINDINGS, REASONS FOR DECISION, AND RECOMMENDATIONS
AN 14-01

Based on the Findings in the Staff Report, the Commission determines:

1. The Metro Code calls for consistency of the annexation with the Regional Framework Plan or any functional plan. The Commission concludes the annexation is nconsistent with this criterion because there were no directly applicable criteria for boundary changes found in the Regional Framework Plan, the Urban Growth Management Function Plan, or the Regional Transportation Plan.

2. Metro Code 3.09.050(d)(1) requires the Commission's findings to address consistency with applicable provisions of urban service agreements or annexation plans adopted pursuant to ORS 195. The Commission finds that there are no inconsistencies between these plans/agreements and this annexation.

3. The Metro Code, at 3.09.050(d)(3), requires the City's decision to be consistent with any "directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facilities plans." The Clackamas County Comprehensive Plan also states annexation which converts Future Urban lands to Immediate Urban lands should ensure the "orderly, economic provision of public facilities and services." The property owner has demonstrated that the City can provide all necessary urban services. Nothing in the County Plan speaks directly to criteria for annexation. Therefore the Commission finds this proposal is consistent with the applicable plan as required Metro Code 3.09.050 (d)(3).

4. The Commission concludes that the annexation is consistent with the Oregon City Comprehensive Plan that calls for a full range of urban services to be available to accommodate new development as noted in the Findings above. The City operates and provides a full range of urban services.

5. The Commission notes that the Metro Code also calls for consistency of the annexation with urban planning area agreements. As stated in the Findings, the Oregon City-Clackamas County Urban Growth Management Agreement (UGMA) specifically provides for annexations by the City.

6. Metro Code 3.09.050(d)(5) states that another criterion to be addressed is "Whether the proposed change will promote or not interfere with the timely, orderly, and economic provision of public facilities and services." Based on the evidence in the Findings, the Commission concludes that the annexation will not interfere with the timely, orderly, and economic provision of services.

7. The Oregon City Code contains provisions on annexation processing. Section 6 of the ordinance requires that the City Commission consider seven factors if they are relevant. These factors are covered in the Staff Report Findings and on balance the Commission believes they are adequately addressed to justify approval of this annexation.

8. The City Commission concurs with Tri-City Service District's annexation of the subject property in the enacting City ordinance upon voter approval of the city annexation. Prior to the City approving a final zoning designation for the property, the applicant shall provide documentation that the property has been annexed into the Tri-City Service District.

9. The Commission determines that the property should be withdrawn from the Clackamas County Service District for Enhanced Law Enforcement as allowed by statute since the City will provide police services upon annexation.

10. The City Commission recognizes that the applicant has adequately addressed compliance with the Oregon Statewide Transportation Planning Rule OAR 660-012-0060.

11. The City Commission recognizes that the Urban Growth Management Agreement with Clackamas County requires that the annexation proposal shall include the adjacent road right-of-way of the property proposed for annexation.

12. The City Commission concurs with the Clackamas River Water District (CRW) recommendation that the property be served by the City and withdrawn from CRW's service area.

13. The City Commission recognizes that the Applicant shall provide all necessary mapping and legal property descriptions for approval by the Oregon Department of Revenue to ensure completion of the annexation.

14. The City Commission recognizes that the property shall be rezoned ministerially to R-10 Single Family Residential following approval of the annexation pursuant to OCMC 17.68.025(A).

