



City of Oregon City

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

Meeting Agenda Planning Commission

Monday, September 22, 2014

7:00 PM

Commission Chambers

Revised

1. Call to Order

2. Public Hearing

2a [PC 14-105](#) Oregon City Sign Code Update (Planning File: L 14-01)

Sponsors: Community Development Director Tony Konkol

Attachments: [Staff Report](#)

www.OCSignCode.org

2b [PC 14-112](#) Willamette Falls Legacy Project Master Plan: CP 14-02, Zone Change and Text Amendment: ZC 14-03, Comprehensive Plan Map Amendment and amendments to ancillary documents of the Comprehensive Plan: PZ 14-01, and creation of a Multi-modal Mixed Use Area (MMA)

Sponsors: Community Development Director Tony Konkol

Attachments: [Staff Report](#)

[September 15, 2014 Revised Conditions of Approval](#)

[Applicant's Presentation from September 8, 2014 Hearing](#)

[Planning Commission Additional Findings Memo](#)

[Revised Planning Commission Issues Matrix for 9.22.14 hearing](#)

[17.35 Willamette Falls Downtown District \(Revised\)](#)

[Willamette Falls Downtown District Policies and Design Guidelines
\(Revised\)](#)

Revised

3. General Business

3a. [PC 14-114](#) Adoption of Findings for 950 South End Road Assisted Living: CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05

Sponsors: Community Development Director Tony Konkol

Attachments: [Staff Report](#)

[CU 14-01 Findings](#)

[Site Plan DR1 REV 8.18.14.pdf](#)

[Elevations DR3 REV 8.18.14.pdf](#)

[Elevations DR.2.pdf](#)

[Landscaping REV 8.18.14.pdf](#)

[Tree Removal REV 8.18.14.pdf](#)

[Details REV 8.18.14.pdf](#)

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).

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City of Oregon City

625 Center Street
Oregon City, OR 97045
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Staff Report

File Number: PC 14-105

Agenda Date: 9/22/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 2a

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:

Oregon City Sign Code Update (Planning File: L 14-01)

RECOMMENDED ACTION (Motion):

Staff recommends that the Planning Commission take public testimony from any interested party that wishes to testify and then continue the public hearing for planning file L 14-01: Sign Code Update to the October 27, 2014 Planning Commission hearing.

BACKGROUND:

After nearly 20 years without a significant change, Oregon City has been working to review the sign regulations to better meet the needs of Oregon City residents and businesses now and into the future. The Oregon City Municipal Code currently has limitations on the type, quantity, size and material of signage allowed on public and property in chapter 15.28.

A comprehensive public process has resulted in many community discussions and recommendations to City staff for revisions to the signage standards. The Planning Commission has held worksessions to review the proposed code on February 24, 2014, March 24, 2014, April 28, 2014 and June 23, 2014 and hearings on April 14, 2014, May 12, 2014, June 23, 2014 and July 28, 2014.

Staff is currently working to finalize the recommendations for the Planning Commission and completing the city wide mural inventory.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:



City of Oregon City

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

Staff Report

File Number: PC 14-112

Agenda Date: 9/22/2014

Status: Agenda Ready

To: Planning Commission

Agenda #:

From: Community Development Director Tony Konkol

File Type: Planning Item

SUBJECT:

Willamette Falls Legacy Project

Master Plan: CP 14-02, Zone Change and Text Amendment: ZC 14-03, Comprehensive Plan Map Amendment and amendments to ancillary documents of the Comprehensive Plan: PZ 14-01, and creation of a Multi-modal Mixed Use Area (MMA)

RECOMMENDED ACTION (Motion):

Staff recommends that the Planning Commission approve this application with the revised Conditions of Approval. These conditions were previously included in the September 15, 2014 Agenda and have been reattached for your convenience.

BACKGROUND:

At the September 15, 2014 meeting, the Planning Commission took additional public comment, staff addressed the September 8, 2014 Planning Commission comments and provided updated conditions of approval. The applicant also provided an in-depth cultural and historic interpretation and economic development presentation by George Kramer and Matt Brown. The Planning Commission closed the record and continued the hearing to September 22, 2014.

The Planning Commission additionally requested an electronic copy of the map that identified primary and secondary historic elements. This map can be found on page 21 of the attached Applicant's September 8, 2014 presentation.

The purpose of the proposal is to create a framework for future development of the 22-acre former Blue Heron site. The Master Framework Plan outlines how development will generally occur, identifying key areas for public access, open space, and development. It re-establishes the Main Street grid and creates connections for people to view Willamette Falls. A key element of the plan is the Riverwalk, a walkway that creates continuous public access to view the river and the falls. The Master Plan proposes design guidelines for future development and identifies four key buildings and the woolen mill foundation that are to remain on site as part of the redevelopment. The Master Plan is not a typical Master Plan in that it does not propose any specific development or uses at this time. The applicant proposes a Type III review process for almost all future development on the site. The proposed Comprehensive Plan amendment and zone change will take the site from industrial to a new mixed use zone, the Willamette Falls Downtown District, that will allow commercial, residential and employment uses. The creation of a multi-modal mixed use area (MMA) allows the project to take advantage of its location in an existing mixed use, pedestrian-friendly Regional Center.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:

Revised for September 15, 2014 Hearing
Recommended Conditions of Approval
CP 14-02, ZC 14-03, and PZ 14-01

1. Unless further amended and extended by the Planning Commission, this Master Plan shall control development on the site for 20 years from the date of initial adoption.
2. Unless further amended in a refined Master Plan, detailed development plans within the Willamette Falls Downtown District ~~will~~ shall be processed as a Type III Land Use Review that is heard before the Oregon City Planning Commission. However, projects that meet Minor Site Plan and Design Review thresholds (OCMC 17.62.035) shall be processed as a Type II review. These projects will still be subject to the standards and conditions of the general development plan approval.
3. For all projects requiring for Type III review, the ability to comply with district design guidelines ~~will~~ shall be assessed by a Design Evaluation Board, a special city-assigned body that will provide broader feedback into the process. The Design Evaluation Board will make its recommendation to the Planning Commission through city staff. This condition may also be met through the addition of adhoc Planning Commission members that can demonstrate specialized Urban Design backgrounds to provide additional expertise to the Planning Commission.
4. As the site is located within the newly created Mixed Use Multi-Model area, all future development will be reviewed for impacts to safety in this area and not be subject review of the development on the capacity of the system.
5. The following are listed in the Master Plan as Structures Identified for Retention and Reuse.
 - a. Mill O
 - b. Hawley Building
 - c. DeInk/Mill B
 - d. No. 4 Paper Machine
 - e. Woolen Mill Foundations
6. The following are listed in the Master Plan as Secondary Elements Identified For Full or Partial Retention.
 - a. Oregon City Flour Mill Foundation
 - b. Digesters
 - c. Horton Sphere
 - d. Boilers
 - e. No.1 Paper Machine
7. Removal of structures or elements not identified for retention will be processed as a Type I Land Use action provided all applicable conditions of approval from the master plan have been met.
8. Substantial alterations or request for demolitions either to Structures Identified for Retention and Reuse or Secondary Elements Identified for Full or Partial Retention shall be processed as a Type III Land Use action.
9. Prior to the demolition of any structures identified as potential eligible for listing on the National Register, the applicant, shall submit an Intensive Level Survey following the guidelines set forth by the Oregon State Historic Preservation Office. Prior to the demolition of structures not identified as eligible for listing on the National Register or not 50 years old, the applicant shall submit a reconnaissance level survey which shall include at a minimum, photos of all interior floors/rooms and exterior context photos.
10. Any Detailed Development Plan that includes structures or secondary elements identified for retention or partial reuse shall submit an Intensive Level Survey of these elements as part of the Detailed Development Plan completeness review.

11. While the Master Plan is not requiring local historic designation for buildings identified for retention, and the city recognizes Oregon's local consent legislation. Structures deemed eligible should be considered for designation as part of detailed development review.

9.12. Prior to the demolition of any structures identified as potential eligible for listing on the National Register, the applicant, shall submit site plans and documentation photos of the interior and exterior of the buildings that adhere to the Section 106 documentation process.

10.13. If the applicant is proposing site cleanup, demolition, or new construction that will include the disturbance of native soils, or has a high likelihood of containing archeological evidence, as confirmed by the State Historic Preservation Office, the applicant shall submit and adhere to an inadvertent discovery plan that, depending on the proposed action, and as recommended by SHPO, could include archeological monitoring during times of site disturbance.

11.14. The applicant shall obtain an Oregon City Erosion Control Permit, if applicable, for all site clean-up, demolition or interim parking uses and verify that the proposed work is consistent or can be made consistent with the DEQ interim stormwater plan.

15. Tennant improvements of existing habitable space is allowed and does not require any further land use review unless the applicant proposes exterior alterations that trigger a Type II or Type III detailed development plan.

16. Amend Guideline to read: Design Guideline 3, "Maintain Downtown Character," which acknowledges the unique industrial scale and history of the site and existing building height, but also emphasizes a smooth transition in architecture and urban design between the existing downtown and the new district.

12.

13.17. Amend Policy Guideline 4 as proposed to ensure interpretive elements be included in all development proposals,

Guideline 4. Re-Use, Rehabilitate, ~~and~~ Restore and Interpret Buildings and Structures Principles:

Key structures. Preservation or rehabilitation of key structures should be a priority in the design of new buildings and open space. Highest value is placed on the following structures: De-Ink Building, #4 Paper Machine, Mill O, Hawley Building, and the Woolen Mill Foundation. If any these key structures must be removed, the applicant must document the specific reason for doing so, and propose mitigation to compensate for the loss of site character.

Other structures. Incorporate remnants, key features or other significant portions of existing structures into project design. The district's 150-year history as a mill site (flour, wool, paper) and a manufacturing center should be celebrated and recognized when new buildings and uses are established.

Archaeology. Incorporate pre-colonial history of the site into new development where appropriate. Monitor archeology when disturbance of native soil is proposed.

Interpretation. Weave interpretive elements throughout the site to provide multiple and diverse opportunities to learn and reflect on the site's history.

14.18. The applicant has proposed a Master Plan that includes a conceptual amount of open/public space in blocks 3 and 4. In order to ensure that the open/public space is implemented in conjunction with overall development and not left to a final phase, the applicant shall show construction of an

open/public space area that is a minimum 40,000 square feet and consists of both active and passive uses with prominent views of the falls at the time of completion of the first 400,000 square feet of new habitable space. As part of the detailed development review for this open space, the applicant shall submit a long term maintenance and operation plan to ensure the open/public space can be maintained. This plan anticipates the use of both private and public contributions.

~~15-19.~~ The applicant has proposed a Master Plan that includes the Riverwalk along the Willamette River. In order to ensure that the Riverwalk is provided, either independently or in conjunction with overall development and not left to a final phase, the applicant shall design and construct all or some roughly proportional portion of the Riverwalk no later than the time of completion of the first 300,000 square feet of new habitable space. As part of the detailed development review that includes design for the Riverwalk, the applicant shall submit a long term maintenance and operation plan explaining how the Riverwalk will be maintained. This plan anticipates the use of both private and public contributions.

~~16. The applicant has requested, for ease of long term implementation, to follow the development code in affect at the time of each development application.~~

~~17-20.~~ Main Street is a “collector” street and future development of this street will comply with the modified sidewalk standard for this Master Plan for minimum 16 foot sidewalks. This dimension could be reduced for a specific development application to accommodate a special condition such as to protect the façade of an existing historic building or support general adaptive reuse proposals of existing buildings.

~~18-21.~~ Oregon City and ODOT have agreed on three key transportation improvements along OR 99E with the goal of maintaining safety and improving accessibility of the site:

- a. Intelligent Transportation Systems designed to warn traffic approaching the tunnel of hazardous conditions ahead.
- b. Prohibiting left turns northbound from OR 99E to Main Street and modification of the right turn geometry from 99E to Railroad Avenue to allow space for turning traffic to slow and maneuver outside the travel lanes on a curve with limited sight distance.
- c. A pork-chop (or raised median) at the Water Avenue/OR 99E intersection to prevent unsafe movements and reinforce right-in, right-out access at that location.

~~19-22.~~ Oregon City will assure design and construction of the three projects as follows:

- a. A \$1,940,000 project to replace the tunnel’s illumination system in the 2017-18 timeframe is included in the draft ODOT STIP. ODOT will design and construct project “a” with this illumination project. Should the \$1,940,000 available to ODOT be insufficient to fund both the illumination and ITS projects, Oregon City will contribute up to \$500,000 to cost of the project, which will include up to \$250,000 contribution by the applicant.
- b. Design of and right of way acquisition for Project “b” will be completed prior to opening of the Riverwalk or within two years of plan adoption (whichever comes first). The design and acquisition will be led by Oregon City in cooperation with ODOT. The applicant is responsible for construction of project b and is required to be completed prior to trip generation to the site surpassing 140 peak hour trips. The purpose of this improvement is to safely accommodate the increasing number of motor vehicles slowing in the tunnel to turn right on Railroad Avenue and for the safety of pedestrians crossing Railroad Avenue. The right turn into Railroad Avenue is part of an indirect left turn movement required for OR 99E northbound motor vehicles accessing the Willamette Falls site.
- c. Project “c” will be constructed during the construction of Water Avenue/OR 99E intersection. Construction of Water Avenue/99E will be triggered when one of the following occurs:
 - i. At the time of Riverwalk construction adjacent to Water Avenue.

- ii. Any new construction or addition over 1,000 square feet on Block 1 of the Framework i
- ii. Master Plan Once development on the site has surpassed 140 peak hour trips.

~~20. If after the three safety mitigation projects identified in condition 18 & 19 are constructed, Oregon City or ODOT determines, as part of a detailed development plan review, that significant safety issues remain or will result from the proposal, the applicant shall contribute up to \$60,000 (2014 dollars) for the cost of a multimodal safety audit in cooperation with Oregon City and ODOT. Identified safety projects may be required to be implemented after the development has exceed 700 peak hour trips.~~

23. In addition, if Oregon City or ODOT determines as part of a detailed development plan review, that significant safety issues remain or will result from the proposal, the applicant shall contribute up to \$60,000 (2014 dollars) for the cost of the safety audit. Safety measures identified as a result of an audit tied to review of a development proposal may be required to be implemented after the trip generated from the Willamette Falls area development exceeds 700 peak hour trips.

~~21. Master Plan approval requires ODOT concurrence for any phase of development of the Willamette Falls Master Plan area that would result in the total estimated peak hour trips generated from the area to exceed 700. If at that time, traffic analysis establishes that additional safety measures are needed, the applicant will be required to include additional safety measures or upon ODOT agreement on other countermeasures not provided in association with proposed development.~~

24. The Master Plan approval requires ODOT concurrence for any phase of development of the Willamette Falls Master Plan area that would result in the total estimated peak hour trips generated from the Willamette Falls area to exceed 700. If at that time, traffic analysis establishes that additional safety measures are needed, the applicant will be required to include additional safety measures acceptable to ODOT. Or, other safety measures not associated with the proposed development may be provided with agreement from ODOT.

~~22-25.~~ The Applicant will estimate the number of trips at the time of each phase of master plan review and will notify ODOT and the City of the proposed development and estimated trips 30 days prior to the first evidentiary hearing.

~~23-26.~~ The Institute of Traffic Engineers Trip Generation Manual will be the source for trip generation estimates unless ODOT and the City agree to an adjustment.

~~27. For any development that creates over 20,000 square feet of new habitable space, or requests approval of the Riverwalk, the applicant will shall be required to submit a transportation demand management program plan that addresses the existing conditions and proposes transportation demand programs that proportionally mitigate the impact of the proposed development to the site and abutting downtown.~~

28. At the time of the Riverwalk Detailed Development Plan, the applicant shall be required to submit a transportation demand management and parking plan that addresses the existing conditions and proposes transportation demand programs that proportionally mitigate the impact of the Riverwalk to the site and abutting downtown.

~~24.~~

~~25-29.~~ Within six (6) months from the date of the land use approval for CP 14-02 Master Plan, the applicant shall develop, finalize and submit to the City an interim water utility plan for the private onsite water system. The private system currently provides both domestic water service and fire flow protection to the entire site. This condition shall be satisfied prior of the submission of a detailed development plan. The interim water utility plan shall include:

- a. Detailed operational and maintenance plan for the private water system during the interim period.

- b. Water System Pipe Schematic showing the private system schematically that will be operation during the interim period, including from the City's metered connection to the ends of the operational pipe segments, primary isolation valves, fire hydrants, sprinkler systems and other notable appurtenances.
- c. Collaboration with the City's Public Works Operations and Engineering staff regarding the interim operations and maintenance of the private water system.
- d. Collaboration with Clackamas Fire District #1's (CCFD#1) to determine the minimum fire flow requirements for the existing buildings onsite and how the private system will comply with the requirements.
- e. Concurrence from the City and CCFD#1 on the final interim water utility plan.

26-30. The Master Plan includes a new pedestrian bridge connecting the Promenade over 99E to the site. The project is proposed to be included in the Oregon City TSP project list as part of this application. Currently, there are no development triggers for this project, which is assumed to be primarily a publically supported project. However, future development applications will need to plan for its location. Completion of and payment towards the project may be used to meet transportation demand management requirements of the Master Plan.

27-31. By September 30, 2015, the applicant shall rectify the stormwater issue at the referenced manhole at Main St/3rd St intersection and separate the storm system from the sanitary sewer system. The resolution shall include collaboration and coordination with ODOT to determine what improvements are necessary for the separation of systems, City and ODOT approval of the plan, and implementation. This condition shall be satisfied prior of the submission of a detailed development plan.

28-32. Right of Way dedication shall be governed by the street and utility phasing plan which shall be submitted at the time of the first development application of more than 1,000 square feet of new habitable space. The Public Works Director may approve an alternate proposal of private streets governed by a full public access easement if the design and maintenance plan meets or exceeds the intent of the Master Plan.

29-33. A utilities/infrastructure phasing plan which ~~will~~ shall be required at the time of the first development application of new habitable space over 1,000 square feet or approval of the Riverwalk. If the Riverwalk development application is the first submittal, the phasing plan for the Riverwalk shall be limited to the boundary of the Riverwalk project. The following submittal requirements shall be included in future development application unless amended or waived by the Planning Commission:

a. Stormwater Management

- i. Compliance with City Standards including Public Works Utility Standards
- ii. New stormwater facilities that provide for collection and treatment prior to discharge.
- iii. Consideration of alternative treatment methods such as low impact development due to the nature of the site (bedrock at or near the existing ground surface).
- iv. Evaluation of existing stormwater system along frontage of site and determination of what improvements are needed to fix any deficiencies found.
- v. Phasing plan as applicable and meeting the needs for phased redevelopment of the site.

b. Sanitary Sewer

- i. Compliance with City Standards including Public Works Utility Standards
- ii. Capacity evaluation of existing sanitary sewer collection system using City's approved hydrologic/hydraulic model due to the proposed wastewater flow contribution from the entire development, including consideration of the TDSD surcharged interceptor sewers predicted in the 2014 SSMP and potential need for backflow protection improvements due to negative impacts from TCSD surcharged system.
- iii. Phasing plan for abandonment, removal, and/or replacement of existing sewer facilities, and new public sanitary sewer extensions with lateral services located within future public streets meeting separation standards from other utilities as applicable.

c. Water

- i. Compliance with Clackamas Fire District #1's (CCFD#1) and Uniform Fire Code requirements for the site's maximum fire flow based on the overall site development plan and any other conditions of approval as applicable.
- ii. A looped system providing two sources of supply with consideration of one source being located at the southern end of the site about where the existing pedestrian bridge crosses over Hwy 99E and the railroad tracks. This existing bridge is planned to be replaced sometime in the future with a new pedestrian bridge and consideration should be made for making the new bridge dual purpose and incorporate public utility crossings such as a new water pipeline.
- iii. Evaluation of the existing water distribution system using City's approved hydraulic network model to determine what new water system improvements are needed to provide adequate service pressures during normal operating conditions, fire flows as required by CCFD#1, and PRV station operational parameters based on the redevelopment needs of the site. Note: The existing PRV operational parameters may not work for the proposed redevelopment and be required to change.
- iv. Evaluation to determine if the City's designated "Paper Mill" pressure zone can be rezoned and made part of the "Lower" pressure zone and whether the PRV station at 5th/Main St is needed with the overall redevelopment plan.
- v. Phasing plan for new water improvements, including consideration of when existing water facilities will be abandoned, removed and/or replaced, how fire protection will be provided to existing buildings that are remaining in place during that development phase, how the new system will operate during that development phase if there are old water facilities still needed to be operational, replacing and/or upgrading PRV stations, installation of new public water mains, fire hydrants and metered services located within future public streets meeting separation standards from other utilities as applicable
- vi. Consideration of completely abandoning the private system with the first phase development and what new water improvements are needed to accomplish this.

d. Streets

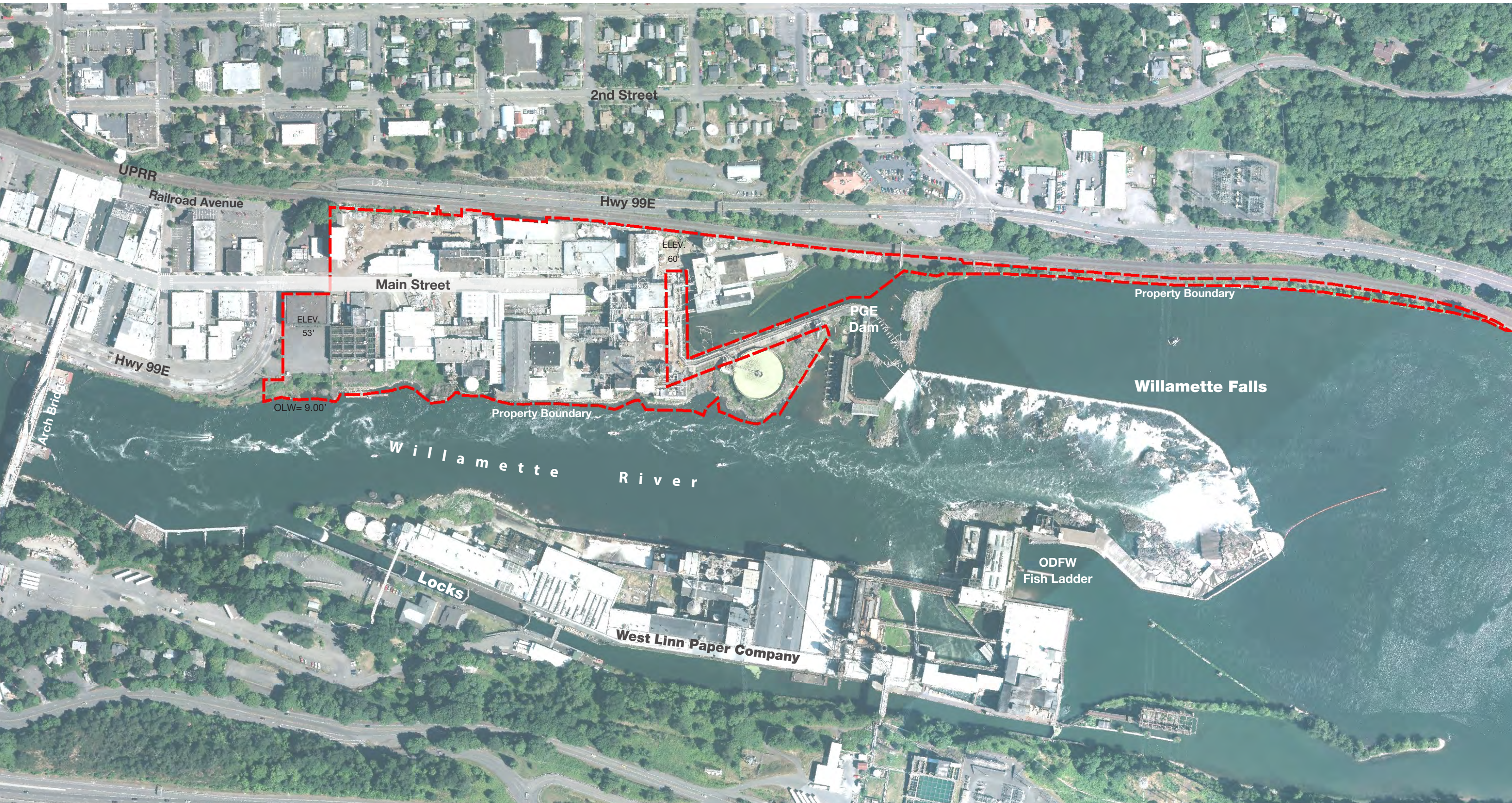
- i. Compliance with City Standards including Public Works Utility Standards, unless further amended or waived by the Public Works Director.
- ii. Consideration of design exceptions and alternative streetscape elements if the site conditions (bedrock at or near the existing ground surface, existing buildings) do not allow for City Standards to be met or the proposed alternative can meet or exceed purpose of Master Plan and be acceptable to the Public Works Director .
- iii. Phasing plan as applicable for phased redevelopment of the site.

WILLAMETTE FALLS LEGACY PROJECT









0 75 150



Project Partners

City of Oregon City

Metro Regional Government

Clackamas County

State of Oregon

Falls Legacy LLC







framework plan



historic + cultural interpretation

public access

healthy habitat

economic redevelopment

III core values

historic + cultural interpretation

public access

healthy habitat

economic redevelopment









De-Ink



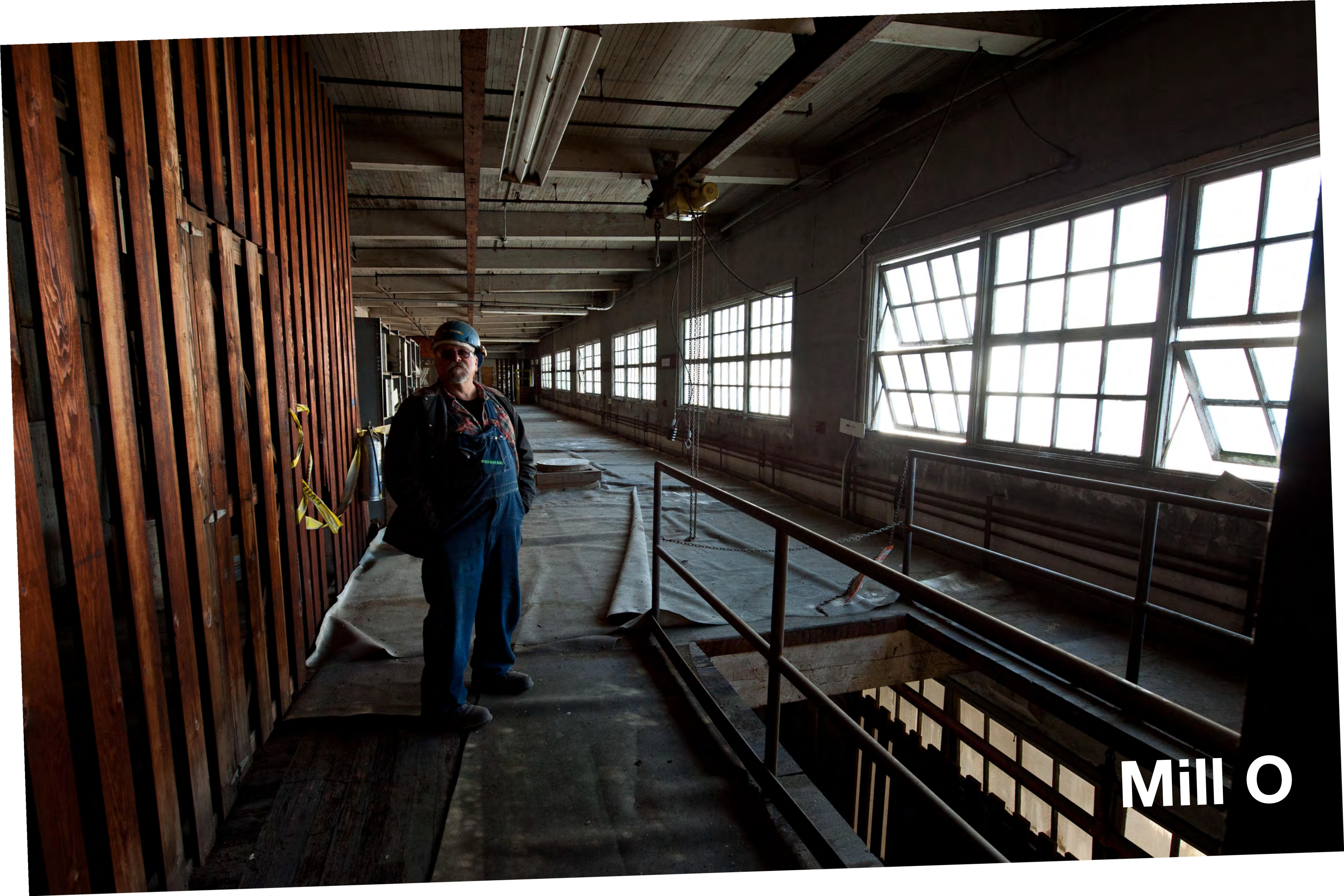
TIME OFFICE
VLEY PULP AND PAPER CO.

#4 Paper Machine



TRADE MARK
HAWLEY PULP AND PAPER COMPANY

Hawley



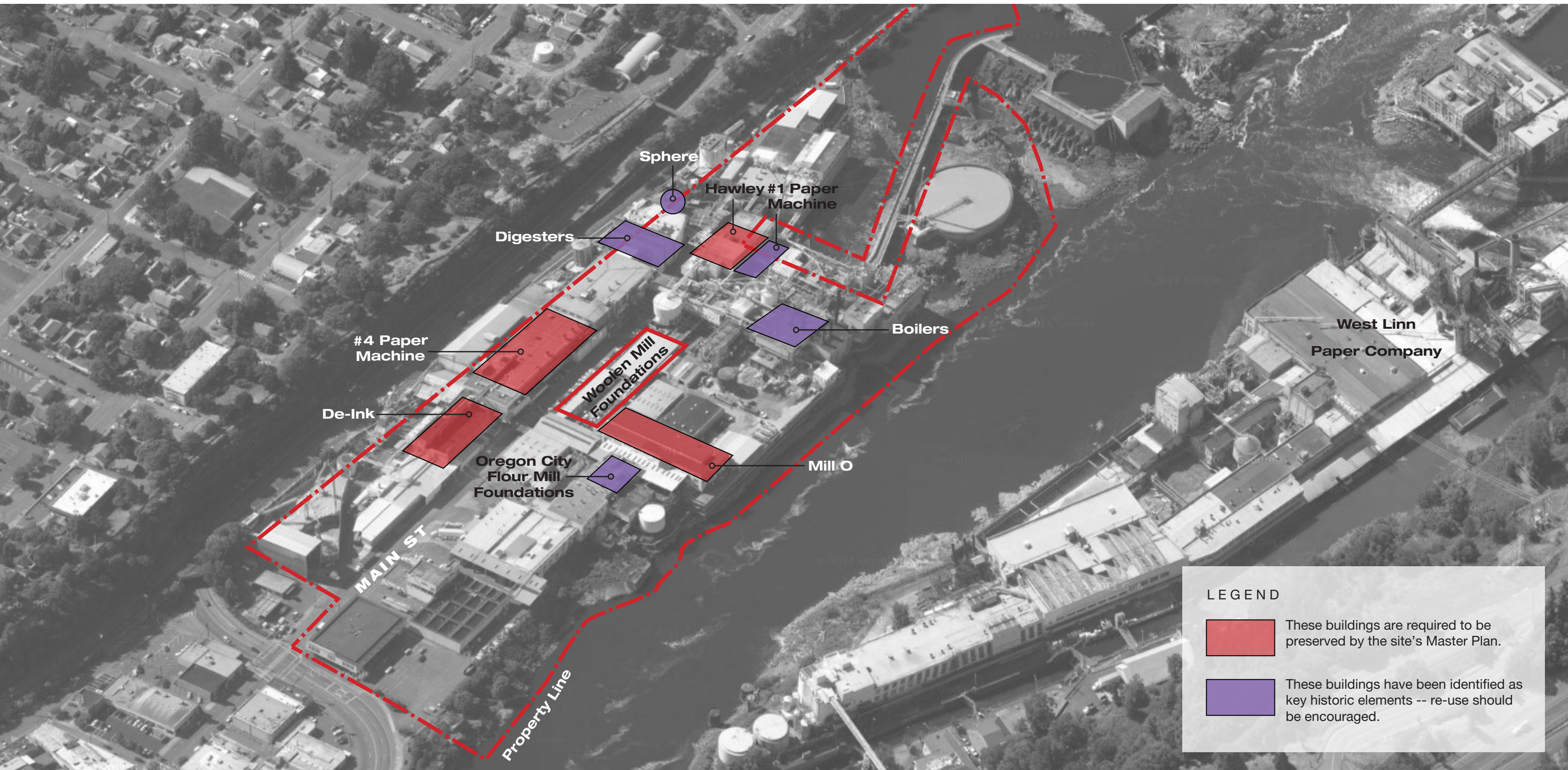
Mill O



Woolen Mill



key historic features



II core values

historic + cultural interpretation

public access

healthy habitat

economic redevelopment







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2nd Street

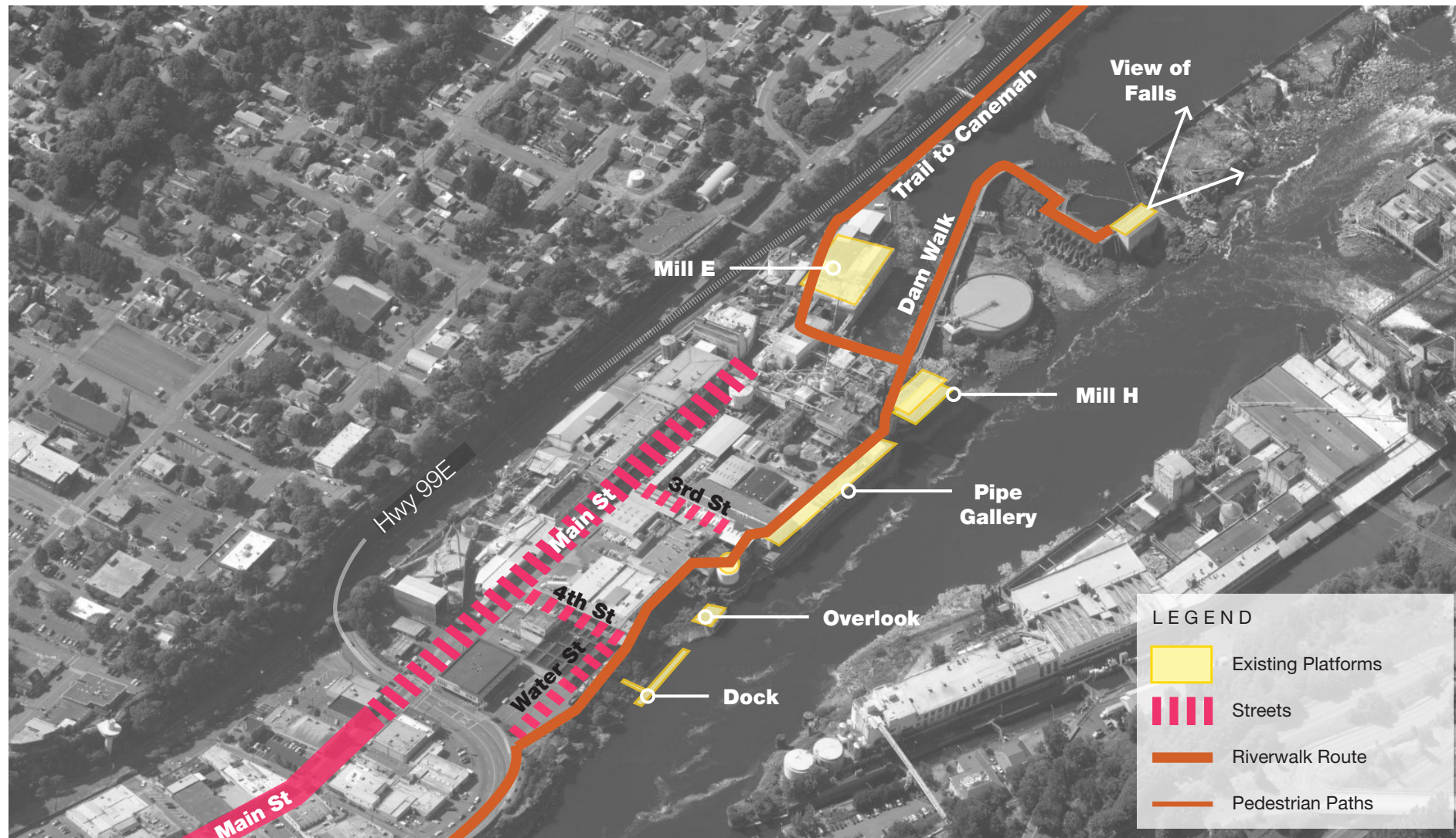


Riverfront Access



riverfront access

Future development at the site must meet Willamette River Greenway standards. A key element in these standards is a setback separating structures from the river, to “protect, maintain, preserve and enhance the natural scenic, historic and recreational qualities of the Willamette River.” Within this setback, there will be a number of existing platforms and other structures that offer opportunities to provide public access to the river, both physically and visually. The following pages describe some of these opportunities, in the form of a walk from north to south along the riverbank. Further study is needed to explore the feasibility of all these potential access concepts.



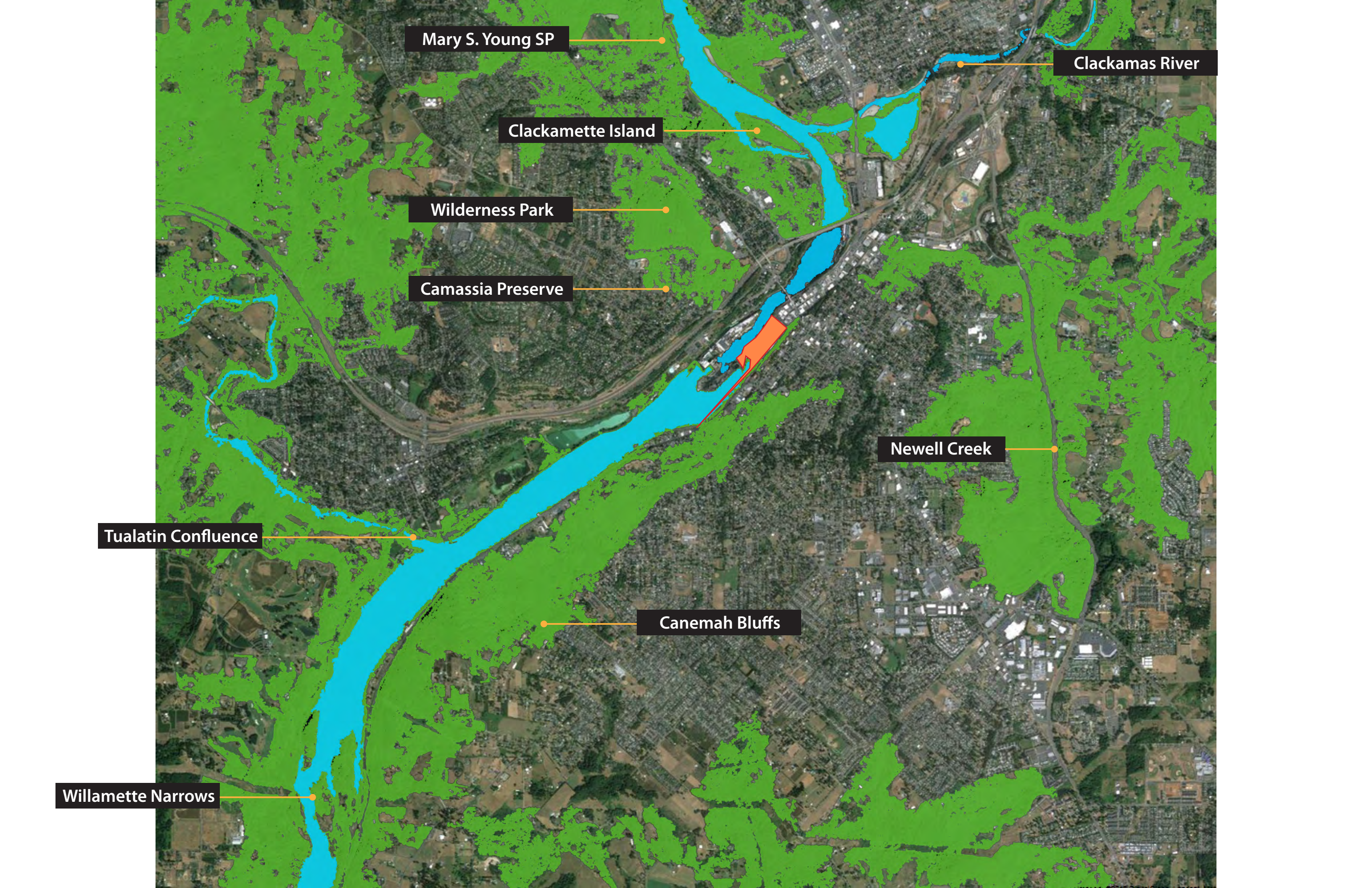
I core values

historic + cultural interpretation

public access

healthy habitat

economic redevelopment



Mary S. Young SP

Clackamas River

Clackamette Island

Wilderness Park

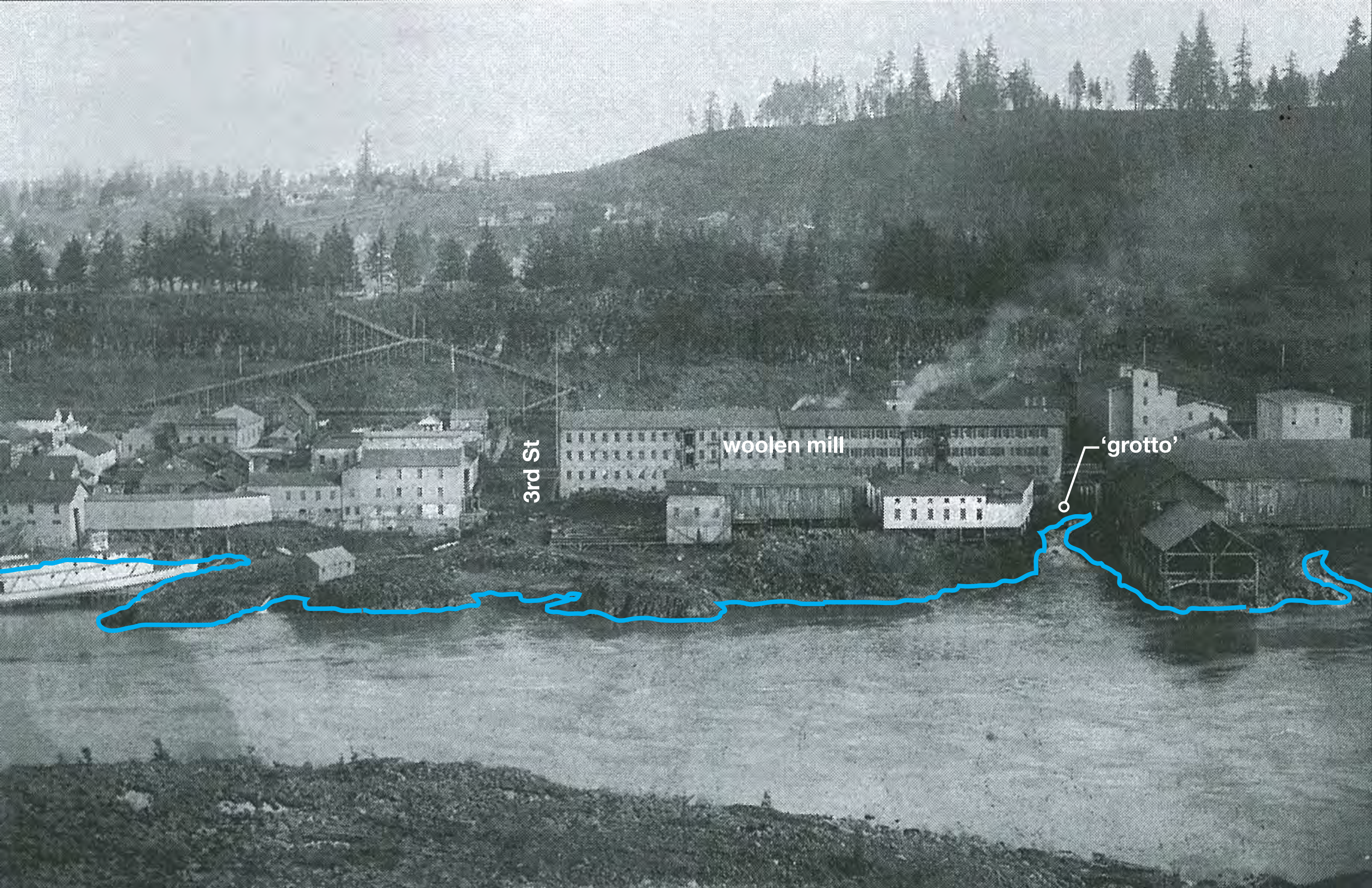
Camassia Preserve

Newell Creek

Tualatin Confluence

Canemah Bluffs

Willamette Narrows



3rd St

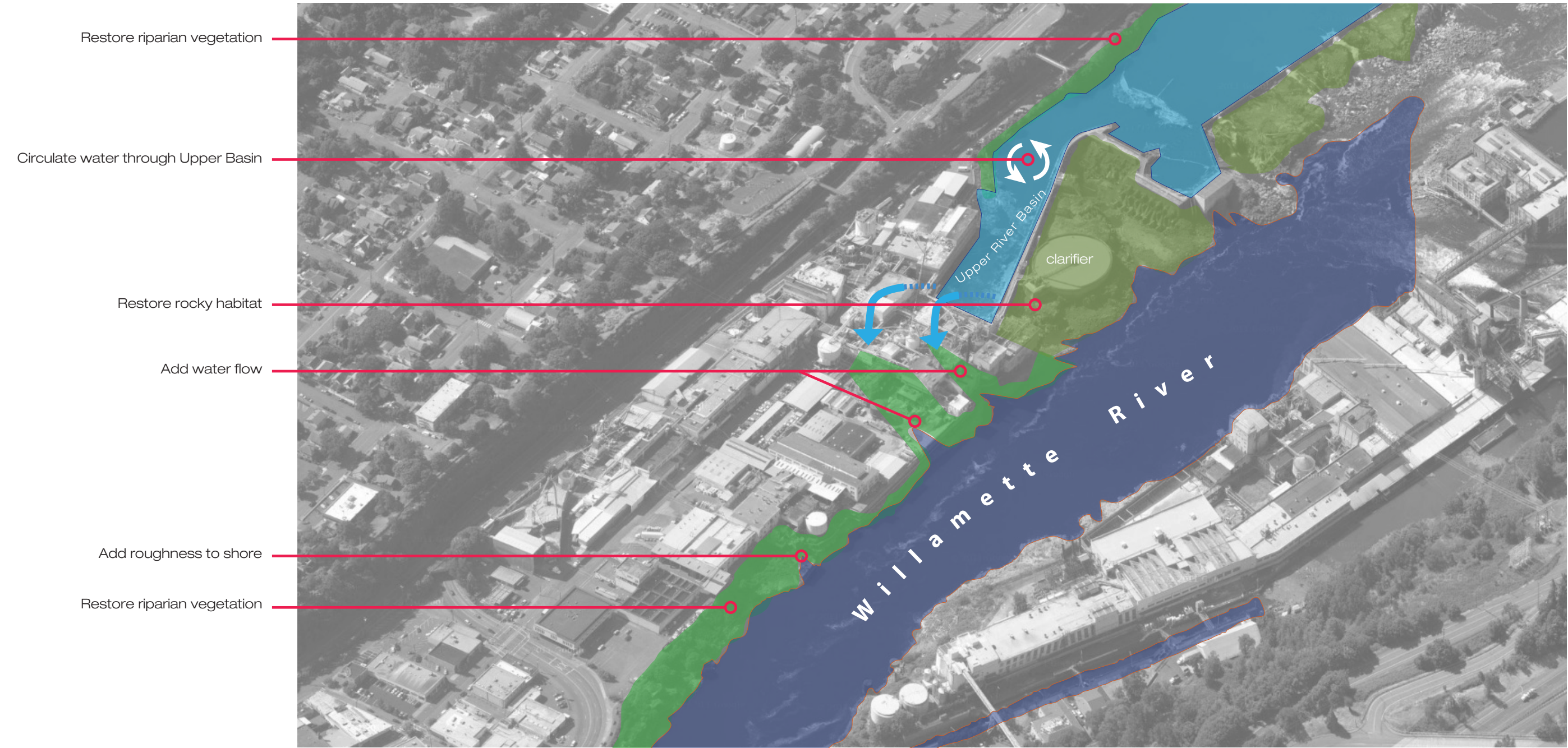
woolen mill

'grotto'

habitat opportunities

This diagram summarizes key strategies proposed for habitat restoration on site. The riverbank vegetation enhancement and shoreline re-shaping should be coordinated with construction of the Riverwalk. Removal of the clarifier could restore rocky habitat between the PGE dam and the river. Adding water flow through the site and improving Upper Basin water circulation is a concept that will require further study and coordination with the design of future public space on this site.