ORDINANCE NO. 14-1019

AN ORDINANCE ANNEXING CERTAIN PROPERTY TO THE CITY OF OREGON CITY AND APPROVING THE ELECTION RESULTS FOR AN 14-01

OREGON CITY MAKES THE FOLLOWING FINDINGS:

WHEREAS, The City of Oregon City proposed that certain property, more fully identified in Exhibit 'A' to this Ordinance, be annexed to the City; and

WHEREAS, the City found that the proposal complied with all applicable legal requirements, as detailed in the findings attached hereto and made a part of this ordinance as Exhibit 'B'; and

WHEREAS, Chapter I, section 3 of the Oregon City Charter of 1982 requires voter approval for annexations such as the one proposed; and

WHEREAS, the annexation of the identified property was submitted to the voters of the City of Oregon City at a special election held on November 4th, 2014; and

WHEREAS, the Clackamas County Clerk has returned the official figures indicating the results of the election held on November 4th, 2014; and

WHEREAS, the official figures returned by the Clackamas County Clerk attached hereto as Exhibit "C" indicate that a majority of the voters of the City of Oregon City voted to approve the annexation of the identified property (7,985 yes: 3,777 no); and

WHEREAS, the identified property is currently within Clackamas County Fire District # 1; and will remain in said District upon annexation to the City of Oregon City; and

WHEREAS, the identified property is currently within the Clackamas County Service District for Enhanced Law Enforcement; and upon annexation the Oregon City Police Department will be responsible for police services to the identified property;

WHEREAS, the identified property is currently within and served by the Clackamas River Water (CRW) District service area; and

WHEREAS, with approval of the annexation, the property will be withdrawn from Clackamas River Water (CRW) District and future development will be connected to the Oregon City water distribution system; and

WHEREAS, the identified property is not currently within the Tri-City Service District and must petition for annexation into said District with the concurrence of the City; and

WHEREAS, the City Commission concurs that the Tri-City Service District can annex the identified property into their sewer district; and

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. That the area further identified in the legal description attached hereto as Exhibit "A", is hereby annexed to and made a part of the City of Oregon City.

Section 2. That the territory identified in Exhibit "A" shall hereby remain within Clackamas County Fire District # 1.

Section 3. That the territory identified in Exhibit "A" is hereby withdrawn from Clackamas County Service District for Enhanced Law Enforcement, and henceforth, the Oregon City Police Department will be responsible for police services to the identified property.

Section 4. That the territory identified in Exhibit "A" shall be withdrawn from the Clackamas River Water (CRW) District and connected to the Oregon City water distribution system upon development.

Section 5. The City hereby concurs with and approves the annexing of the territory identified in Exhibit "A" into the Tri-City Service District by the Clackamas County Board of Commissioners, to the extent allowed by law.

Section 6. That the territory identified in Exhibit "A" is designated as Low Density Residential on the Oregon City Comprehensive Plan land use map and in accordance with the findings in Exhibit "B" shall be rezoned to R-10 Single Family Residential on the Oregon City Zoning map.

Section 7. That the effective date for this annexation is the date this ordinance is submitted to the Secretary of State, as provided in ORS 222.180.

Read for the first time at a regular meeting of the City Commission held on the 21st day of January, 2015, and the foregoing ordinance was finally enacted by the City Commission this 21st day of January, 2015.

DAN HOLLADAY, Mayor

Attested to this 21st day of January 2015:

Nancy Ide, City Recorder

Approved as to legal sufficiency:

City Attorney

ENGINEERING PLANNING
FORESTRY

13910 S.W. Galbreath Dr., Suite 100
Sherwood, Oregon 97140
Phone: (503) 925-8799
Fax: (503) 925-8969
AKS Job #3523

AKS
ENGINEERING & FORESTRY

LANDSCAPE ARCHITECTURE
SURVEYING

AKS Group of Companies:
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VANCOUVER, WASHINGTON
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EXHIBIT A

A tract of land located in the Northwest One-Quarter of Section 7, Township 3 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon and being more particularly described as follows:

Beginning at the easterly corner of Lot 56 of the Plat of "Pavillion Park", thence along the southeasterly line of said Plat and the city limits of Oregon City, North 43°54'17" East 202.56 feet to the westerly corner of the Plat of "Rian Park"; thence along the southwesterly line of said Plat of "Rian Park" and being the city limits of Oregon City, South 44°52'10" East 387.62 feet to the northerly corner of that tract of land conveyed to Bond A. Fisher and Kellie I. Fisher in Document Number 96-064521, Clackamas County deed records; thence along the northwesterly line of the Fisher tract and the northwesterly line of that tract land conveyed to Dennis Mark Brown in Document Number 98-101393, Clackamas County deed records, South 45°07'52" West 178.50 feet to the westerly corner of the Brown tract; thence along the southwesterly line of the Brown tract and the southeasterly extension thereof, South 44°56'19" East 288.00 feet to a point on the southeasterly right-of-way line of Leland Road (30.00 feet from centerline); thence along said southeasterly right-of-way line, South 45°07'52" West 50.00 feet to a point on the southeasterly extension of the northeasterly line of that tract of land conveyed to Judy J. Douglass in Document Number 87-03341, Clackamas County deed records; thence along said southeasterly extension and the northeasterly line of the Douglass tract, North 44°56'19" West 288.00 feet to the northerly corner thereof; thence along the northwesterly line of the Douglass tract, South 45°07'52" West 177.00 feet to the westerly corner thereof, being a point on the northeasterly line of that tract of land conveyed to Bill Creel and Dana Creel in Document Number 2008-063341, Clackamas County deed records; thence along the northeasterly line of the Creel tract, North 44°56'19" West 122.00 feet to the northerly corner thereof; thence along the northwesterly line of the Creel tract and the southwesterly extension thereof, South 45°07'52" West 275.00 feet to a point on the southwesterly right-of-way line of McCord Road (20.00 feet from centerline); thence along said southwesterly right-of-way line, North 44°56'19" West 251.04 feet to a point on the southwesterly extension of the southeasterly line of the Plat of "Pavillion Park"; thence along said southwesterly extension of the southeasterly line of said Plat, being the city limits of Oregon City, North 43°54'17" East 478.55 feet to the Point of Beginning.

The above described tract of land contains 5.50 acres, more or less.

08-01-13

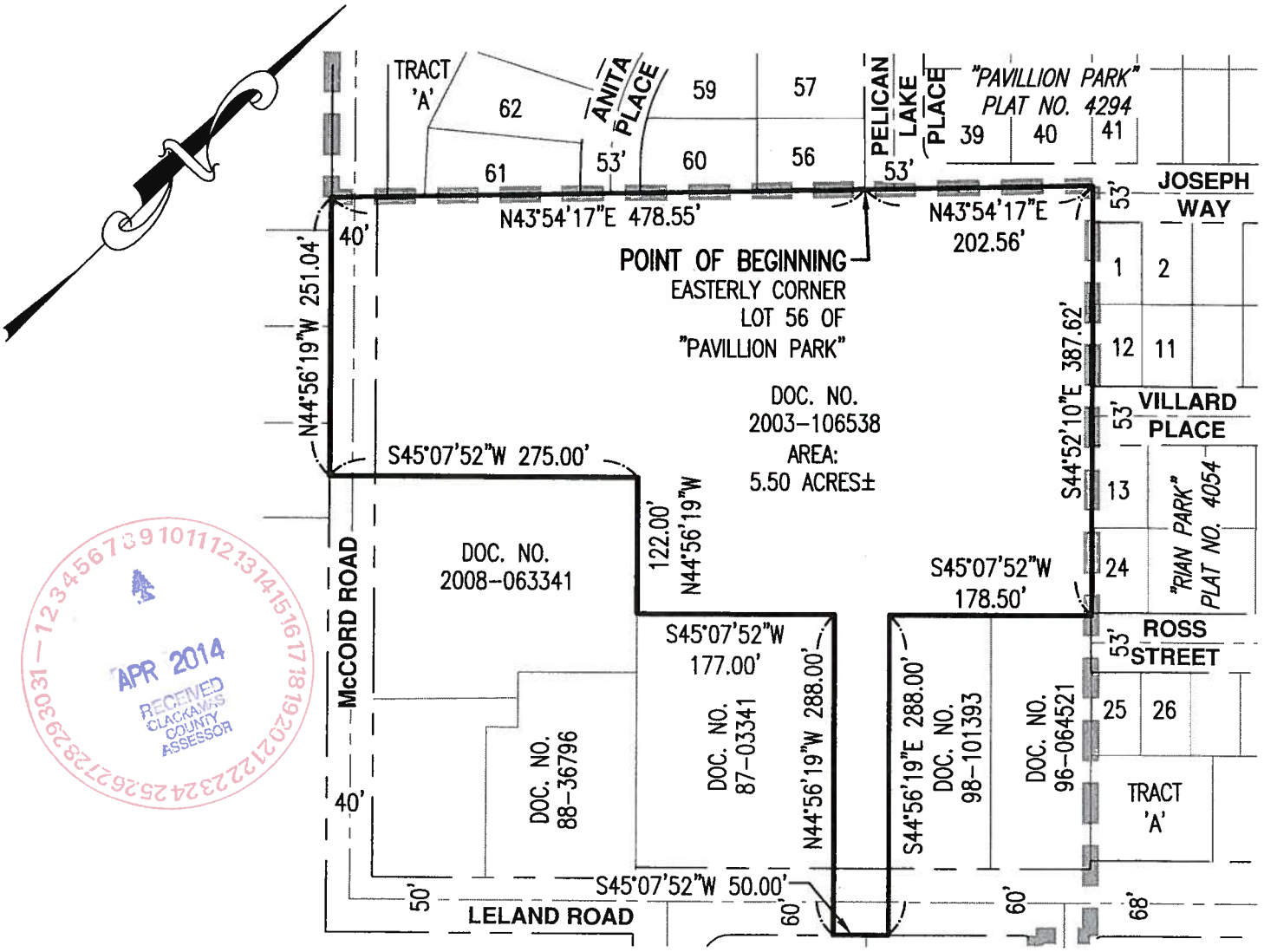
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 11, 2005
ROBERT D. RETTIG
60124LS
RENEWS: 12/31/14