Oregon Sunshine (*Eriophyllum lanatum*) is a hardy native plant well-suited to restoration of rocky basalt outcroppings.



core values

historic + cultural interpretation

public access

healthy habitat

economic redevelopment



light industry



tech



food

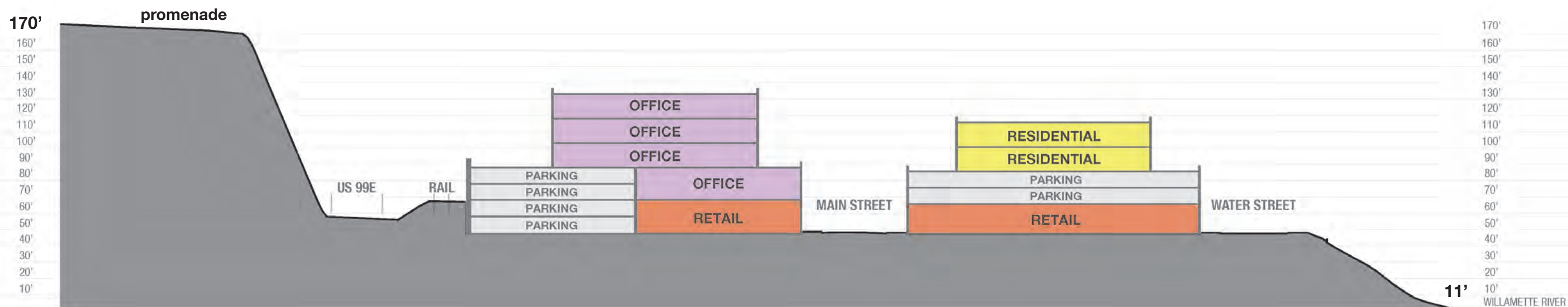


arts



education

A photograph of a modern brick building with a ground-floor coffee shop and upper-floor residential units, illustrating mixed-use development. The building is a multi-story red brick structure. The ground floor features large glass windows and doors for a coffee shop, with a black awning over the entrance. A sign above the entrance reads "SISTERS COFFEE COMPANY THE PEARL". A black sign with white text "SISTERS COFFEE COMPANY" is also visible. A small tree stands in front of the entrance. A yellow fire hydrant is on the sidewalk. A person is sitting on a bench outside the coffee shop. A bicycle is parked on the sidewalk. A motorcycle is parked on the street. The upper floors of the building have balconies with black railings and potted plants. A steel truss structure is visible in the background. The street is paved with cobblestones. The sky is blue. The text "mixed use" is overlaid in the bottom right corner of the image.



framework plan







MEMORANDUM

To: City Commission
From: Christina Robertson-Gardiner, AICP, Planner
Re: Master Plan: CP 14-02, Zone Change and Text Amendment: ZC 14-03, Comprehensive Plan Map Amendment and amendments to ancillary documents of the Comprehensive Plan: PZ 14-01, and creation of a Multi-modal Mixed Use Area (MMA)
Date: September 18, 2014

This memorandum provides a summary of the Planning Commission's additional findings from the Planning Commission "Issues Matrix" and response to public testimony to supplement the staff report and findings for the adoption of the Willamette Falls Legacy Project Master Plan and associated files.

Additional Findings

Staff prepared the Planning Commission Issues Matrix (Exhibit a) in order to summarize and respond accurately to specific concerns raised during the Planning Commission public hearings process. This "issue matrix" contains further findings and recommendations for adoption of the Land Use application to adequately address the outstanding concerns raised during the hearing process. The following findings have additionally been provided to tie back the Issues Matrix and public testimony to the applicable criteria and supplement the existing findings found in the staff report.

Infill Compatibility and Willamette River Greenway OCMC 17.48.080 (D) (E)

In order to maintain flexibility and to ensure that unforeseen design solutions are not constrained by an arbitrary height limit, the Design Guidelines and Willamette River Greenway are proposed to be the limiting instrument to ensure that riverside redevelopment preserves views and does not create a canyon effect. The following Design Guidelines and Greenway code are applicable.

Design Guideline 1, which includes the following principle: "Views. Take advantage of views toward the river and falls. Step structures down to follow natural change in elevation from the basalt bluffs to water's edge."

Design Guideline 3, "Maintain Downtown Character," which acknowledges the unique industrial scale and history of the site, but also emphasizes a smooth transition in architecture and urban design between the existing downtown and the new district.



The Greenway review standards. 17.48.080(D) additionally directs development away from the river “to the greatest possible degree,” in most cases, and 17.48.080(E) establishes a riparian setbacks that preserve “the natural scenic, historic, and recreational qualities” of the greenway. Compatibility review. Projects within 150 feet of the low water line must comply with a compatibility review that requires “maximum possible” landscaped area close to the river, and necessary public access to and along the river.

The Planning Commission also refined Design Guideline 3 to empathize the need to compare new construction to existing buildings heights in the district. This revision is intended not to require new construction be shorter than the highest adjacent building. Rather, existing building heights should be included as a factor in determining compatible infill designs. Design Guideline 3, “Maintain Downtown Character,” which acknowledges the unique industrial scale and history of the site and existing building height but also emphasizes a smooth transition in architecture and urban design between the existing downtown and the new district.

Guideline 3. Maintain Downtown Character

Principles:

Continuity. *The Willamette Falls District is an extension of the historic downtown. At the same time, the scale of buildings and industrial history of the district should create a different feeling. Buildings and open space areas should pay special attention to existing heights and the transition between the two downtown districts. New development should consider architectural patterns and materials existing in downtown, and also create a new sense of place*

Parking

OCMC 17.65.050.A.1.h - Existing transportation analysis, baseline parking demand

While future development applications will be required to adhere to the city’s development parking standards, the projections for Riverwalk visitor parking cannot be evaluated at this time with sufficient specificity to ensure that off site parking will not adversely affect Downtown. The Planning Commission included an additional condition that requires a parking plan and Transportation Demand Management Program be submitted at the time of detailed development plan of the Riverwalk . This condition will allow the applicant to respond to this concern at the time of development and be able to look at both traditional and non-traditional ways of ensuring that visitors to the site will not unduly burden any specific business or area.

Transportation

MMA- OAR 660-012-0060 & OCMC 17.65.050.B.1.h- Transportation Impact

Additional trips expected to and from the Willamette Falls site would have a significant effect with regard to safety due to lengthened queues, lack of site distance, and poor road geometry. The proposed projects that



ODOT and Oregon City have agreed on allow for a finding for amendments to a comprehensive plan or land use regulation that there is no significant effect on the transportation system, or if there is a significant effect, to put in place measures that that ensure that uses allowed by the proposed amendments are consistent with the function, capacity, and performance standards of the facility.

The proposed MMA designation exempts application of performance standards related to motor vehicle traffic congestion (capacity), but does not exempt a proposed amendment from other transportation performance standards or policies, including safety for all modes and other considerations (OAR 660-0120060(10)). Additional trips expected to and from the Willamette Falls site would have a significant effect with regard to safety due to lengthened queues, lack of site distance, and poor road geometry. The proposed projects that ODOT and Oregon City have agreed on allow for a finding that the land uses allowed by the proposed amendments are consistent with the identified function and performance standards of the transportation facility.

Goal 5 – Historic and Aesthetic Resources

During the proceedings before the Planning Commission, testimony was presented that Goal 5 and the administrative rules implementing Goal 5 with regard to historic resources applied to the subject plan amendment, also known as post-acknowledgment plan amendment (PAPA). OAR 660-023-0250 specifies the circumstances that trigger Goal 5 review. In relevant part, an amendment affects a Goal 5 resource if the PAPA “creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource,” or “allows new uses that could be conflicting uses with a particular significant Goal 5 resource site.” OAR 660-023-0250(3).

The Willamette Falls Legacy Property

The existing Willamette Falls Legacy property does not currently contain any inventoried Goal 5 historic structures. The City’s Goal 5 inventory list adopted in 1982 makes no reference to any structures or sites located on land south or west of Highway 99E. The PAPA does not propose amendment of the City’s Goal 5 inventory to include additional historic resources at this time. With regard to the structures on the subject site, evidence was presented in the hearing that a number of the existing structures may qualify for inclusion on the inventory either through inclusion on the National Register of Historic Places or through local designation. In light of that potential, the master plan application proposes the retention and reuse of five existing resources and encourages the full or partial preservation of five additional resources. Conditions of approval are imposed that require that result. The applicant proposed preservation plan and the corresponding conditions are entirely separate and distinct from the Goal 5 protections that come from inclusion within the City’s inventory that is adopted as part of the City’s Comprehensive Plan and regulated through the Historic Overlay District program OCMC 17.40.050.



In *Urquhart v. Lane Council of Governments*, 80 Or App 176, 721 P2d 870 (1986), the Court of Appeals held that a local government with an acknowledged Goal 5 inventory is not required to update that inventory when adopting a PAPA that does not itself alter the acknowledged Goal 5 inventory. Where an existing acknowledged comprehensive plan Goal 5 inventory has become outdated due to a change in circumstances, the appropriate mechanism for addressing that change in circumstances is periodic review, rather than a PAPA that does not directly or indirectly affect the inventory. *See also Johnson v. Jefferson County*, 56 Or LUBA 25, 28, 2008.

Similarly, the specific rules governing historic resources, OAR 660-023-0200, do not require local governments “to amend acknowledged plans or land use regulations in order to provide new or amended inventories” and, instead, the local government may “choose” to do so. OAR 660-023-0200(2). The City has not amended its Goal 5 inventory as part of this approval at this time and additional analysis and information in the future may result in a decision to amend the inventory.

For these reasons, the PAPA does not affect any existing Goal 5 historic resources and therefore, Goal 5 does not apply.

Willamette Falls

The City’s Goal 5 inventory list adopted in 1982 contained no reference Willamette Falls as a historic resource or as a scenic site. However, in the 1982 Comprehensive Plan, Willamette Falls was referenced as a Historical Landmark where it states:

The Falls are the most prominent City landmark, visible from many locations and detailed by a marker at Falls Vista on Highway 99E. Care should be taken to preserve views of the Falls, particularly in building construction, which could obstruct the view in certain locations.

In 2004, the City adopted a new Comprehensive Plan. This new plan, presumably based on the same 1982 inventory list, identified Willamette Falls as a scenic rather than a historic resource. It provides:

Policy 5.2.1

Identify and protect significant views of local and distant features such as Mt. Hood, the Cascade Mountains, the Clackamas River Valley, the Willamette River, Willamette Falls, the Tualatin Mountains, Newell Creek Canyon, and the skyline of the city of Portland, as viewed from within the city.

With regard to the special Goal 5 rules governing Scenic Views, OAR 660-023-0230 imposes the Goal 5 review process on local government decisions only where the “amend acknowledged plans in order to provide or amend inventories of scenic resources.” The proposed PAPA will not alter the City’s existing Goal



5 inventory including the Willamette Falls as a scenic resource. Therefore, it is likely that Goal 5 does not apply.

However, as noted above, the more general Goal 5 provisions of OAR 660-023-0250(3) state that Goal 5 applies where the PAPA “allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list.” Although Willamette Falls is not included on the City’s acknowledged inventory list, its inclusion in the 2004 Comprehensive Plan suggests that the scenic view of Willamette Falls is a significant Goal 5 site. It is possible that the PAPA, creating the new Willamette Falls Downtown District plan designation and zone, including increases in building heights, could negatively impact views of Willamette Falls. Therefore, though the City does not believe that Goal 5 is implicated through this PAPA, adoption of the proposed PAPA and master plan will result in a program to achieve Goal 5 for Willamette Falls based on consideration of the economic social, environmental, and energy (ESEE) consequences resulting from this decision.

Currently, views into the site are limited from Highway 99E and views within the site are non-existent because there is no public access. Neighbors have views of the site from above, up on the bluff, and across 99E from the current southern terminus of Main Street. The site is currently occupied by industrial buildings and structures once needed for the paper-making process that was the core of the site’s use for the last 100 years. Development at the industrial site was not subject to any design standards or guidelines. The natural resource that abuts the property—the Willamette River and its waterfall—is obscured from view by topography and buildings.

Adoption of the PAPA along with the general development plan will improve the appearance of the site by: establishing a framework to organize development in an orderly fashion, encouraging buildings and open space to be of high quality design, and opening up access and views of the river and the falls, which are the core of the property’s visual experience. By improving the site appearance and providing public access for individuals to view the falls will provide economic and social opportunities that do not currently exist. A condition of approval requires the provision of a Riverwalk along the Willamette River that must be designed and constructed no later than the time of completion of the first 300,000 square feet of new development.

Although the new Willamette Falls Downtown District increases the building heights allowed on the Legacy property, the new rules for the development will make more direct interaction with the site possible, and give ordinary citizens visual access to the waterfall. Increasing the building heights to 80 feet will have no affect on the view of the falls currently enjoyed by residential homes located on the bluff. Further, the plan requires that development is consistent with design guidelines, which include:



Take advantage of views toward the river and falls. Step structures down to follow natural change in elevation from the basalt bluffs to water's edge. Open up views toward Canemah down Main Street, and toward river from future 3rd and 4th Streets and the Riverwalk.

The proposed plan for the Willamette Falls Downtown District extends the existing downtown further to the south. The new district is anticipated to have a similar mixed-use feel as downtown, but also have larger buildings and a wider range of uses that are reflective of the industrial and employment history of the area. The change in zoning will allow for a wide range of uses within the area that are typical of Oregon City's downtown, shopping, employment, culture and recreation, and also potentially light industrial uses. The plan creates a network of multi-use paths for pedestrian and bicycle traffic, and preserves and enhances the natural amenities of the site, which are largely related to the river. Most of all, the redevelopment and opening up of this district will preserve and enhance views of Willamette Falls and the Willamette River, by creating public access to the historic center of the region in a way that has not been possible for the last 100-plus years. Further protection for views of Willamette Falls is provided by an existing city Greenway standard requires that new development be directed away from the river "to the greatest possible degree" (OCMC 17.48.080.D).

With regard to energy consequences, Willamette Falls is no longer used as an energy source for industrial and commercial development, but the proposed plan does not interfere with or preclude future use of the falls for this purpose. PGE will retain its current ownership of the dam on the Oregon City side of the falls. It has the authority to use the dam to create and/or transmit hydro power in the future.

Based on the foregoing, to the extent that Goal 5 applies to Willamette Falls as a scenic resource, adoption of the PAPA and general development plan with conditions will provide greater protection to the scenic and aesthetic values provided by Willamette Falls.

Notwithstanding the above Goal 5 discussion, the Planning Commission identified a need to provide additional documentation for future site interpretation and revised the Conditions of Approval to require Intensive Level Surveys be completed for all structures listed as potentially eligible for the National Register prior to any demolition request or detailed development plan.

CONCLUSION AND RECOMMENDATION

Staff recommends the Planning Commission recommends that the City Commission approve Planning Files Master Plan: CP 14-02, Zone Change and Text Amendment: ZC 14-03, Comprehensive Plan Map Amendment and amendments to ancillary documents of the Comprehensive Plan: PZ 14-01, and creation of a Multi-modal Mixed Use Area (MMA) with these additional findings and the attached Revised Conditions of Approval.



EXHIBITS

- a. Updated Planning Commission Matrix
- b. Revised Conditions of Approval
- c. Willamette Falls Downtown District Policies and Design Guidelines (Revised)
- d. 17.35 Willamette Falls Downtown District (Revised)
- e. Items entered into the record at the September 15, 2014 Planning Commission Meeting (onfile)
 - I. Blue Heron Beginning: A Compendium of Research, submitted by James Nicita
 - II. Public Comment Packet
 - III. Revised Willamette Falls Downtown District (allowing food and beverage production)
 - IV. Public Testimony
 - V. September 15, 2014 Planning Commission Agenda and Exhibits
 - i. Commission Report
 - ii. Public Comments
 - iii. WFLP Market Memo
 - iv. Development Assumptions and Analysis Memo
 - v. Planning Commission Issues Matrix for 9.15.14 hearing
 - vi. Revised Conditions of Approval
 - vii. SHPO Guidelines for Historic Resource Surveys 2011
 - viii. Mill C,G and Carpentry Shop Assessment Forms
 - ix. Willamette Falls Legacy Project- Historic Context Statement –SDB
 - x. 17.35 Willamette Falls Downtown District with Interim Use
 - xi. 17.52 Off Street Parking and Loading- Amended
 - xii. Master Plan CP 14-02-Willamette Falls Comment Ltr ODOT
- f. Items entered into the record at the September 8, 2014 Planning Commission Meeting (onfile)
 - I. Public Comment Packet
 - II. Public Testimony
 - III. Applicant's Presentation
 - IV. Staff Presentation
 - V. September 15, 2014 Planning Commission Agenda and Exhibits
 - i. Commission Report Sept 8
 - ii. CP 14-02 Staff Report WFLP (September 2, 2014)
 - iii. Vicinity Map
 - iv. Land Use Application Form
 - v. Master Plan Narrative
 - vi. Maps and Drawings
 - vii. App A - Transpo Report attachments
 - viii. App A - Transpo Report with TSP Amendment
 - ix. App B - Site Utilities memo
 - x. App C - Hist Res Matrix



- xi. App D - SHPO Eligibility Info
- xii. App E - Enviro Assessment
- xiii. App F - MMA Exhibits
- xiv. App G- Public Engagement Summary
- xv. Willamette Falls Legacy Archaeology Memo
- xvi. Public Notice
- xvii. 17.48 Amendment to Willamette River Greenway
- xviii. 17.35 Proposed Willamette Falls Downtown District
 - xix. Willamette Falls Downtown District Policies and Design Guidelines(amended by staff)
- xx. TSP Project Amendment
- xxi. Trails Master Plan-Parks Master Plan Amendment
- xxii. Public Comment Summary 9-2-2014
- xxiii. Public Comments Combined 9-2-2014
- xxiv. Memo from City Attorney re Review Process
- xxv. Memo from Oregon City Public Works – Engineering
- xxvi. Replinger & Associates Transportation Letter
- xxvii. ORS Fact Sheet - Protection of Publicly Owned Properties
- xxviii. Citizen Guide to sec 106
- xxix. Rediscover the Falls video link
- xxx. Vision Report link
- xxxi. Site Stabilization and Building Assessment Report link

Planning Commission Issues for September 22, 2014 Hearing

Master Plan: CP 14-02, Zone Change and Text Amendment: ZC 14-03, Comprehensive Plan Map Amendment
and amendments to ancillary documents of the Comprehensive Plan: PZ 14-01, and creation of a Multi-modal Mixed Use Area (MMA)

Issue	Description	Specific Concerns	How Concern Is Currently Addressed Or Can Be Conditionally Addressed	Recommended Action
1.	Parking	<ul style="list-style-type: none"> Where are visitors to the Riverwalk going to park? How can we ensure that they will not overrun downtown and abutting neighborhoods Where will the tour buses park? Generally unease of leaving parking ratios and parking plan to the detailed development plan stage What happens if the Riverwalk and development are so successful that it fundamentally and negatively alters downtown? 	<p>These concerns are very understandable and there is often a want to prescribe a condition to ensure that the worst case scenario cannot happen. This Framework Plan was setup to ensure that the Planning Commission would be able to look at these issues again as projects move to the development stage where specific logistics and design solutions can be further analyzed.</p> <p>A broad unease regarding the logistics of Riverwalk visitors seemed to be a major theme at the September 8, 2015 Hearing. Staff has recommended that Condition of Approval #24 be revised to require a Parking and Transportation Management Plan (TGM) be required as part of the Riverwalk Detailed Development Plan</p> <p>A parking plan and Transportation Demand Management Program will look at traditional and non-traditional ways of ensuring that visitors to the site will not unduly burden any specific business or area.</p>	Revise Condition of Approval #24 to require a Parking and Transportation Management Plan (TGM) to be required as part of the Riverwalk Detailed Development Plan
2.	Historic Resources	<ul style="list-style-type: none"> Role of basin and steamship use should be better woven into site's history Not enough information on the buildings in the existing reconnaissance inventory. Need additional information on buildings before any building is demolished Obtaining National Register status of the buildings is important for tourism. Need better understanding of the process that identified the buildings and structures for retention. Specifically need better understanding why Mill C, Mill G and Pullery building/carpentry shop was not included in buildings identified for regulatory retention. 	<p>The role of the steamships and the river basin to the site has been part of the site analysis and is mentioned in the context statement for the site, which staff is attaching to the record.</p> <p>Staff has also revised the conditions of approval to require an Intensive Level Survey for all buildings eligible for listing on the National Register before request for demolition or detailed development plan. All other structures older than 50 years old will require updated photos for the existing Reconnaissance level survey.</p> <p>While the Master Plan is not requiring local historic designation for the buildings identified for retention, and the city recognizes Oregon's local consent legislation. Structures deemed eligible should be considered for designation as part of detailed development review.</p> <p>George Kramer, Kramer and Company, A preservation consultant with a long history of work on this site, will provide an explanation of the historic resource analysis in 2012 (Site Stabilization Report) and through the 2013-214</p>	<p>Revise Condition of Approval #9 to require prior to the demolition of any structures identified as potential eligible for listing on the National Register, the applicant, shall submit an Intensive Level Survey following the guidelines set forth by the Oregon State Historic Preservation Office. Prior to the demolition of structures not identified as eligible for listing on the National Register or not 50 years old, the applicant shall submit a reconnaissance level survey which shall include at a minimum, photos of all interior floors/rooms and exterior context photos.</p> <p>Add an additional condition for Detailed Development Plans involving structures identified for retention:</p> <p>Any Detailed Development Plan that includes structures or secondary elements identified for retention or partial reuse shall submit an Intensive Level Survey of these elements as part of the Detailed Development Plan completeness review.</p> <p>Finally a condition should be added to reflect the Planning Commission's desire to see buildings retained for reuse be local and Nationally designated:</p>

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			<p>Visioning and Master Plan process. The large site stabilization report was entered in to the record on September 8, 2014 hearing. Staff has attached the assessment forms for Mill C, Mill G and the Carpentry/Pulley building for easy reference.</p> <p>Mill C, also known as the Sulphite Plant was mostly rebuilt built in the mid-1950s and was analyzed as part of the site stabilization report for ability to reuse was not selected to be studied further based on the condition of the steel structure and the lack of adaptive reuse opportunities.</p> <p>Mill G –as known as the Boiler plant was built in 1949 and was analyzed as part of the site stabilization report for ability to reuse. It was not selected to be studied further based on the condition of the steel structure and the lack of adaptive reuse opportunities.</p> <p>The Pullery building- as known as the Carpentry Shop – was built as early as 1905 and was not deemed eligible for listing on the National Registers due to the extensive alterations and full removal of the exterior siding and encased in metal siding. While not specifically identified in the assessment report, there is also significant water intrusion on the second floor which is accessed from Mill O.</p>	<p>While the Master Plan is not requiring local historic designation for the buildings identified for retention, and the city recognizes Oregon’s local consent legislation. Structures deemed eligible should be considered for designation as part of detailed development review.</p>
1.	Stepping Down Height Closer To The River	<ul style="list-style-type: none"> Concern over larger buildings creating a canyon feeling on Main Street. Specifically concerned with Blocks 1 &2 Not enough comfort that design guidelines can give Planning Commission ability to reduce heights 	<p>In order to maintain flexibility and to ensure that unforeseen design solutions are not constrained by an arbitrary height limit, the Design Guidelines and Willamette River Greenway are proposed to be the limiting instrument to ensure that riverside redevelopment preserves views and does not create a canyon effect.</p> <p>Design Guideline 1, which includes the following principle: “<u>Views</u>. Take advantage of views toward the river and falls. Step structures down to follow natural change in elevation from the basalt bluffs to water’s edge.”</p> <p>Design Guideline 3, “Maintain Downtown Character,” which acknowledges the unique industrial scale and</p>	<p>Revised Guideline 3 to include the analysis of existing building height in new development. Carrie Richter, Assistant City Attorney believes this provides future Planning Commissions the ability to redirect large building away from the water side of the development if they are not compatible with the Mater Plan.</p> <p>Design Guideline 3, “Maintain Downtown Character,” which acknowledges the unique industrial scale and history of the site and <u>existing building height</u> but also emphasizes a smooth transition in architecture and urban design between the existing downtown and the new district.</p>

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			<p>history of the site, but also emphasizes a smooth transition in architecture and urban design between the existing downtown and the new district.</p> <p>Greenway review standards. 17.48.080(D) directs development away from the river “to the greatest possible degree,” in most cases, and 17.48.080(E) establishes a riparian setbacks that preserve “the natural scenic, historic, and recreational qualities” of the greenway. Compatibility review. Projects within 150 feet of the low water line must comply with a compatibility review that requires “maximum possible” landscaped area close to the river, and necessary public access to and along the river.</p>	
2.	Rail Spur Large industrial use	<ul style="list-style-type: none"> • Can it still be used if a new tenant wants to use it? • What if a large industrial user wants to come to the site and is above 60,000 square feet? • Can interim warehousing be allowed? • <u>Is food and beverage production or a food innovation center an allowed use?</u> 	The Framework Plan allows the reuse of the spur line.	<p>Outdoor storage or warehousing not accessory to a use allowed in in the zone has been added to the interim use section of the district.</p> <p>Industrial uses limited to the design, light manufacturing, processing, assembly, packaging, fabrication and treatment of products made from previously prepared or semi-finished materials, that exceed 60,000 square feet has been added as a conditional use;</p> <p><u>While always considered a light industrial use, food and beverage production was specifically identified as a permitted use in the Willamette Falls Downtown District</u></p>
3.	Transportation Modeling	<ul style="list-style-type: none"> • What type of transportation modeling occurred with this plan and how did the application coordinate with ODOT? 	<p>Since the ultimate build-out of the Willamette Falls Legacy Project site is currently unknown, a high and low land use scenario was developed to identify minimum and maximum development potential of the site. The high land use scenario consisted of about 240 housing units and over 1,600 employees, while the low land use scenario included about 215 households and over 1,200 employees. Taking a conservative approach, the transportation impacts of redeveloping the Willamette Falls Legacy Project site were based on the high land use scenario to represent the reasonable worst case.</p> <p>Overall, the Willamette Falls Legacy Project site is expected to generate about 700 motor vehicle trips</p>	None at this time

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			during the p.m. peak hour, or 560 more than what was assumed in the 2013 TSP.	
4.	Multimodal Access	<ul style="list-style-type: none"> • Tri-Met coordination for service • Bike parking • Site circulation • Was Bus/truck maneuvering taken into account? • Why is the turnaround not depicted in the Framework Master Plan? 	<p>Walker Macy coordinated with Tri-Met to ensure that site circulation could support expanded bus service to the site at the time of detailed development.</p> <p>Both Walker May and DKS reviewed the site circulation to ensure that truck traffic and buses could be accommodated during detailed development. The Master Plan does not identify a specific traffic circle design for the end of Main Street. This will be further refined as detailed development plans move forward.</p> <p>Bike parking is required as part of detailed development. It is also envisioned that the Riverwalk will utilize public bike parking throughout the Riverwalk experience.</p>	None at this time
5.	Financing and phasing the project improvements	<ul style="list-style-type: none"> • What kind of tax abatements or tax credits can the applicant use? • Will this be in an Urban Renewal District • Who is paying for the infrastructure the city or the applicant? 	<p>As a land use document, the Framework Master Plan does not detail the financial contributions or individual pro formas of the development proposal.</p> <p>The city is currently pursuing an RFP to hire a development consultant to help the city and the applicant form a better understanding of the phasing and funding strategy needed to ensure full implementation of the project. This is in addition to the Riverwalk funding strategy currently being led by Metro.</p>	None at this time
6.	Flood Plain	<ul style="list-style-type: none"> • Can we make sure to show that parking is allowed in the flood plain on the riverside. It is not depicted in the parking options visual. 	Parking garages can be built in the flood plain if they meet applicable standards. The complexity of the riverside parcels and the city's balance cut and fill requirement drove the consultant to not specifically call out that option in a diagram. However, it is absolutely allowed.	None at this time
7.	Response To ODOT Letter Dated September 8, 2014	<ul style="list-style-type: none"> • Recommended Revisions to Conditions of Approval # 20 & 21 • Findings for OAR 660-012-0060 (1) (2)&(10) 	The applicant and staff have provided findings for OAR 660-012- (1) (2)&(10) into the staff report. However, staff is happy to add the additional language as requested by ODOT into the final findings.	<p>ODOT requested revisions have been incorporated into the revised conditions of approval.</p> <p>The following findings will be also added to the record:</p> <p>Additional trips expected to and from the Willamette Falls site would have a significant effect with regard to safety due to lengthened queues, lack of site distance, and poor road geometry. The proposed projects that ODOT and Oregon City have agreed on allow for a finding for amendments to a comprehensive plan or land use regulation that there is no significant effect on the transportation system, or if there is a</p>

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				<p>significant effect, to put in place measures that that ensure that uses allowed by the proposed amendments are consistent with the function, capacity, and performance standards of the facility.</p> <p>The proposed MMA designation exempts application of performance standards related to motor vehicle traffic congestion (capacity), but does not exempt a proposed amendment from other transportation performance standards or policies, including safety for all modes and other considerations (OAR 660-0120060(10)). Additional trips expected to and from the Willamette Falls site would have a significant effect with regard to safety due to lengthened queues, lack of site distance, and poor road geometry. The proposed projects that ODOT and Oregon City have agreed on allow for a finding that the land uses allowed by the proposed amendments are consistent with the identified function and performance standards of the transportation facility.</p>
8.	Revisions Identified By Staff At Beginning Of 9.8.14 PC Hearing	<ul style="list-style-type: none"> • Change in use for parking • Remove condition of approval #16- allow vesting of 2014 code • Warehousing allowed in conjunction with permitted use 	These Items were announced at the September 8, 2015 Hearing	These revisions have been incorporated in the revised Conditions of Approval and code amendments.
9.	Interim Uses in the Willamette Falls Downtown District.	<ul style="list-style-type: none"> • Interim uses such as warehousing and filming has been added to the WFDD to provide an avenue for uses that may be appropriate for the early phases of site redevelopment but are not compatible with long term implementation. These uses are allowed through a Type II process for up to three one year approvals. 	<p>The applicant has been working with on this issue with staff and the city attorney and is ready to submit the revisions into the record.</p> <p>Staff supports this approach to allow interim uses in the early phases of redevelopment that may not necessarily be appropriate at full development.</p>	The Interim use section has been added to the Willamette Falls Downtown District.
10.	Live work units	<ul style="list-style-type: none"> • Concern if live work and work live units can both be allowed onsite. 		Revised WFDD to allow Live work units, including an individual residential unit in association with a permitted use.

Willamette Falls Downtown District Policies and Design Guidelines

The District Policies and Design Guidelines are mandatory for future development within the Willamette Falls Downtown District, and will be applied during detailed development plan review.

Purpose. The plan policies and design guidelines promote development of high-quality buildings and open space that reinforce the four core values of the site: public access, economic development, healthy habitat, and cultural and historic interpretation. The guidelines are also intended to promote compatibility with the historic character of the district, while allowing contemporary interpretations of the historic patterns.

Guideline 1. Enhance the Special Character of the Willamette Falls Downtown District.

Principles:

Unique setting. Buildings and landscape elements should establish an aesthetic that considers the site's natural setting and industrial history, and promotes permanence and quality. Design elements to consider are materials, massing, views and viewing areas, building transparency, orientation to public and semi-public spaces, and landscaping.

Celebrate the river and falls. Where appropriate, the unique natural setting of the site should be celebrated by building and open space design. Integrate the experience of the river and the falls through site design. Special attention should be paid to development at the river's edge.

Streets. Re-establishment of the historic street grid is fundamental to the new district. Buildings and open spaces should orient themselves toward or open up to these streets. Special care should be taken for the design of ground floor, street-level uses.

Views. Take advantage of views toward the river and falls. Step structures down to follow natural change in elevation from the basalt bluffs to water's edge. Open up views toward Canemah down Main Street, and toward river from future 3rd and 4th Streets and the Riverwalk.

Materials. Building materials should reflect the industrial character of the site. Proposed materials must be high quality and express a sense of permanence fitting for the

industrial history of the site. The first two floors of development especially should use materials that reinforce the high-quality, comfortable pedestrian environment.

Guideline 2. Design for the Comfort and Safety of Pedestrians.

Principles:

Network. Incorporate the pedestrian network that accompanies the street grid and public pedestrian ways into the design of buildings and open spaces. Link pedestrian paths in open space areas to public sidewalks and building entrances. Incorporate main entrances that orient to Main Street.

Visual Interest. Establish areas of visual interest on the ground floor of buildings where they face main streets. Incorporate seating and viewing areas in front of buildings and in open space areas where appropriate.

Natural setting. Locate and design buildings and open space areas to consider effects of sunlight, rain, shadow, wind, and views of the river and the falls. Maximize the amount of direct and indirect sunlight to adjacent public spaces.

Signs. Use pedestrian-scaled signage within the district that offers clear direction into and around the site. Private commercial signage should reflect the pedestrian character of the district and reflect the history of the site. Signage should not obscure or detract from views toward the water or the falls. Conversely, larger publicly-oriented and gateway signage is encouraged when appropriate and complementary to the district.

Lighting. Place and direct outdoor lighting to ensure that the ground level of the building and associated outdoor and pedestrian areas are well lit at night. Integrate exterior lighting so that it does not detract from the uses of adjacent areas. Lighting should be Dark Sky compliant.

Guideline 3. Maintain Downtown Character

Principles:

Continuity. The Willamette Falls District is an extension of the historic downtown. At the same time, the scale of buildings and industrial history of the district should create a different feeling. Buildings and open space areas should pay special attention to existing heights and the transition between the two downtown districts. New development should consider architectural patterns and materials existing in downtown, and also create a new sense of place.

Block Structures. Respect the block structures of the historic downtown. The pedestrian and vehicular experience of streets and sidewalks should be continuous across the barrier of 99E.

Parking. Locate parking to minimize impact on building appearance, streetscape, and pedestrians. Plan for the primary method of car storage to be within structures. Show that parking can flexibly serve different users, times of day, and could be reconfigured for other purposes. Develop, orient and screen structured parking to complement adjacent buildings. Reduce automobile/pedestrian conflicts around parking areas and support the pedestrian environment.

Guideline 4. Re-Use, Rehabilitate, ~~and~~ Restore and Interpret Buildings and Structures

Principles:

Key structures. Preservation or rehabilitation of key structures should be a priority in the design of new buildings and open space. Highest value is placed on the following structures: De-Ink Building, #4 Paper Machine, Mill O, Hawley Building, and the Woolen Mill Foundation. If any these key structures must be removed, the applicant must document the specific reason for doing so, and propose mitigation to compensate for the loss of site character.

Other structures. Incorporate remnants, key features or other significant portions of existing structures into project design. The district's 150-year history as a mill site (flour, wool, paper) and a manufacturing center should be celebrated and recognized when new buildings and uses are established.

Archaeology. Incorporate pre-colonial history of the site into new development where appropriate. Monitor archeology when disturbance of native soil is proposed.

Interpretation. Weave interpretive elements throughout the site to provide multiple and diverse opportunities to learn and reflect on the site's history.

Guideline 5. Build for Long-term Use

Principles:

Future development. Locate buildings to allow for infill on adjacent vacant or underdeveloped parcels. Design compatible transitions between buildings and open spaces. Promote visibility and accessibility between open spaces and adjacent uses.

Quality materials. Promote permanence and quality in new development through the use of substantial and attractive building materials. Re-use existing industrial materials where appropriate.

Guideline 6. Incorporate Ecology into Design

Principles:

Riparian edge. Promote healthy habitat when designing new buildings and open space at river's edge. Take advantage of natural resource enhancement opportunities along the riverbank.

Landscape. Integrate and juxtapose ecological landscape elements with the intense urban and industrial history of district. Create continuous canopy of street trees, where practicable. Integrate innovative stormwater treatment systems with the overall site and development site design.

Buildings. Incorporate sustainable building practices into site and building design. Bring features of the site's natural setting inside buildings as a means for better integrating buildings with significant site elements. Consider shared utilities (eco-districts).

Guideline 7. Create a World-Class Riverwalk

Principles:

Riverwalk design. Establish permanent, prominent and breathtaking public access along the riverfront to structures, water, cultural history, and the falls. The riverwalk should be inviting to a wide range of people, including families and children. Allow for multiple, creative and unexpected opportunities to physically and visually connect to the river.

Integration. Integrate riverwalk with private development as it moves through the site, yet maintain its prominence along the river frontage. Reflect unique aspects of the place

with unifying design elements integrated throughout and connects people physically and emotionally with the river

Views. Emphasize diverse scenic views of the falls and river from the riverwalk. Include views of the falls that reveal themselves as one proceeds along the riverwalk.

Guideline 8. Create Quality Public Spaces

Principles:

Access to public space. Emphasize arrival by foot, bike or transit while accommodating the automobile. Public spaces should accommodate different ability levels.

Flexibility. Invite flexible programming through site design, rather than being designing for single use. Design for use in multiple ways by many different groups, on seasonal and daily basis. Public space should work at different times of day, weather conditions, and for different users.

Relationship to surroundings. Capitalize on adjacent buildings or natural features to create interesting visual experiences or vistas. Integrate design with adjacent private development. Reflect local character and personality.



City of Oregon City

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

Staff Report

File Number: PC 14-114

Agenda Date: 9/22/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:

Adoption of Findings for 950 South End Road Assisted Living: CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05

RECOMMENDED ACTION (Motion):

Adopt the revised Findings and Conditions of Approval for files CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05.

BACKGROUND:

Staff has prepared revised findings for approval of files CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05.

The applicant submitted revised plans for 950 South End Road on 8/29/2014 in response to the Planning Commission's direction on August 11, 2014. The Planning Commission voted 7-0 to approve the revised application on September 8, 2014.

The plans include the following revisions:

- Revised site plan with 10-space rear parking lot (Note: per OCMC 17.52.060(D)(d), the parking lot is now required to provide 10% interior landscaping with a landscaped island at least six feet in width, every 8 spaces)
- Revised landscaping plan. Note that most of the previous rear landscaping and recreation area initially proposed has now been revised to include the rear parking lot.
- Revised tree removal plan. Plan was prepared by Peter Torres, Certified Arborist. Plan distinguishes trees that were removed previously on site from trees that are proposed to be removed. 63 mitigation trees are proposed to be replanted on-site or in a off-site location approved by the City.
- Revised elevations. Street facing facades have been revised with new materials and window design.



MEMORANDUM

To: Oregon City Planning Commission
From: Pete Walter, AICP, Associate Planner
Re: CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05: 950 South End Road
Date: September 15, 2014

On September 8, 2014 the Planning Commission voted to approve the Petra Memory Care 31-Bed Assisted Living Facility conditional use proposal (CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05) for a 31-Bed Assisted Living Facility, on property located at 950 South End Road.

The applicant submitted revised plans for 950 South End Road on 8/29/2014 in response to the Planning Commission's direction on August 11, 2014. The plans include the following revisions:

- Revised site plan with an 8-space rear parking lot.
- Revised landscaping plan. Note that most of the previous rear landscaping and recreation area initially proposed has now been revised to include the rear parking lot.
- Revised tree removal plan. Plan was prepared by Peter Torres, Certified Arborist. Plan distinguishes trees that were removed previously on site from trees that are proposed to be removed. Mitigation trees are proposed to be replanted on-site or in an off-site location approved by the City.

Revised elevations. Street facing facades have been revised with new materials and window design that reflect the quality, materials and north-western feel of adjacent residential and institutional properties.

The Planning Commission voted 7-0 to approve the revised proposal based on the revisions described above.

These revised findings amend the staff report dated August 6th, 2014. Also, a list of final conditions of approval is attached. Staff recommends that the Planning Commission adopt the findings and conditions of approval.

The following Oregon City Municipal Code (OCMC) chapters apply to this project:

- 12.04 – Streets, Sidewalks, and Public Places;
- 12.08 – Public and Street Trees;
- 13.12 – Stormwater Management;
- 15.48 - Grading, Filling and Excavating;
- 16.20 - Property Line Adjustments and Abandonment Process and Standards;

- 17.08 – “R-10” Single Family Dwelling District;
- 17.41 - Tree Protection Standards;
- 17.50 – Administration and Procedures;
- 17.52 – Off Street Parking and Loading;
- 17.54 - Supplemental Zoning Regulations and Exceptions;
- 17.56 – Conditional Uses;
- 17.60 – Variances (Major)
- 17.62 - Site Plan and Design Review;

Revised Finding: The applicant submitted a combined Conditional Use, Site Plan and Design Review, Variance and Lot Consolidation application for property located at 950 South End Road. The subject property is zoned R-10. In the Conditional Use, Site Plan and Design Review, Variance and Lot Consolidation aspects of the application, the applicant proposes to construct a two-story building for 31 residents and 2 staff members; an 8 space rear parking lot, a 2-space van-accessible ADA parking area at the front of the site, a front driveway with access from South End Road, ROW dedication and public street improvements (curb, gutter, sidewalk, planter strip, street trees) along both the South End Road and Amanda Court frontages of the property, sewer, water and stormwater improvements to city standards, and on-site pathways, lighting and landscaping improvements, as described in the application this staff report. In approving the Conditional Use, Site Plan and Design Review, Variance and Lot Consolidation aspects of application, the Planning Commission makes revised findings in regards to relevant portions of OCMC Chapters 17.56 (Conditional Use), 17.62 (Site Plan and Design Review), 17.52 (Off-Street Parking and Loading), 17-08 (R-10 Single Family Residential District), 17.41 (Tree Protection), and 13.12 (Stormwater Management).

The Planning Commission recognizes that should this decision be appealed to the City Commission, the City Commissioners may choose to expand the findings related to any of the criteria listed above.

Allowable Lot Coverage:	40% or 15,737 square feet
Proposed Lot Coverage:	39% or 15,323 square feet
Revised Building Setbacks: (Per Base Zone Standards)	Front Yard: 5' Max., Proposed: 10' to 32'-0" (approx.) Front Porch: 15' Min., Proposed: 10'-0" (approx.) Sides: 10' Min., Proposed: 15' 1/8" to 19' - 8 1/8" (approx.) Rear Yard: 20' Min., Proposed: 62'-1" (approx.)
Allowable Max. Building Height:	2 Story and 35' Maximum, Proposed: 2 Story, 29'
Total Landscaped Area:	38% or 15,802 square feet
Total Paved Area:	23% or 9,218 square feet (pervious) (including covered areas)
Required Vehicle Parking:	Assisted Living: Minimum 1 per 7 beds, Maximum 1 per 5 beds

Office Area: Minimum 2 spaces, Maximum 3 spaces
Total permitted = 10 spaces

(Table 17.25.020)

Proposed Vehicle Parking: 10 total on site, with 1 handicap van accessible space
(standard stall dimensions)

Required Bike Parking: 1 per 30 vehicle parking spaces

Proposed Bike Parking: 1-2

With the revised site plan, the applicant has proposed a larger interior side yard setback of approximately 15', moving the building 5' farther away from the north property line than previously proposed.

Chapter 17.08 R-10 Single-Family Dwelling District

17.08.040.E.4 *Interior side yard, ten feet minimum setback for at least one side yard; eight feet minimum setback for the other side yard,*

Revised Finding: Complies as Proposed. The structure will setback approximately 15' from the north property line and comply with the 10' setback at the interior (north) side.

17.08.040.G. *Maximum Lot Coverage: The footprint of all structures 200 square feet or greater shall cover a maximum of 40 percent of the lot area.*

Revised Finding: Complies as Proposed. The subject site will have 39% of the lot covered by structures.

	Square Feet
Total Site	39,343
Allowed Building Coverage	15,737
Rear Parking Lot (8 spaces)	3,400 (not included in calc.)
Proposed Building Coverage	15,323

Chapter 17.56 Conditional Uses

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

Revised Finding: Complies as Proposed. In the R-10 zone, under Oregon City Municipal Code (OCMC) Section 17.08.03.J Assisted living facilities; nursing homes and group homes for over fifteen patients are listed as "Conditional Uses".

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

Revised Finding: Complies with Conditions. The planning commission determines that the site is large enough to accommodate a residential care facility of this size while providing adequate outdoor space, landscaping, and parking for the use. The flat topography is appropriate for a handicap accessible building and its location on the corner of Amanda Ct. and South End Rd. lends itself to easy pedestrian and vehicle access. This type of facility operates best as a (1) level facility where the residents receiving care are on the ground level. It makes for easy ingress and egress and provides easy access to the onsite

landscape and outdoor recreation areas by the residents who will primarily require wheelchair maneuverability. The residential feel of the area creates a home-like environment for residents by allowing them to reside in a quiet, residential area rather than in a commercialized zone. At the same time, the property is located on a major street and even though it is located in a low density residential area, the main access road (South End Rd.) provides easy access to the site without having traffic travel through neighborhood side streets or local access roads. This will minimize any traffic impacts the use may have on the site and surrounding homes in the neighborhood. The site is well served by public utilities which can satisfy the needs of the size of the proposed development. The facility's architecture, placement of parking, landscaping, pedestrian improvements, etc. will be an improvement to a growing area and maintain continuity with recent developments such as that of nearby churches, fire station, homes, and the multi-family development on the corner of South End Rd. and Warner Parrott Rd; becoming part of the fabric of the surrounding neighborhood and creating dwellings for the elderly and handicapped within a residential setting in Oregon City. The proposed development will bring several improvements to the site, street, and neighborhood. It will provide a much needed housing type for the elderly and disabled and create several new jobs. Planning Commission generally concurs with the applicant's response and provides the following additional information:

- **Size:** The applicant's proposal includes the construction of an assisted living facility for 31 people, plus additional office and storage space on the second floor of the proposed building. The Oregon City Municipal Code and Comprehensive Plan do not provide a limitation or specific criteria to determine the number of people who may live in a group home, the size limitations for assisted living facilities or the size of offices associated with conditional uses. The Planning Commission does make the following considerations under this criterion:
- **Scale, Architecture and Massing of the Building:** The Planning Commission determines that the scale, architecture and massing of the building has been appropriately revised to accommodate the proposed use as a residential care facility.
- **The Size and Type of Offices Associated with Conditional Uses:** The code provides little guidance on the types and sizes of offices and storage area for assisted living facilities and associated with a Conditional Use. The proposed second-story of the assisted living facility building, where 215 square feet of the upper level will be finished while 1,765 will be unfinished storage space will serve to support the assisted living residents on site and are small in scale appear appropriate.
- **Shape:** The applicant proposed to construct a single building. The scale of the proposed structure complies with the dimensional standards of the zoning designation (setbacks, height, etc) and is thus of a residential scale. The proposed development is buffered from adjacent neighbors by placing the building within the middle of the site, surrounding the site by a 6 foot tall wood fence and installing a landscaping buffer. The 6 foot tall fence will not cross the emergency access.
- **Location:** The subject site is located adjacent to South End Road, a minor arterial in the Transportation System Plan. The site can be easily accessed from the arterial and does not require any access through existing neighborhoods. All vehicular traffic (with the exception of emergency vehicles) through the site will enter and exit the property via South End Road. In addition, the site is located directly on South End Road which is a transit street. The use of the transit system may be supported by the visitors and staff of the proposed use. Significantly, the residents, due to their incapacity, do not drive.