APR 2014
RECEIVED
CLACKAMAS
COUNTY
ASSESSOR

EXHIBIT B

A TRACT OF LAND LOCATED IN THE NW 1/4 OF SEC. 7, TOWNSHIP 3 SOUTH, RANGE 2 EAST, W.M., CLACKAMAS COUNTY, OREGON



APR 2014
RECEIVED
CLACKAMAS COUNTY ASSESSOR

SCALE 1" = 150 FEET

150 0 60 90 120 150

PREPARED FOR
H&H PREFERRED REAL ESTATE

LEGEND

CITY OF OREGON CITY CITY LIMITS

08-01-13

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 11, 2005
ROBERT D. RETTIG
60124LS

RENEWS: 12/31/14

JOB NAME: McCORD ROAD	
JOB NUMBER: 3523	
DRAWN BY: MSK	
CHECKED BY: RDR	
DWG NO.: ANNEX-1	

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969

AKS

ENGINEERING · PLANNING · SURVEYING
FORESTRY · LANDSCAPE ARCHITECTURE

OREGON CITY

Community Development – Planning

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

NOTICE OF DECISION

DATE OF MAILING OF NOTICE OF DECISION: August 7, 2014

FILE NO.: AN 14-01

APPLICATION TYPE: Annexation (Approximately 5.5 acres)

HEARING DATE: City Commission – August 6, 2014

APPLICANT: Brian D'Ambrosio and Valerie Hunter, 3336 SE Belmont, Portland, OR 97215

REPRESENTATIVE: AKS Engineering, 13910 SW Galbreath Dr, Ste. 100, Sherwood, OR 97214

OWNER: David G. Douglass, 19588 S McCord Road, Oregon City, OR 97045

REQUEST: Annexation of approximately 5.5 acres into the City of Oregon City. The site is within the Oregon City Urban Growth Boundary and has a Comprehensive Plan designation of LR – Low Density Residential.