- **Topography:** The subject site is generally flat and does not have any major topographic constraints which limit the ability to develop the site.
- **Existence of Improvements:** The site is currently configured with an existing building and associated parking lot. There are no sidewalks or street trees located along the frontage of the site. The applicant proposed to efficiently utilize the site by adding additional structures to the site and installing associated landscaping and public improvements including sidewalks, street trees and an additional bike lane.
- **Natural Features:** The subject site is not within an environmental overlay district. The applicant has proposed to increase the amount of vegetation onsite by installing a variety of plantings throughout the site.

In order to assure that the Conditional Use maintains compatibility with the surrounding neighborhood the applicant shall create a good neighbor agreement with the South End Neighborhood Association. The document is intended to identify sustainable and meaningful communication between the site and the neighborhood and may provide a basis to resolve any problems that may arise. The good neighbor agreement shall contain, at a minimum, the following items:

- a. A primary contact person for both organizations to facilitate timely communications.
- b. A yearly meeting with the South End Neighborhood Association and property owners within 300 feet of the subject property is encouraged to discuss any concerns they may have with the use.
- c. An information sheet to be provided to all of applicant's staff and residents indicating that the assisted living facility is a Conditional Use within a Residential District. The letter shall also explain that the South End Neighborhood Association will be monitoring the site to ensure it is compatible with the surrounding residences as part of the Conditional Use approval.
- d. If the South End Neighborhood Association fails to work with the applicant in good faith, to complete the agreement within 180 days of a final city decision, the agreement will no longer be required as part of the Conditional Use Approval. If the Director of Community Development makes a finding of failure to work in good faith, the Director shall give notice of such finding to the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding.

The current plans for the assisted living facility appear to include beds for 31 residents. The residential use of the assisted living facility shall be limited to no more than thirty-one (31) occupants.

The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 21 and 26.

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

Revised Finding: Complies with Conditions. The Planning Commission determined this standard has been met. Please see section 12.04 of the original Staff Report for analysis and findings.

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

Revised Finding: Complies with Conditions. The Planning Commission determined that the proposed development will not substantially limit, impair or preclude the use of surrounding properties to continue as single-family dwellings or any other existing use:

- **Transportation:** As explained in the applicant's response, the development will complement the neighborhood because its location on South End Rd provides easy access to the site without creating disturbance or congestion along side streets and within the neighborhoods. The residents have disabilities that prevent them from driving (residents will not own cars or utilize vehicles parked at the site) or leaving the site for anything other than hospital visits. Residents will spend most of their time within the facility for care, and will be supervised by trained staff. The applicant's proposal has very little impact on overall traffic in the area because the only traffic generated by the use will be from that of the staff, visitors, support services, and medical services. The proposed development is also designed to reflect the residential nature of the area.

The applicant submitted a Transportation Analysis Letter prepared by Frank Charbonneau, PE, PTOE of Charbonneau Engineering LLC, (Exhibit 2) that was reviewed by John Replinger, PE, City transportation consultant from Replinger and Associates.

The South End Road Memory Care Facility is expected to generate up to 82 daily trips, four AM peak hour trips, and seven PM peak hour trips. The proposed access from South End will be a one way entrance only, with vehicles passing through the Porte Cochere at the front of the building and exiting via Amanda Court approximately 40 feet west of the intersection with South End Road.

The applicant discussed three parking options with City planning staff: 1) on street parking only, 2) a combination of on-street parking and head-in parking on the corner-side (south side) of the building, and 3) a combination of on-street parking and a small rear parking lot on the west side of the property. The code does allow an applicant to utilize only on-street parking where adequate space is provided and such adequate space is available here. However, staff recommends that the application be approved subject to option 3, a combination of parking at the rear of the building and on-street parking, because it provides the best opportunity to prevent adverse impacts to neighborhood on-street traffic flow at the intersection of South End and Amanda Court and provides more parking for employees and visitors.

Mr. Replinger concluded, "I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the assisted living facility can be assessed. The redevelopment of the site will result in only minor increases in traffic. The applicant's engineer recommends no mitigation measures for the traffic generated by the facility and identified no safety issues. I concur with his conclusions about the traffic generated by the facility and the safety issues." (Exhibit 5). Since the applicant revised the initial site plan to include a rear parking lot based on planning staff recommendation, Mr. Replinger recommended that the applicant provide further documentation as conditions of approval from the

applicant's traffic engineer that addresses the proposed driveway location of the rear parking lot in relation to the intersection with Netzel Street, to provide an on site turnaround that avoids vehicles backing into the right-of-way, and checking that vegetation does not block adequate sight distance.

An addendum to the TAL was provided in response to Mr. Replinger's comments to address the site ingress and egress points, sight distance, parking and other concerns. In response, Mr. Replinger provided an update memorandum (Exhibit 6), that indicates the revised memorandum had adequately addressed his concerns and recommends only that the on-street parking be restricted within 100 feet of South End Road due to the proximity of the egress driveway on Amanda Court from South End Road.

- Pedestrian Accessibility – The proposed street and sidewalk improvements will benefit the neighborhood and pedestrians of this area by creating a more safe and pleasant pedestrian experience along South End Rd.
- Utilities – The water, sewer and stormwater utilities will remain available for use by the neighboring properties if the conditions of approval are met.
- Physical Attributes - The site size is also large enough to accommodate a facility of this size while still providing the adequate buffers, landscaping, and outdoor areas required for the use and for ensuring a low impact to the surrounding properties. The residential nature of the use will also complement the primarily residential area. The proposed use will not generate a lot of traffic or noise.

The building utilizes residential type finishes and architecture in order to compliment the neighborhood and create a home-like setting for the residents. With the majority of the building being only one-story, adjacent neighbors will be able to have privacy and the structure will not impact light to neighboring properties. Moreover, the site is a corner property and therefore the nearest adjacent neighbor is to the north and will not be adversely affected by the design of the assisted living facility. The property is surrounded by streets on (2) sides and there is a small tract of land to the west that separates the site from the neighbor to the west; as well as a 62' rear setback from to accommodate the revised 8-space parking area and garden. The proposed revised landscaping plan includes an adequate buffer and 6' high cedar fence surrounding the back and sides of the property will also ensure privacy, security, and a clearly defined boundary for the neighbors and the proposed facility. The open air interior courtyard will provide outdoor space that is secure and safe for the residents and provide privacy to the surrounding neighbors during outdoor recreational use.

In order to assure that the Conditional Use maintains compatibility with the surrounding neighborhood the applicant shall create a good neighbor agreement with the South End Neighborhood Association. The document is intended to identify sustainable and meaningful communication between the site and the neighborhood and may provide a basis to resolve any problems that may arise. The good neighbor agreement shall contain, at a minimum, the following items:

- a. A primary contact person for both organizations to facilitate timely communications.
- b. A yearly meeting with the South End Neighborhood Association and property owners within 300 feet of the subject property is encouraged to discuss any concerns they may have with the use.
- c. An information sheet to be provided to all of applicant's staff and residents indicating that the the assisted living facility is a Conditional Use within a Residential District. The letter shall also explain that the South End Neighborhood Association will be monitoring the site to ensure it is compatible with the surrounding residences as part of the Conditional Use approval.
- d. If the South End Neighborhood Association fails to work with the applicant in good faith, to complete the agreement within 180 days of a final city decision, the agreement will no longer be required as part of the Conditional Use Approval. If the Director of Community Development makes a finding of failure to work in good faith, the Director shall give notice of such finding to the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding.

The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with the attached conditions of approval.

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

Revised Finding: The Planning Commission makes the following additional findings in regards to this criterion.

Goal 6.1¹ *Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.*

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

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

Revised Finding: Complies with Conditions. The applicant's proposal has very little impact to overall traffic in the area. The applicant submitted a Transportation Analysis Letter prepared by Frank Charbonneau, PE, PTOE of Charbonneau Engineering LLC, (Exhibit 2) that was reviewed by John Replinger, PE, City transportation consultant from Replinger and Associates.

¹ Staff determined that Sections 3, 4 and 5 of the Comprehensive Plan do not apply to this proposal because Sections 3 and 4 govern agricultural and forest land, respectively, neither of which are present at the site; and Section 5 governs Open Spaces, Scenic and Historic Areas, and Natural Resources that are similarly not present on the subject site.

The Planning Commission recommended that the applicant provide the maximum allowable off-street parking permitted under Chapter 17.52, by calculating separately the additional office space in the upper story of the proposed facility the application was revised to provide 8 spaces in the rear parking lot and 2 spaces at the front of the site.

The Planning Commission determined that the additional off-street parking proposed at the rear of the facility will assure that there is adequate parking available for visitors and employees without impacting the local on-street parking situation. The code allows an applicant to also utilize on-street parking where adequate space is provided and such adequate space is available abutting the site.

The Planning Commission determined that the application be approved subject to option 3, a combination of parking at the rear of the building and on-street parking, because it provides the best opportunity for preventing adverse impacts to neighborhood on-street traffic flow at the intersection of South End and Amanda Court and provides more parking for employees and visitors.

Mr. Replinger concluded, "I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the assisted living facility can be assessed. The redevelopment of the site will result in only minor increases in traffic. The applicant's engineer recommends no mitigation measures for the traffic generated by the facility and identified no safety issues. I concur with his conclusions about the traffic generated by the facility and the safety issues." (Exhibit 5). Since the applicant revised the initial site plan to include a rear parking lot based on planning staff recommendation, Mr. Replinger recommended that the applicant provide further documentation as conditions of approval from the applicant's traffic engineer that addresses the proposed driveway location of the rear parking lot in relation to the intersection with Netzel Street, to provide an on site turnaround that avoids vehicles backing into the right-of-way, and checking that vegetation does not block adequate sight distance.

An addendum to the TAL was provided in response to Mr. Replinger's comments to address the site ingress and egress points, sight distance, parking and other concerns. In response, Mr. Replinger provided an update memorandum (Exhibit 6), that indicates the revised memorandum had adequately addressed his concerns and recommends only that the on-street parking be restricted within 100 feet of South End Road due to the proximity of the egress driveway on Amanda Court from South End Road.

The Planning Commission concurs with Mr. Replinger's recommendation to restrict parking in the aforementioned location. No parking signs shall be posted on the north side of Amanda Court for a distance of 100 feet from the intersection with South End Road. **The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

Policy 11.4.3 - *Ensure parking lot designs that mitigate stormwater impacts. Take measures to reduce waterflow and increase water absorption through the use of bioswales, vegetated landscaped islands with curb cuts to allow water inflow, and tree planting.*

Policy 11.4.5 - *Design stormwater facilities to discharge surfacewater at pre-development rates and enhance stormwater quality in accordance with criteria in City of Oregon City Public Works Stormwater and Grading Design Standards.*

Revised Finding: Complies with Conditions. There are currently no public storm drainage facilities (collection, ponds, treatment, etc), adjacent to the facility. The applicant has proposed to address storm water through the use of on-site infiltrators and LID (Low Impact Development) methods. The proposed driveway design at the entrance to the proposed facility will mitigate storm water impacts by using

pervious pavement, and providing detention in the aggregate beneath the driveway. The storm water from the building is proposed to be discharged to an on-site storage/infiltration system. The applicant will be required to provide revised calculations that show how the drainage from the revised 8-space rear parking lot will be adequately handled by the on-site storage/infiltration system or an alternative to be approved by the City Engineer. The proposed storm water facilities included in the design of the project will be required to comply with this policy and City engineering standards. **The Planning Commission has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 3, 7, 8, and 9.**

17.56.040.F *Residential Care Facilities.*

1. In addition to the general provisions of Section 17.56.020, any application shall include a description of the proposed use, including the number of residents and the nature of the condition or circumstances for which care, or a planned treatment or training program will be provided, the number of staff and the estimated length of stay per resident and the name of the agency responsible for regulating or sponsoring the use.

Revised Finding: Complies as Proposed. The applicant provided a description of the proposed use in the project description as follows:

“This project is a proposal of a new 31 bed memory care facility. The existing house will be completely demolished to make space for a 2 (two) story, 15,060 square foot building that will provide accessible sleeping and living units for the residents who will receive 24-hour care and supervision for memory care related health issues and disabilities due to advanced age conditions such as Alzheimer's and dementia. The facility will cater towards primarily elderly individuals, but will provide care and housing to all individuals with memory care health needs. The facility will be licensed and monitored by the State of Oregon and The Department of Human Services.”

The applicant provided additional information regarding the number of staff for the Planning Commission during the public hearings as documented in the application. Staffing will consist of one administrative staffer during the day, two caregivers on site during both the day and evening shifts, a nurse who visits once a week during the day, and housekeeping staff once a week during the day. Ground maintenance will be contracted.

2. Approval of a conditional use application for a residential care facility shall include the following minimum standards where applicable:

a. The proposed facility shall maintain all applicable licenses required by the appropriate agencies for the use described in the application.

Revised Finding: Complies as Proposed. The applicant has indicated that the facility will be separately licensed and monitored by the State of Oregon and The Department of Human Services.

b. All residential care facilities shall be subject to design review. Special considerations for this use are:
i. Compatibility in appearance with the surrounding area;

Revised Finding: Complies as Proposed. The proposed design of the building, as revised and presented to the Planning Commission at the September 8, 2014 Public Hearing based upon the revisions requested by the Planning Commission at the August 11, 2014 Public Hearing, will be compatible with

the adjacent residential area. Compliance with the specific architectural requirements for Commercial and Institutional Buildings is a requirement of Site Plan and Design review and those details are provided in the Site Plan and Design Review compliance findings in section 17.72.050. **By complying with those standards, and submitting the revised plans to the Planning Commission, the Planning Commission determined that the applicant complies with this criterion.**

Chapter 17.62 Site Plan and Design Review

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

Revised Finding: Complies as Proposed. The total site is comprised of 39,343 square feet, requiring a minimum of 5,901 square feet of landscaping. With the revised plans to provide an 8-space rear parking lot the amount of landscaping is approximately **14,802 square** feet (38%), meeting the minimum required.

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

Revised Finding: Complies with Condition. The revised landscaping plan (Exhibit 2) was prepared by Jeff Froeber, registered Landscape Architect, and includes a mix of vertical and horizontal elements. The landscaping plan did not indicate that within three years landscaping will cover one hundred percent of the landscape area and that no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. Prior to final occupancy associated with the proposed development the applicant shall submit a revised landscaping plan which indicates within three years landscaping will cover one hundred percent of the Landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. **The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 22.**

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

Revised Finding: Complies as Proposed. The site exceeds the minimum landscaping requirement without counting interior parking lot landscaping.

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

Revised Finding: Complies with Condition. The revised architectural plans submitted to the Planning Commission were approved on September 8, 2014. The plans indicate that the proposed structures will comply with the design requirements and dimensional standards of the Oregon City Municipal Code with

the conditions of approval. The building is complimentary to the surrounding area. The building was reviewed for compliance with the Institutional and Commercial Building Design Standards in OCMC 17.62.055. Please refer to those sections of this staff report for details.

The applicant provided a photographic review of adjacent residential, institutional, commercial and multi-family structures in the vicinity. The revised plans for the new building are complimentary to the residential, institutional and multi-family construction that has occurred along South End Rd. This includes the South End townhome development at the corner of Lawton Road, as well as the existing Pentecostal Church directly across the street.

The site is not within any historic district or design review overlay district, nor is it adjacent to any historically designated structures located outside of the McLoughlin or Canemah historic districts.

All the exterior surfaces will have a finished appearance using consistent materials and finishes as that of the surrounding neighborhood.

The revised plans submitted for review by the Planning Commission on September 8, 2014 indicate that the roof pitch has been altered to 5:12, which is more compatible with surrounding residential properties.

The revisions for the exterior materials include greater use of natural materials such as exposed timbers on the Porte Cochere, greater use of wider cement board siding, wooden knee braces at the eaves, reduced use of cultured stone veneer, premium or laminate grade asphalt composition roof shingles, shake shingle paneling at the eaves, metal gutters, wider, more simple trim on the windows, eaves and fascia, and reduced use of stucco finishes. The previously arched windows have been squared-off at the top to reflect a more Craftsman-like design. All finishes reflected on the façade are also reflected on the other (3) sides of the building. See revised Sheet DR.2 and DR.3 for details regarding this section.

The Planning Commission specifically requested that the shutters be removed where proposed.

The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 27 and 28.

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

Revised Finding: Complies with Conditions. The applicant submitted a preliminary storm water report as part of the application. After the submittal the applicant modified the site plan by adding a small parking lot behind the building. During the public hearings the Planning Commission requested that the rear-parking lot be expanded to provide the maximum amount of parking permitted under the code. The stormwater drainage report will need to be finalized reflecting the approved and modified site plan. The applicant shall revise the stormwater drainage report to show how the additional drainage from the driveway and the revised 8-space parking area will comply with the City's standards, through one or more methods, including pervious pavement, detention or treatment, or connection to the city stormwater system. Roof drainage from the building is proposed to be discharged to an on-site infiltration facility that has detention built into it.

Along South End Road there will be additional storm water from the proposed sidewalk. The new impervious area will be approximately 1,040 square feet. This is a small enough area that storm detention and treatment will not be required.

Along Amanda Court there will be additional storm water from the proposed sidewalk. The new impervious area will be approximately 1,465 square feet. This is a small enough area that storm detention and treatment will not be required.

The applicant is responsible for this project's compliance with Engineering Policy 00-01.

Prior to issuance of permits associated with the proposed development the applicant shall provide on-site storm water detention and treatment meeting the city design standards.

Prior to issuance of permits associated with the proposed development the applicant shall provide a final storm water report as part of the design. **The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 3, 7, 8 and 9.**

17.62.050.A.21. Building Materials.

17.62.050.A.21.a. Preferred building materials. *Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the city's desired traditional character are as follows:*

- i. Brick.*
- ii. Basalt stone or basalt veneer.*
- iii. Right-of-way horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.*
- iv. Board and baton siding.*
- v. Other materials subject to approval by the community development director.*
- vi. Plywood with battens or fiber/composite panels with concealed fasteners and contiguous aluminum sections at each joint that are either horizontally or vertically aligned.*
- vii. Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.*

Revised Finding: Complies with Conditions. The applicant has proposed the following building materials: 4" X 8" reveal cement board siding, shaker style cement board panels, painted metal gutters on painted 2 X 8 fascia board, painted 1" x 4" trim at building corners, windows and doors, cultured stone veneer, glazing, white vinyl frame windows with grids, 12" wide painted belly bands, painted 2 x 12 rake boards, and premium or laminate grade asphalt composition roofing shingle. All of the building materials are identified as preferred, or are not identified as prohibited or a special material.

17.62.055.C. Relationship between zoning district design standards and requirements of this section.

17.62.055.C.1. *Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.*

Revised Finding: Complies with Conditions. As described above in section A.21.c, and demonstrated within the application, the applicant's design is compliant with the design standards and material requirements of the Oregon City Municipal Code with conditions of approval.

The underlying zone is R-10 Single Family Residential. If the proposed use were single family residential, the design standards in Chapter 17.20 would apply. These standards are sometimes referred to as “Garage Standards” since they originally were adopted in order to regulate the size, width and projection of residential garages in relation to the street, and provide a range of site and building architectural options to ameliorate the visual impact of garages on the street, in order to provide a more pedestrian-friendly street scape. The standards have been amended over time to include landscaping and tree planting standards. The proposed development will not have any garages. Staff has reviewed the building for compliance with OCMC 17.20 below.

The subject site is surrounded by one and two story single-family dwellings. The proposed structure will be primarily a one story building fronting South End Road that will be clad with lap siding, cedar shingles and stonework that is compatible with the surrounding one story residential structures. These materials will provide a residential character despite the uses of the facilities. Ample landscaping will be provided to ensure that the exterior grounds are attractive and complementary to the surrounding neighborhood. The applicant proposed a lot coverage less than the 40% maximum allowed within the zoning designation in order to maintain landscaping and open space.

The Planning Commission specifically requests that the applicant not include shutters on the windows where proposed.

The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.

Chapter 17.20 – Residential Design and Landscaping Standards

17.20.030 Residential design options.

A. A dwelling with no garage or a detached garage shall comply with five of the residential design elements in [Section] 17.20.040.A on the front facade of the structure.

17.20.040 Residential design elements.

A. The residential design elements listed below shall be provided as required in Section 17.20.030 above. Alternatives to the standards in [Section] 17.20.040 may be approved through a Type II Land Use decision that is in compliance with the purpose of this Chapter listed in [Section] 17.20.010

- 1. The design of the dwelling includes dormers, which are projecting structures built out from a sloping roof housing a vertical window;*
- 2. The roof design utilizes a:*
 - a. Gable, which is a roof sloping downward in two parts from a central ridge, so as to form a gable at each end; or*
 - b. Hip, which is a roof having sloping ends and sides meeting at an inclined projecting angle.*
- 3. The building facade includes two or more offsets of sixteen-inches or greater;*
- 4. A roof overhang of sixteen-inches or greater;*
- 5. A recessed entry that is at least two feet behind the furthest forward living space on the ground floor, and a minimum of eight feet wide;*
- 6. A minimum sixty square-foot covered front porch that is at least five feet deep or a minimum forty square-foot covered porch with railings that is at least five feet deep and elevated entirely a minimum of eighteen-inches;*
- 7. A bay window that extends a minimum of twelve-inches outward from the main wall of a building and forming a bay or alcove in a room within;*

8. *Windows and main entrance doors that occupy a minimum of fifteen percent of the lineal length of the front facade (not including the roof and excluding any windows in a garage door);*
9. *Window trim (minimum four-inches);*
10. *Window grids (excluding any windows in the garage door or front door).*
11. *Windows on all elevations include a minimum of four-inch trim (worth two elements);*
12. *Windows on all of the elevations are wood, clad wood, or fiberglass (worth two elements);*
13. *Windows on all of the elevations are recessed a minimum of two inches from the facade (worth two elements);*
14. *A balcony that projects from the wall of the building and is enclosed by a railing or parapet;*
15. *Shakes, shingles, brick, stone or other similar decorative materials shall occupy a minimum of sixty square feet of the street facade;*
16. *All garage doors are a maximum nine-feet wide;*
17. *All garage doors wider than nine-feet are designed to resemble two smaller garage doors;*
18. *There are a minimum of two windows in each garage door;*
19. *A third garage door is recessed a minimum of two feet;*
20. *A window over the garage door that is a minimum of twelve square feet with window trim (minimum four-inches);*
21. *There is no attached garage onsite;*
22. *The living space of the dwelling is within five feet of the front yard setback; or*
23. *The driveway is composed entirely of pervious pavers or porous pavement.*

Revised Finding: Complies as Proposed. The applicant has proposed elements 2, 3, 4, 8, 9, 10, 11, 15, and 21, exceeding the minimum requirement of five elements.

CHAPTER 17.52 OFF-STREET PARKING AND LOADING

17.52.020.A – Number of Spaces Required

The construction of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section.

Use	Square Feet/ Beds/ Seats	Parking Required Per 1,000 sq. ft. gross leasable	
		Minimum	Maximum
Senior housing, including congregate care, residential care and assisted living Facilities; nursing homes and other types of group homes;	31 Beds	1 per 7 beds (5 stalls)	1 per 5 beds (7 stalls)
Office	~750 sq. ft.	2.70 (2 stalls)	3.33 (3 stalls)
Total		7 stalls	10 stalls

Revised Finding: Complies as Proposed. The facility will provide 31 beds, which requires a minimum number of five spaces and a maximum allowance of seven off-street parking spaces, one of which is required to be a van accessible ADA compliant parking space. The office area is required to provide an additional 2 spaces. The total number of ten off-street parking spaces proposed is the maximum permitted under this section.

The code ratio provided for residential care facilities already factors in the parking needs of staff and visitors. In addition, staff, visitors, guests and the public may use on-street parking in the public right-of-way.

Two of the parking spaces including the handicap van accessible space will be located on Northeast side of the site. The other eight parking spaces will be located at the rear of the facility based on the revised site plan.

Parking spaces at the Northeast side of the site, off of South End Rd., shall be used primarily for handicap parking and visitors. The applicant indicates that the staff shall utilize the available parking spaces in the parking area provided off of Amanda Ct at the rear of the facility.

17.52.020.B.5. On-Street Parking

On-Street Parking. On-street parking for commercial, multifamily, industrial and institutional, uses shall conform to the following standards:

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

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

b. [Forty-five/sixty] degree diagonal, each with [twelve] feet of curb;

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

2. Location. Parking may be counted toward the minimum standards in the Parking Requirement Table below when it is on the block abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it must not violate any law or street standard.

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

Revised Finding: Complies with Conditions. The applicant had originally proposed that a majority of the required parking for the facility be on-street parking. Based on the direction of the Planning Commission, the applicant revised the application in order to provide ten parking spaces on-site. This will allow greater flexibility and choice for visitors to the facility without overburdening the existing on-street parking. Note that adequate room for approximately on-street parking spaces will still be provided abutting the subject site, not counting the frontage within 100 feet of South End Road where the city transportation engineer recommended installation of “NO PARKING” signs for safety reasons.

The Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.

17.52.060 Parking lot landscaping.

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

Revised Finding: Complies with Conditions. The applicant did not originally propose a rear parking lot, and has revised the plans to include one. In responding to this section with the original proposal, the applicant indicates:

“A. Street trees are a combination of 2” caliper deciduous and evergreen trees provide buffering and shade for the small parking lot and around the site, selected from Oregon City Street Tree List. Line of site access at the driveway entrance is not obstructed by the trees or shrubs planted for the parking lot. The 5' wide landscape buffer on either side of the parking lot is planted with

trees and shrubs in a hedge formation to screen the neighboring properties per City standards. It is also buffered heavily on the street facing side of the parking lot. There is no interior parking lot landscaping. We have included three trees for two parking spaces.

All landscape areas will include irrigation systems to adequately water the lawns with 'low-flow' pop up spray sprinklers and drip irrigation in the shrub beds (where applicable).

Many of the plants selected are native and/or drought tolerant for our region. Seasonal interest is provided with staggered flowering periods, evergreen plants and fall color.

The parking lot is so small that there is no internal plantings needed within. Therefore, line of sight is good throughout.

B. All parking lot areas and neighboring properties are screened with five-foot landscape buffers with a variety of shrubs and trees to provide interest and adequate coverage.

Street trees are spaced at a maximum of thirty-five feet apart. Ground covers will spread to cover up any bark mulch within three years time.

C. As mentioned previously, the parking lot is small. The three parking lot trees we placed are approximately 15' apart for maximum shade and buffering. The evergreen plants will form into small segments of hedges that meet the minimum 32-42" requirement.

D. No interior parking lot landscape is provide and/or necessary with only two parking spaces.

E. All landscape shall be installed according to accepted planting procedures. Soil and irrigation system will be designed and installed to provide long-term health and maintenance of the installed landscape. Certificates of occupancy will not be issued without meeting specified landscape requirements."

The rear parking lot revision will require landscaping at the perimeter. Due to the small size of the parking lot (8 spaces), minimal landscaping will be required (primarily shade trees at perimeter and building / parking buffer area). No interior landscaping is required. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a revised landscaping plan in accordance with the parking lot landscaping standards in OCMC 17.52.060.

Planning Commission determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 21.

17.41.040 – Tree Protection – Exemptions.

These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. Additionally, these standards are not intended to regulate farm and forest practices as those practices,

Revised Finding: Complies with Conditions. The applicant removed trees from the development site following submittal of the land use application without authorization from the City. Following code enforcement action to halt the activity, the applicant signed a written agreement to comply with this section, and also provided an initial plan indicating the size and location of the trees that were removed.

During the public hearing process, the applicant provided a revised mitigation plan distinguishing the trees that were removed previously from the trees proposed for removal following approval of the application. In accordance with OCMC 17.41 the applicant calculated 67 mitigation trees would be planted to replace 29 removed trees.

The applicant proposed to preserve four bigleaf maple trees #17, 18, 19 and 20 growing at the rear of the property. Based on the applicant's calculations, 24 mitigation trees would have been required if these trees are removed.

The applicant shall recalculate the correct number of mitigation trees separately from and in addition to the required street trees, standard landscaping trees, and parking lot trees. This calculation shall be provided for the review of the Community Development Director prior to issuance of any construction or grading permit for the site.

The applicant shall rename the mitigation as a separate sheet from the landscaping plan and entitled "On-Site Tree Removal and Mitigation Plan." The plan shall be submitted for approval prior to issuance of any building permit or construction or grading permit for the proposed development.

Planning Commission has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 24.

17.41.050-125 Tree Removal

Revised Finding: Complies with Conditions. See Finding in 17.41.040.

17.41.130. Regulated Tree Protection Procedures During Construction.

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

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

- 1. Except as otherwise determined by the community development director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.*
- 2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the community development director.*
- 3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the community development director.*
- 4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.*
- 5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.*
- 6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the community development director.*

7. *No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.*
8. *Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.*
9. *The city may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.*
10. *The community development director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.*
- C. *Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.*

Revised Finding: Complies with Conditions. The applicant proposed to preserve trees #17, 18, 19 and 20 on site with their proposal, which requires compliance with this section. Prior to issuance of any building permit or construction or grading permit for the proposed development, the applicant shall install tree protection measures in accordance with subsection (B)1-10, and (C) of this section for approval by the Community Development Director. **The Planning Commission determines that the applicant can assure this standard is met through compliance with Condition of Approval 29.**

DECISION: Based on applicant's revised site plan, the staff report and record for this file, and the foregoing revised findings, the Planning Commission hereby approves CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05 with the attached Conditions of Approval, for a 31-Bed Assisted Living Facility, on property located at 950 South End Road.

PLANNING COMMISSION FINAL CONDITIONS OF APPROVAL
CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05 - 950 South End Road

September 22, 2014

Notice of Decision Issued: September 23, 2014

1. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The applicant shall attend a pre-design meeting with the City prior to beginning design of the public improvements. (DS)
2. Prior to final plat approval, the Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water and/or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)
3. Prior to issuance of building permits associated with the proposed development, the applicant shall adopt erosion control measures that meet the City's erosion control provisions per OCMC Chapter 17.47. The applicant shall provide a separate Erosion Prevention and Sedimentation Control Plan to the City's Erosion Control Officer for approval and obtain an erosion control permit and field installation approval prior to start of construction. There shall be no more than a maximum grade differential of two (2) feet at all boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. Prior to building permit issuance, the applicant shall submit and obtain a fill permit from Public Works/Development Services for the site, driveway and parking lot grading, paving and stormwater facilities. (DS)
4. The applicant shall determine if the water service and meter need to be up-sized, and shall show the improvement on the construction plans submitted to the city for review. (DS)
5. Prior to final plat, the Applicant shall submit the proposed development plans to Clackamas County Fire District No. 1 for review and install any required fire hydrants. (F)
6. The applicant shall determine if the sanitary sewer service and meter need to be up-sized, and shall show the improvement on the construction plans submitted to the City for review. (DS)
7. A final storm water report which reflects the final design shall be completed as part of the design. (DS)
8. The on-site storm drainage shall be collected and disposed of on-site through the use of pervious paving for the driveway and parking lot, and infiltration for the run-off from the building. (DS)
9. The storm drainage system on South End Road and Amanda Court shall not be modified. (DS)
10. 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. All existing and proposed utilities and easements shall be indicated on the construction plans. Any off-site utility easements required for this project, such as for work on the storm outfall, shall be obtained and submitted to the City prior to approval of the construction plans. (DS)
11. Prior to issuance of building permits for the proposed development, the applicant shall dedicate a 1-foot right-of-way along the South End Road frontage. (DS)

12. Prior to issuance of building permits for the proposed development, the applicant shall dedicate a 2-foot right-of-way along the Amanda Court frontage. (DS)
13. The improvements on South End Road shall include a 10-foot sidewalk behind the existing curb with 5-foot by 5-foot tree wells and street trees. (DS)
14. The improvements on Amanda Court shall include 16-feet of pavement to the centerline plus 10-feet to meet the City's local street section requirements; a 5-foot planter strip behind the existing curb and a 5-foot sidewalk. The applicant shall install a ramp at the corner of Amanda Court and South End Road that meets ADA requirements. (DS)
15. The applicant shall install three curb cuts for driveways that include an ingress only driveway on South End Road, an egress only driveway on Amanda Court approximately 40-feet from South End Road, and an ingress/egress driveway to the parking lot located behind the building on Amanda Court approximately 33-feet from the western property line. (DS)
16. Where pavement cuts are made in existing streets for the installation of improvements, the applicant's shall restore the pavement in accordance with the City of Oregon City Pavement Cut Standards. (DS)
17. The applicant will pay cash-in-lieu of replacing the 6-inch pipe on South End Road with an 8-inch pipe as required by the Water Master Plan. (DS)
18. No Parking Signs shall be installed on the north side of Amanda Court within 100 feet of the intersection of Amanda Court and South End Road.
19. The applicant shall submit a Revised Photometric Plan prior to issuance of a building permit, indicating 0.5 Foot-Candles at the property line and compliance with OCMC 17.62.065.D, that indicates that the parking lot is lighted as unobtrusively as possible, that floodlighting, if proposed, will not be lit between 10:00 p.m. and 6:00 a.m., and that the specific locational lighting levels in the table 17.62.065.D.4 are met.
20. The applicant shall complete and obtain approval of the Lot Line Abandonment process for LL 14-05 through the City's Type I process prior to issuance of a building permit under this approval.
21. Prior to Final Occupancy, that applicant shall submit a Revised Landscaping Plan for the rear parking lot.
22. Prior to issuance of HVAC Permit or Permits, the applicant shall submit a revised landscaping plan that shows screening of ground and wall mounted mechanical units in accordance with OCMC 17.62.050.A.20. Prior to final occupancy associated with the proposed development the applicant shall submit a revised landscaping plan which indicates within three years landscaping will cover one hundred percent of the Landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees.
23. Prior to Final Occupancy, the applicant shall submit a revised Street Tree Plan, separate from landscaping plan and on-site tree removal and mitigation plan The applicant shall provide a revised street tree plan that indicates clearly that the proposed street trees are appropriate for the planting area. Street trees shall be counted separately from and in addition to any on-site tree mitigation requirements. Prior to release of any construction, grading or building plans associated with the proposed development the applicant shall submit a revised landscaping plan in accordance with chapter 12.08 of the Oregon City Municipal Code.

24. The applicant shall recalculate the correct number of mitigation trees separately from and in addition to the required street trees, standard landscaping trees, and parking lot trees. This calculation shall be provided for the review of the Community Development Director prior to issuance of any construction or grading permit for the site. The applicant shall rename the mitigation plan as a separate sheet from the landscaping plan and entitled "On-Site Tree Removal and Mitigation Plan." The revised plan shall be submitted for approval prior to issuance of any building permit or construction or grading permit for the proposed development.
25. Prior to final of building permits associated with the proposed development, the applicant shall include a grease trap for the kitchen. (DS)
26. In order to assure that the Conditional Use maintains compatibility with the surrounding neighborhood the applicant shall create a good neighbor agreement with the South End Neighborhood Association. The document is intended to identify sustainable and meaningful communication between the site and the neighborhood and may provide a basis to resolve any problems that may arise. The good neighbor agreement shall contain, at a minimum, the following items:
 - a. A primary contact person for both organizations to facilitate timely communications.
 - b. A yearly meeting with the South End Neighborhood Association and property owners within 300 feet of the subject property is encouraged to discuss any concerns they may have with the use.
 - c. An information sheet to be provided to all of applicant's staff and residents indicating that the assisted living facility is a Conditional Use within a Residential District. The letter shall also explain that the South End Neighborhood Association will be monitoring the site to ensure it is compatible with the surrounding residences as part of the Conditional Use approval.
 - d. If the South End Neighborhood Association fails to work with the applicant in good faith, to complete the agreement within 180 days of a final city decision, the agreement will no longer be required as part of the Conditional Use Approval. If the Director of Community Development makes a finding of failure to work in good faith, the Director shall give notice of such finding to the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding.
27. The Planning Commission specifically requests that the applicant not include shutters on the windows where proposed.
28. The applicant's revised site plans as presented at the September 8 Planning Commission public hearing for the basis for the Planning Commission's conditional approval. No modifications to the approved revised site plans may be approved without Planning Commission approval.
29. Prior to issuance of any building permit or construction or grading permit for the proposed development, the applicant shall install tree protection measures for tree #'s 17-20 in accordance with OCMC 17.41.130, subsection (B)1-10, and (C) for approval by the Community Development Director.

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

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

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

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Oregon City, Oregon 97045
New Construction
General Contractor:
Empire Building Company, Inc.

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-SITE PLAN

REV. NO. DATE:

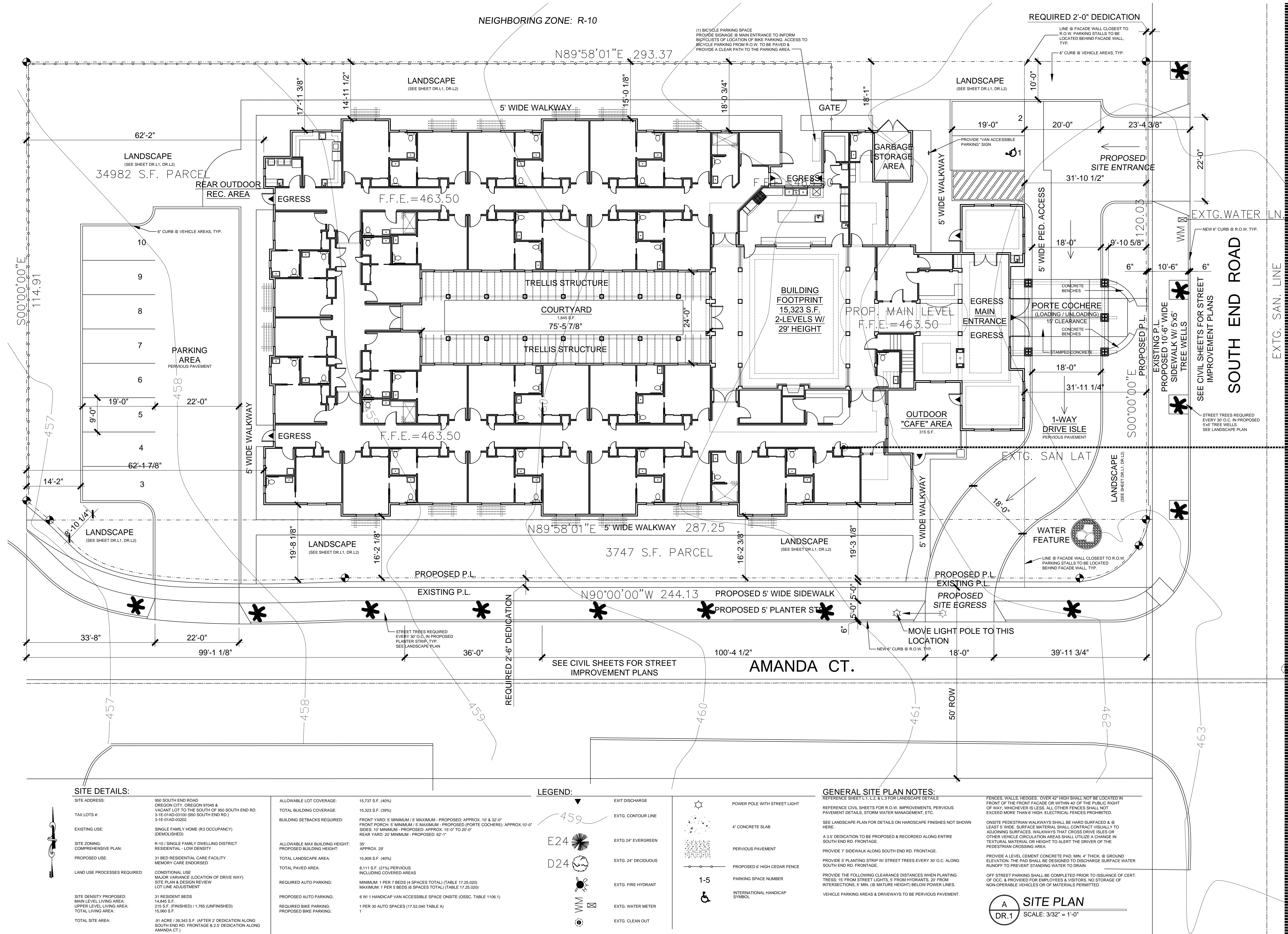
DATE: 8/18/2014

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-RIGHT SIDE
(NORTH ELEV.
-REAR (WEST)
ELEVATION

REV. NO. DATE:

DATE: 8/18/2014

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DR.3



C RIGHT SIDE (NORTH) ELEVATION
DR.3 SCALE: 1/8" = 1'-0"



D REAR (WEST) ELEVATION
DR.3 SCALE: 1/4" = 1'-0"

35' MAX. HEIGHT LIMIT

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-FRONT (EAST)
ELEVATION
-LEFT SIDE
(SOUTH) ELEV.

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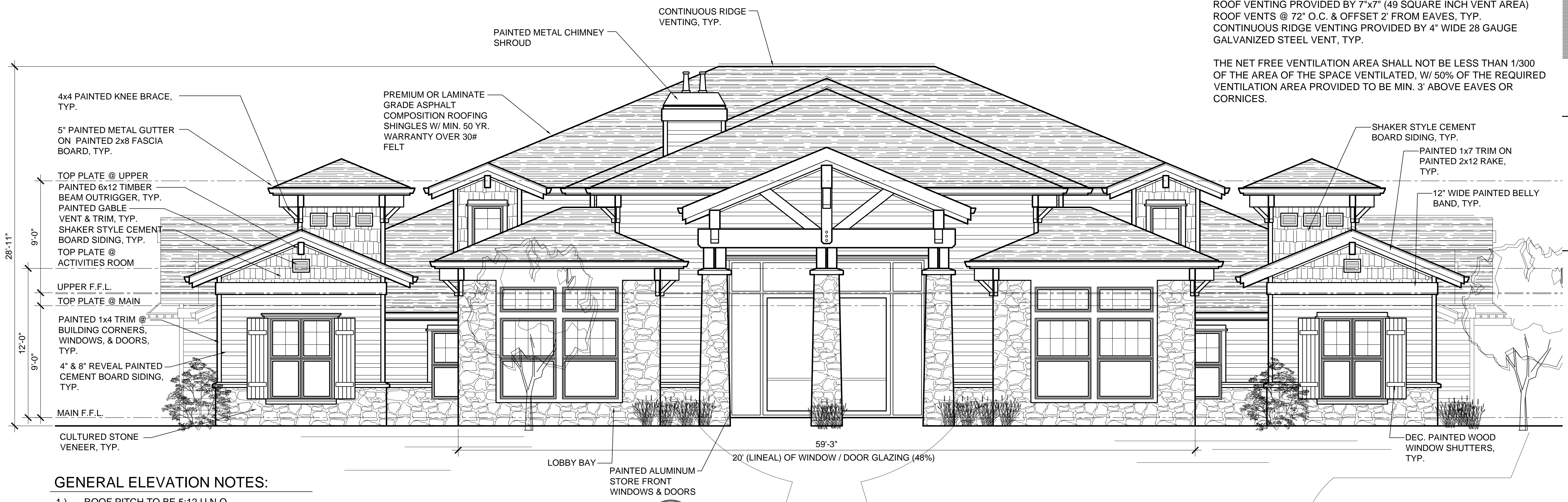
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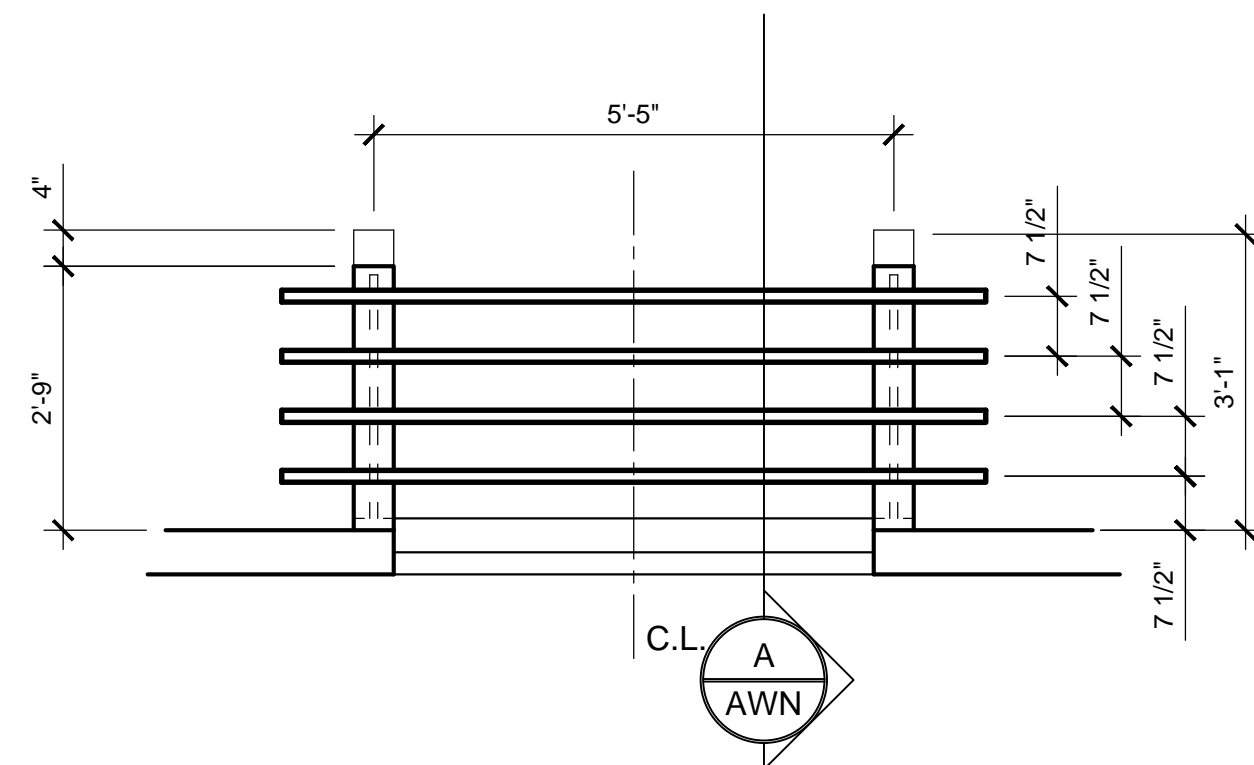


GENERAL ELEVATION NOTES:

- 1.) ROOF PITCH TO BE 5:12 U.N.O.
- 2.) 2-STORY ENTRY / PORTE COCHERE ORIENTED TO SOUTH END RD.
- 3.) GLAZING IS NOT PERMITTED TO BE MIRRORRED OR DARKLY TINTED, TYP.
- 4.) ENTRY DOOR TO BE SOLID WOOD CONSTRUCTION W/ TEMPERED GLASS FULL LITES.
- 5.) LANDSCAPE PLANTING SHOWN AS REFERENCE ONLY. SEE LANDSCAPE PLAN FOR ACTUAL PLANTING LIST & LOCATIONS OF PLANTS PROPOSED.
- 6.) WINDOWS TO BE WHITE VINYL FRAME W/ GRIDS WHERE SHOWN.