LOCATION: 19588 S. McCord Road, Oregon City, OR 97045
Located on the northeast side of McCord Road, west of Leland Road
Clackamas County Map 3-2E-07B -04100

DECISION: On August 6, 2014, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant and citizens, the City Commission concluded that the criteria for the annexation had been met. Accordingly, the City Commission approved Resolution 14-18 sending the annexation to the voters on November 4, 2014 for final approval, adopted as its own the Staff Report and Findings, attached as exhibits to File Number AN 14-01. All materials are on file at the Planning Division.

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. The application, decision, and supporting documents are available for inspection at the Oregon City Planning Division located at 221 Molalla Avenue, Suite 200, Oregon City, OR 97045, (503) 722-3789, between the hours of 8am and 5pm. Copies of these documents are available (for a fee) upon request.

CITY COMMISSION FINDINGS, REASONS FOR DECISION, AND RECOMMENDATIONS
AN 14-01

Based on the Findings in the Staff Report, the Commission determines:

1. The Metro Code calls for consistency of the annexation with the Regional Framework Plan or any functional plan. The Commission concludes the annexation is nconsistent with this criterion because there were no directly applicable criteria for boundary changes found in the Regional Framework Plan, the Urban Growth Management Function Plan, or the Regional Transportation Plan.

2. Metro Code 3.09.050(d)(1) requires the Commission's findings to address consistency with applicable provisions of urban service agreements or annexation plans adopted pursuant to ORS 195. The Commission finds that there are no inconsistencies between these plans/agreements and this annexation.

3. The Metro Code, at 3.09.050(d)(3), requires the City's decision to be consistent with any "directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facilities plans." The Clackamas County Comprehensive Plan also states annexation which converts Future Urban lands to Immediate Urban lands should ensure the "orderly, economic provision of public facilities and services." The property owner has demonstrated that the City can provide all necessary urban services. Nothing in the County Plan speaks directly to criteria for annexation. Therefore the Commission finds this proposal is consistent with the applicable plan as required Metro Code 3.09.050 (d)(3).

4. The Commission concludes that the annexation is consistent with the Oregon City Comprehensive Plan that calls for a full range of urban services to be available to accommodate new development as noted in the Findings above. The City operates and provides a full range of urban services.

5. The Commission notes that the Metro Code also calls for consistency of the annexation with urban planning area agreements. As stated in the Findings, the Oregon City-Clackamas County Urban Growth Management Agreement (UGMA) specifically provides for annexations by the City.

6. Metro Code 3.09.050(d)(5) states that another criterion to be addressed is "Whether the proposed change will promote or not interfere with the timely, orderly, and economic provision of public facilities and services." Based on the evidence in the Findings, the Commission concludes that the annexation will not interfere with the timely, orderly, and economic provision of services.

7. The Oregon City Code contains provisions on annexation processing. Section 6 of the ordinance requires that the City Commission consider seven factors if they are relevant. These factors are covered in the Staff Report Findings and on balance the Commission believes they are adequately addressed to justify approval of this annexation.

8. The City Commission concurs with Tri-City Service District's annexation of the subject property in the enacting City ordinance upon voter approval of the city annexation. Prior to the City approving a final zoning designation for the property, the applicant shall provide documentation that the property has been annexed into the Tri-City Service District.

9. The Commission determines that the property should be withdrawn from the Clackamas County Service District for Enhanced Law Enforcement as allowed by statute since the City will provide police services upon annexation.

10. The City Commission recognizes that the applicant has adequately addressed compliance with the Oregon Statewide Transportation Planning Rule OAR 660-012-0060.

11. The City Commission recognizes that the Urban Growth Management Agreement with Clackamas County requires that the annexation proposal shall include the adjacent road right-of-way of the property proposed for annexation.

12. The City Commission concurs with the Clackamas River Water District (CRW) recommendation that the property be served by the City and withdrawn from CRW's service area.

13. The City Commission recognizes that the Applicant shall provide all necessary mapping and legal property descriptions for approval by the Oregon Department of Revenue to ensure completion of the annexation.

14. The City Commission recognizes that the property shall be rezoned ministerially to R-10 Single Family Residential following approval of the annexation pursuant to OCMC 17.68.025(A).