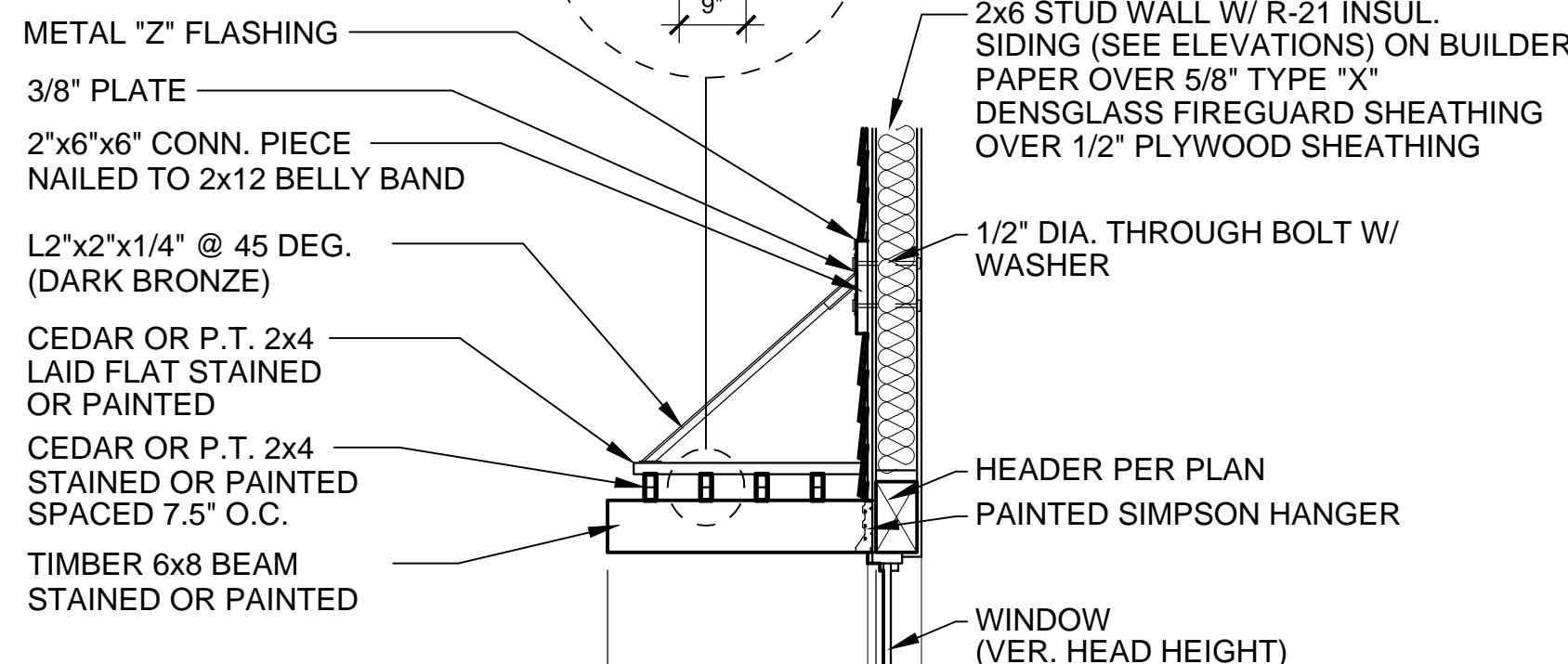
A FRONT (EAST) ELEVATION

DR.2 SCALE: 1/4" = 1'-0"



AWN WINDOW AWNING

DR.2 1/2"=1'-0"



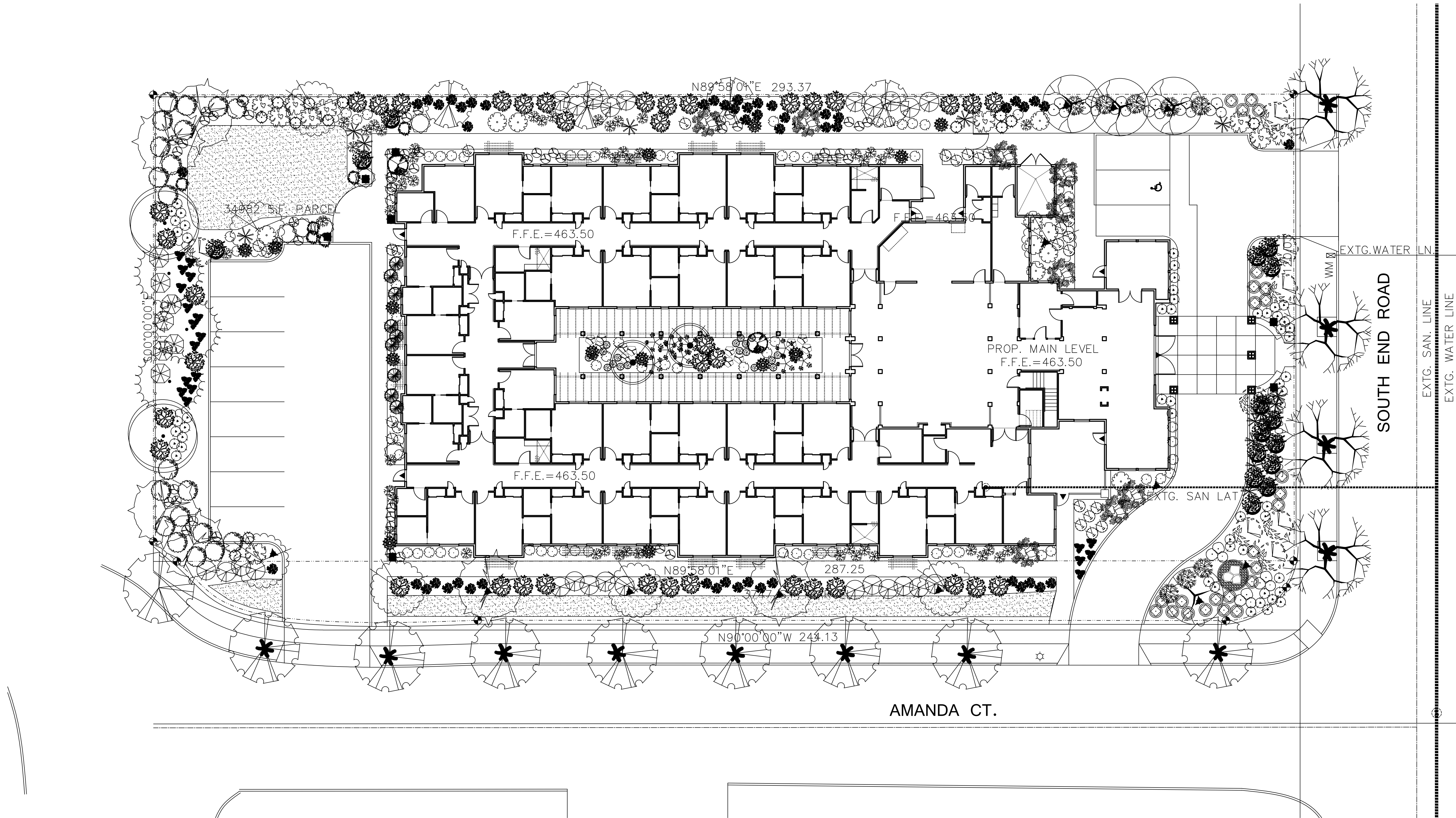
"A" SECTION

1/2"=1'-0"



B LEFT SIDE (SOUTH) ELEVATION

DR.2 SCALE: 1/8" = 1'-0"



PLANT & MATERIAL LEGEND:

QT#	SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
49		P.J.M. RHODY	RHODODENDRON P.J.M.	7 gal
9		SPRING BOUQUET	VIBURNUM 'SPRING BOUQUET'	3 gal
3		WEST RED CEDAR	THUJA PLICATA 'HOGAN'	6'-8'h
9		HYDRANGEA 'MOPHEAD'	HYDRANGEA MACROPHYLLA	2 gal
25		ABELIA 'ED. GOUCHER'	ABELIA GRANDIFLORA	2 gal
6		LENTEN ROSE HELE.	HELEBORUS ORIENTALIS	1 gal
39		DOUBLEFILE VIBURNUM	VIBURNUM PLICATUM	3 gal
9		HEATHER 'FIREFLY'	ERICA x DARLEYENSIS 'FIREFLY'	1 gal
27		NAND. 'GULF STREAM'	NANDINA DOMESTICA	2 gal
69		BARB. 'CHRIM. PYGMY'	BERBERIS THUNBERGII C.P.	1 gal
28		REDTWIG DOGWOOD	CORNUS SERICEA 'BAILEY'	3 gal

QT#	SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
51		COMMON LAVENDER	LAVANDULA ANGUSTIFOLIA	1 gal
6		WEIGELIA 'VARIEG.'	WEIGELIA FLORIDATA 'VARIEGATA'	2 gal
19		LITTLE BUNNY	PENNISETUM 'LITTLE BUNNY' GRASS	1 gal
9		BORDER FORSYTHIA	FORSYTHIA x INTERMEDIA	2 gal
10		ESCALLONIA 'PINK P.'	ESCALLONIA EXONIENSIS	3 gal
15		ROSES KNOCKOUT	KNOCKOUT ROSES 'RED'	3 gal
8		PERSIAN LILAC	SYRINGA x PERSICA	3 gal
57		BLUE OAT GRASS	HELICOTRICHON SEMPERVIRENS	1 gal
14		JAPAN. BLOOD GRASS	IMPERATA CYLINDRICA 'RED BARON'	1 gal
14		HINOKI CYPRESS	CHAMAECYPARIS 'GRACILIS'	4'-5'h
6		QUAKING ASPEN TREE	POPULUS TREMULOIDES	2" cal.

QT#	SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
7		DOGWOOD TREE	CORNUS KOUSA	6'-7'h
4		J. MAPLE CORAL BARK	ACER P. 'SANGO KAKU'	6'-8'h
4		FLOWER PLUM TREE	PRUNUS CERA. 'THUNDERCLOUD'	2" cal.
2		JAP. SNOWBELL TREE	STYRAX JAPONICA 'SNOWBELL'	6'-8'h
13		VINE MAPLE TREE	ACER CIRCINATUM	6'h
2		WEEPING JAP. MAPLE	ACER PALM. 'CRIMSON QUEEN'	48"
10		CAMELLIA 'APP. BLOS'	CAMELLIA SASANQUA	5 gal
20		BURNING BUSH	EUONYMUS ALATA 'COMPACTA'	2 gal
8		ANDROMEDA 'VAR.'	PIERIS JAP. 'VARIEGATED'	5 gal
51		SPIRAEA 'SUM. SONG'	SPIRAEA DENSIFLORA	2gal
16		BOX LEAF EUONYMUS	EUONYMUS MICROPHYLLA	2gal

QT#	SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
7		ROSE OF SHARON	HYPERICUM CALYCIUM	3gal
12		AZALEAS 'EVEREST'	EVERGREEN AZALEA	2 gal
20		ASTILBE 'AUG. LIGHT'	ASTILBE ARENSII GRANATA	1 gal
7		PATHLIGHTS	LOW-VOLT PATH LIGHTING	n/a
12		UPLIGHTS	LOW-VOLT SPOT LIGHTING	n/a
1		GRASS/ TURF	SODDED LAWN AREAS	8,150s.f.
125		BLUE STAR CREEPER	LAURENTIA FLUMINATILIS	4" pots
44		VINCA GROUND COVER	VINCA MINOR 'BOWLES'	1 gal

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REGISTERED
591
Jeff Froeber
PRELIMINARY
LANDSCAPE ARCHITECT
OREGON
12-31-14
MUSAFEE

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Oregon City, Oregon 97045
New Construction
General Contractor:
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FROEBERLAND
LANDSCAPE ARCHITECTURE

PHONE: (503) 799-7555
EMAIL: jeff@froeberland.com

PLANTING PLAN

REV. NO. DATE:

DATE: 8/18/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.L1

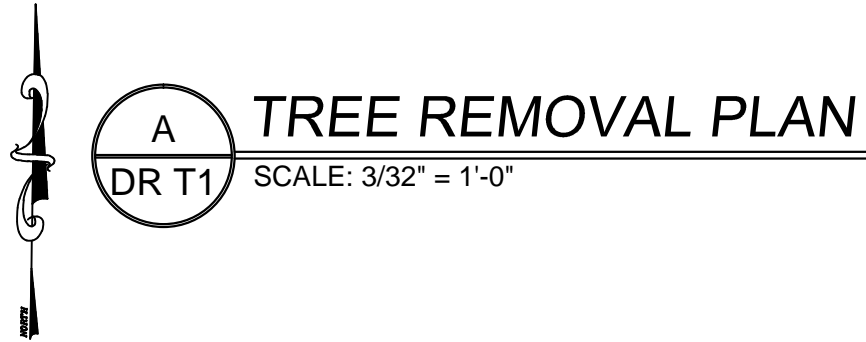
No.	Species	DBH	Code	Remarks & Recommendations	Action	RPZ	Mitigation
1	giant sequoia	63	C2		remove	0	5
2	pine	10	none	dead	remove	0	0
3	Deodar cedar	35	C2	multiple stems (8-16-30)	remove	0	5
4	Silver birch	14	none	dead	remove	0	0
5	bigleaf maple	23	C2	multiple stems (8-8-8)	remove	0	3
6	bird cherry	16	C2		remove	0	2
7	Gary oak	9	C2		remove	0	1
8	Gary oak	11	C2		remove	0	1
9	western redcedar	16	C2	ivy infested, estimated size	remove	0	2
10	Sitka spruce	28	C2	ivy infested, estimated size	remove	0	4
11	Deodar cedar	28	C2	ivy infested, estimated size	remove	0	4
12	Norway maple	14	C2		remove	0	2
13	bird cherry	18	exempt	90% dead- terminal decline and hazardous condition	remove	0	0
14	apple	12	C2	ivy infested, estimated size	remove	0	1
15	apple	18	C2	ivy infested, estimated size	remove	0	2
16	bigleaf maple	8	C1		remove	0	3
17	bigleaf maple	18	C1		remove	0	6
18	bigleaf maple	18	C1		remove	0	6
19	bigleaf maple	18	C1		remove	0	6
20	bigleaf maple	16	C1		remove	0	6
21	Gary oak	44	none	in fence line	none	24	0
22	Douglas fir	12	C2		remove	0	1
23	Douglas fir	24	none	estimated size-outside fence line; ivy infested	none	16	0
24	Douglas fir	24	none	estimated size-outside fence line; ivy infested	none	16	0
25	dead	24	none	estimated size-outside fence line; ivy infested	remove	0	0
26	Norway maple	12	C2	ivy infested, estimated size	remove	0	1
27	Douglas fir	24	C2	ivy infested, estimated size	remove	0	3
28	European holly	10	C2	ivy infested, estimated size	remove	0	1
29	Silver birch	18	C2	ivy infested, estimated size	remove	0	2
Total Inches		585					67

A total of 67 mitigation trees shall be planted on site or at a location approved by the City.
"C1" refers to Column 1 of Table 17.41.060-1. "C2" refers to Column 2 of Table 17.41.060-1.

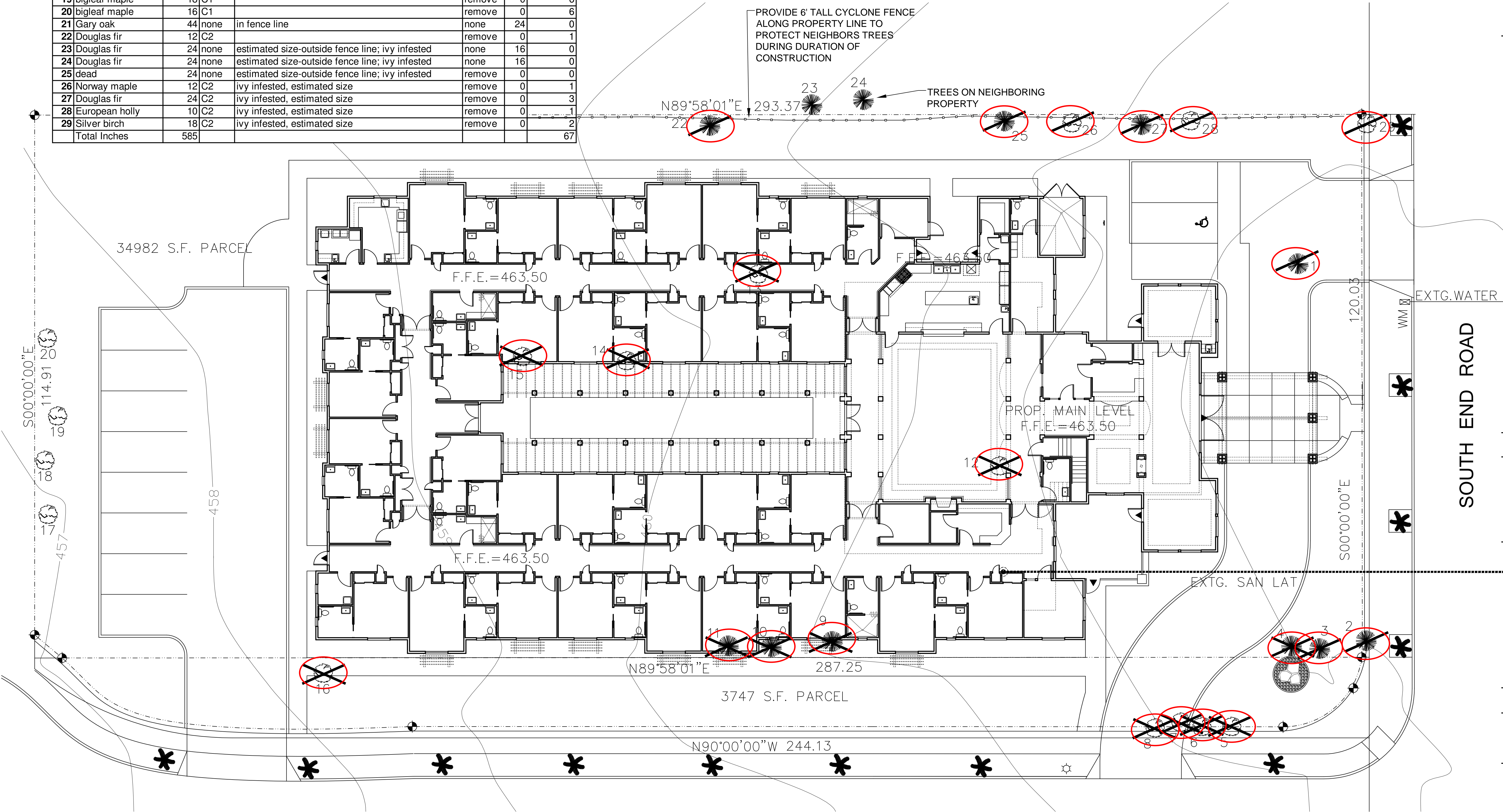
RPZ means Root Protection Zone, a radius around the tree measured in feet.

Field work done 9/2013 by Peter Torres, ISA Certified Arborist PN-0650B

Multnomah Tree Experts, Ltd.



- TREES PREVIOUSLY REMOVED
(MITIGATION PROVIDED, SEE
LANDSCAPE PLAN)
- TREES TO BE REMOVED
(MITIGATION PROVIDED, SEE
LANDSCAPE PLAN)



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**TREE REMOVAL
PLAN**

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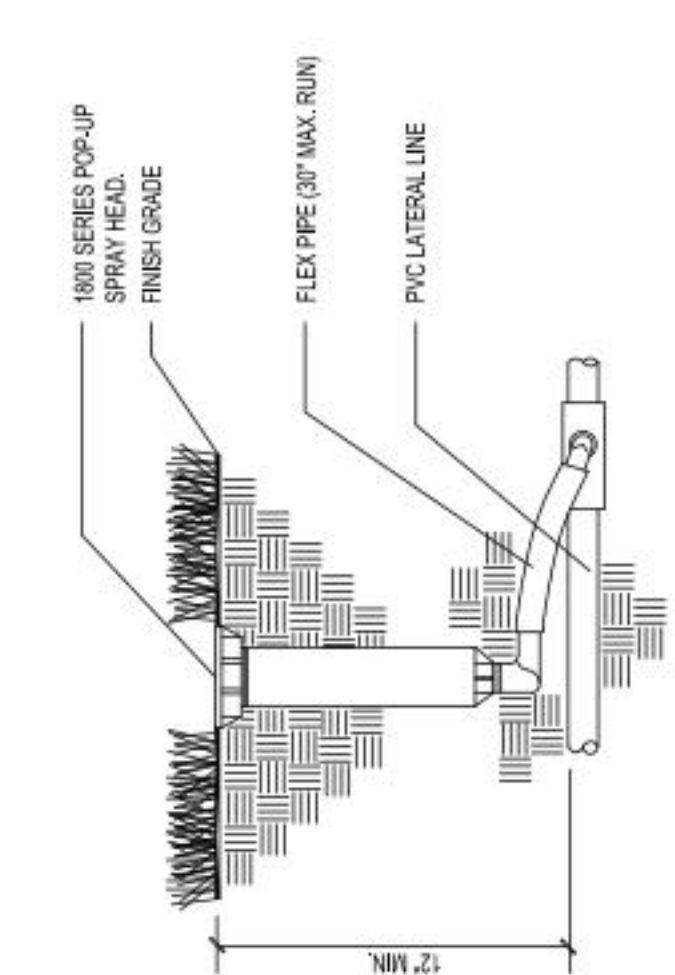
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DETAILS SHEET

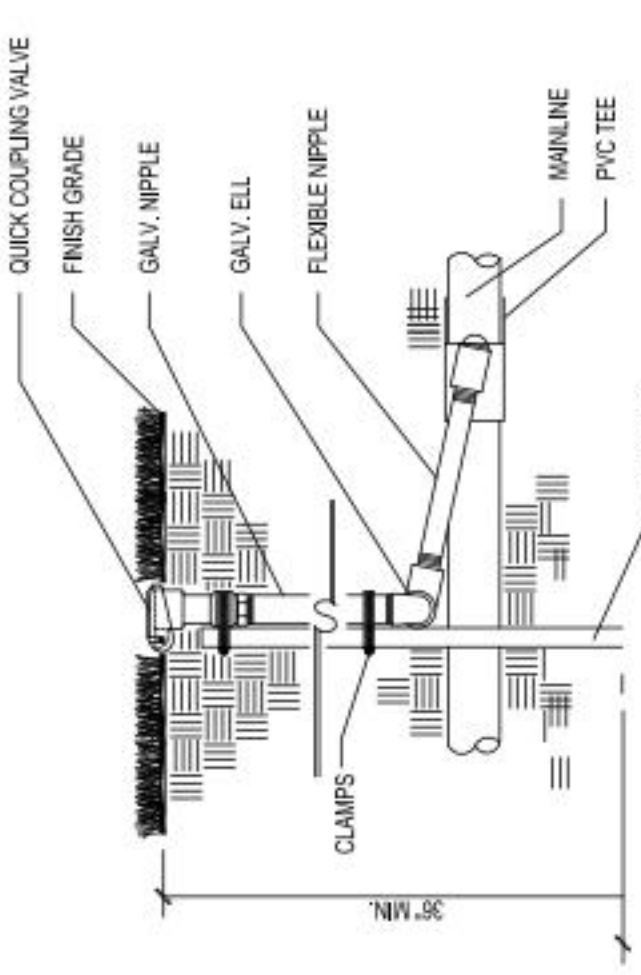
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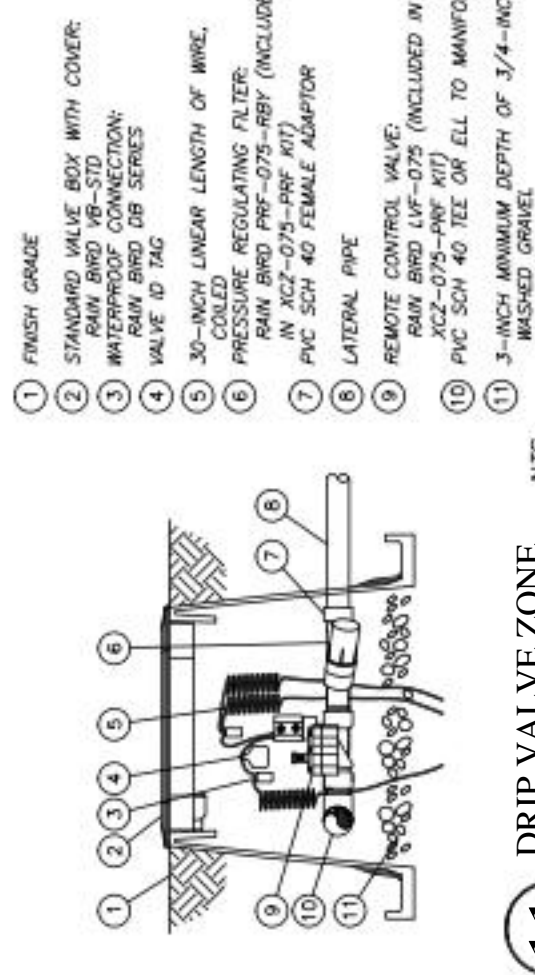
DR.L2



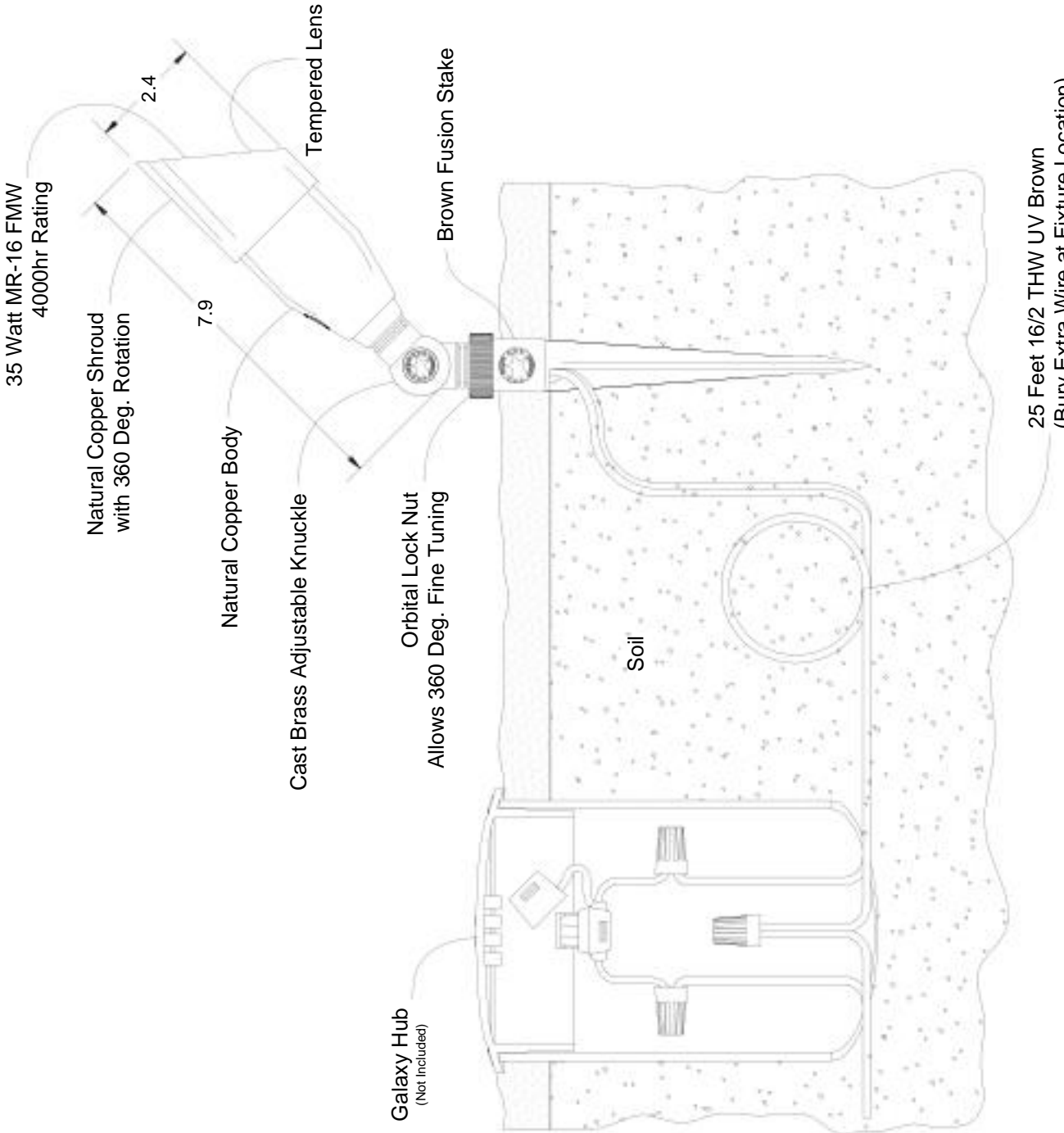
9 POP-UP SPRAY HEAD DETAIL NTS



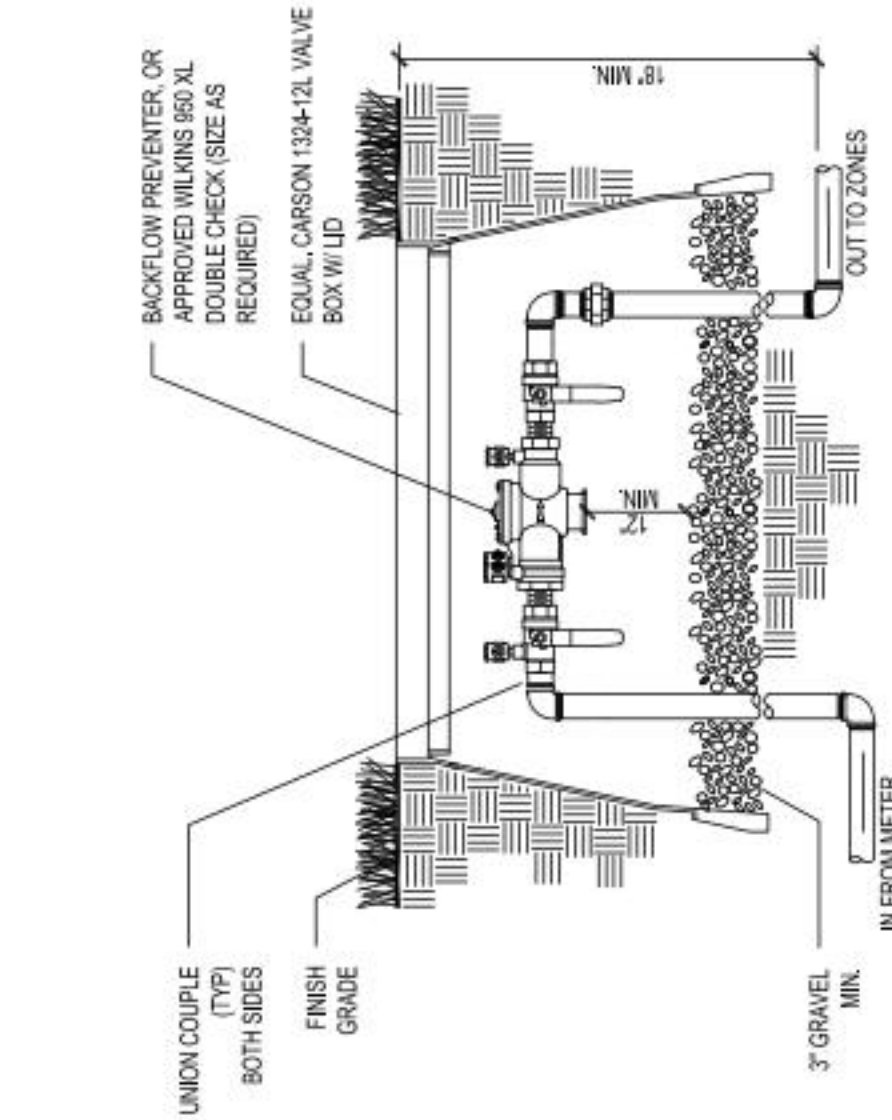
10 QUICK COUPLING VALVE DETAIL NTS



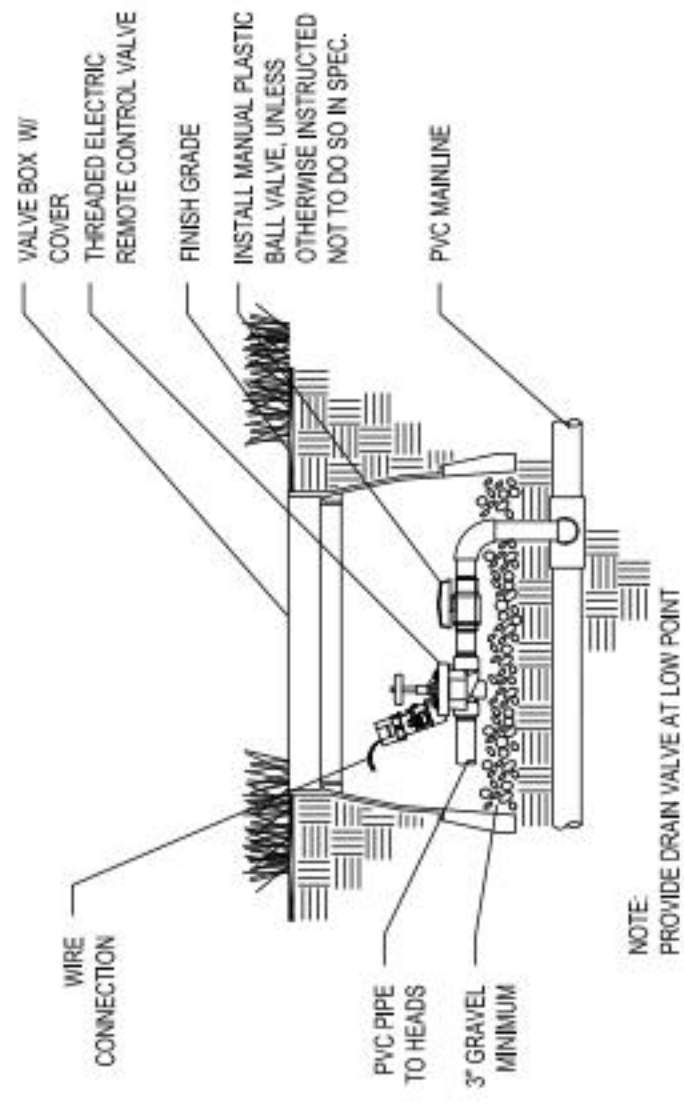
11 DRIP VALVE ZONE NTS



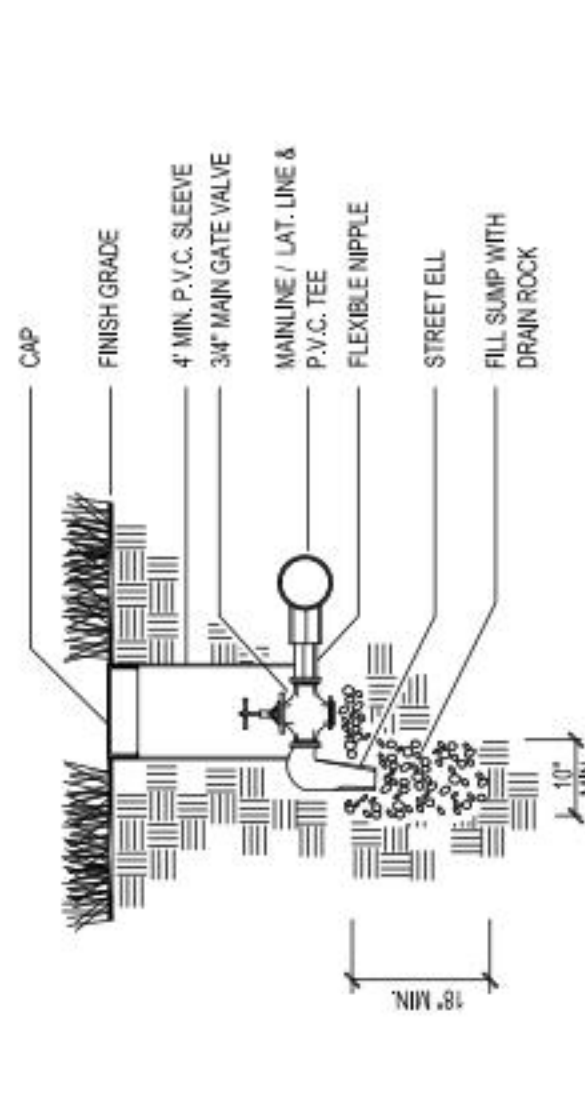
12 LOW-VOLTAGE DOWN/UP LIGHT DETAIL NTS



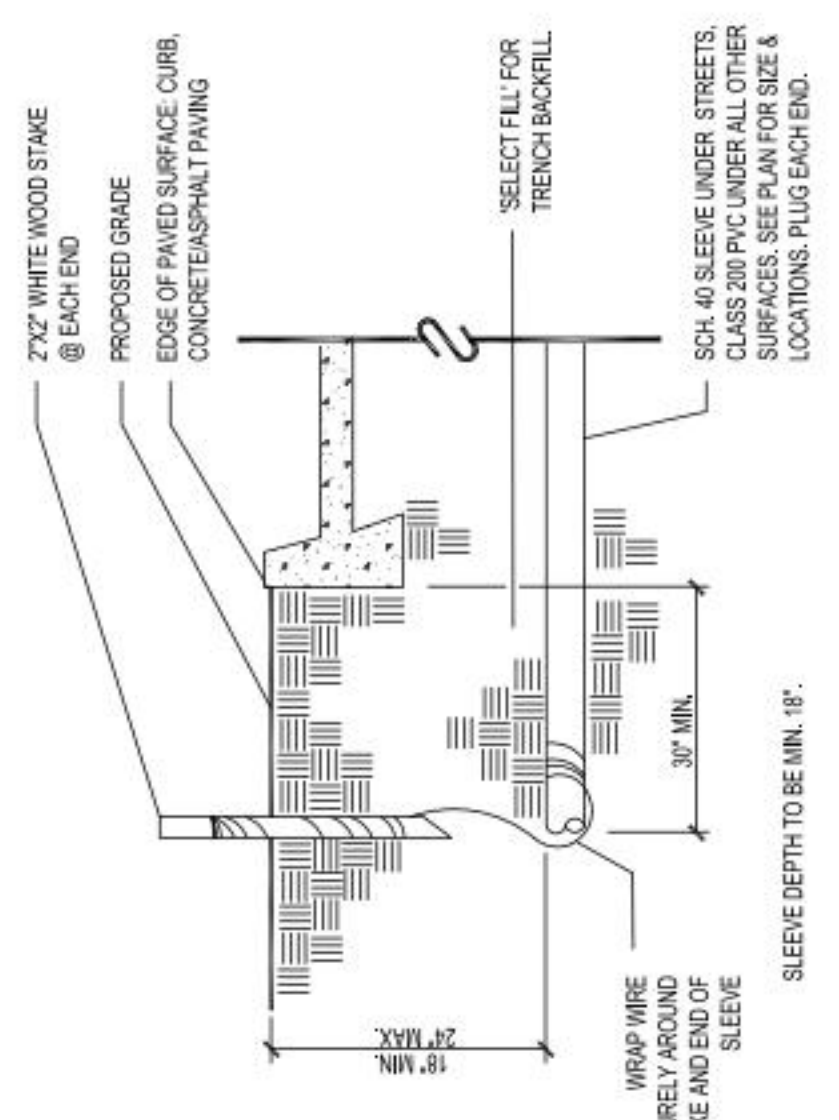
5 DOUBLE CHECK VALVE DETAIL NTS



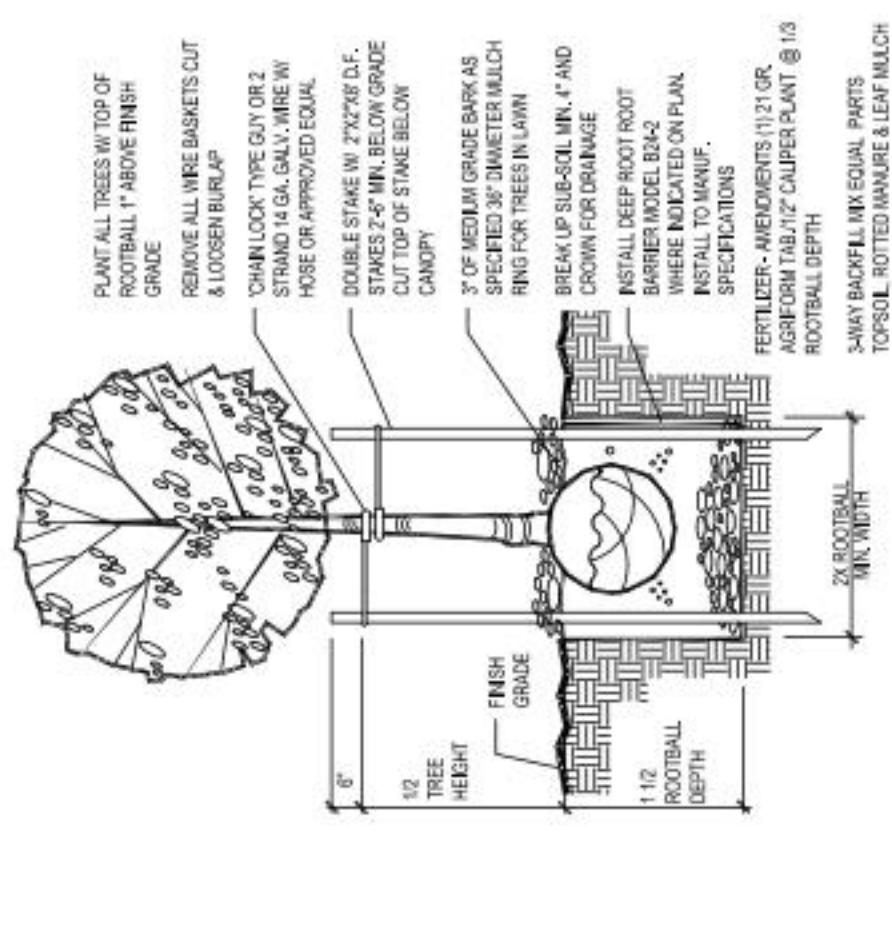
6 REMOTE CONTROL VALVE DETAIL NTS



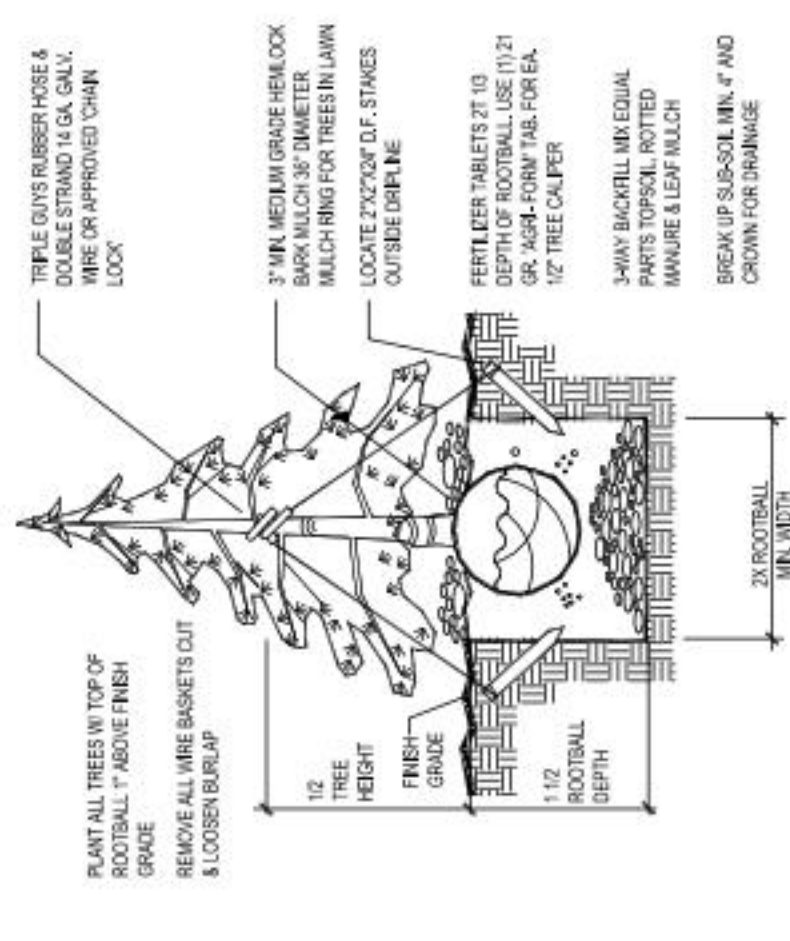
7 MANUAL DRAIN VALVE NTS



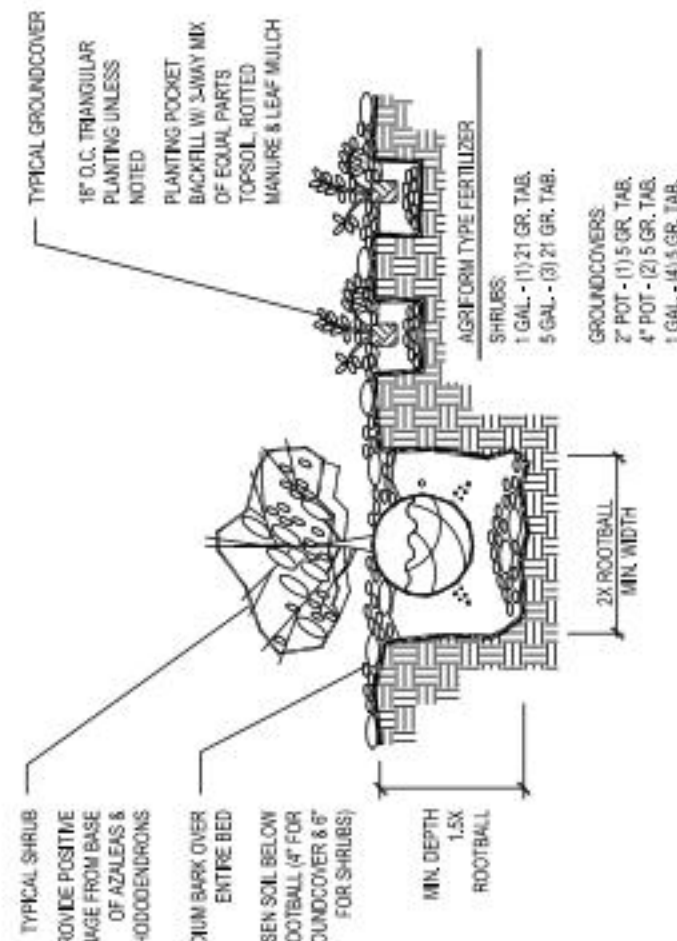
8 SLEEVE INSTALLATION DETAIL NTS



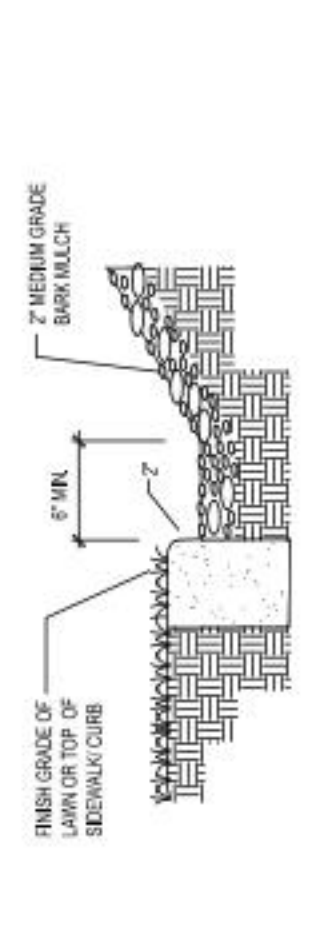
1 DECIDUOUS TREE PLANTING DETAIL NTS



2 EVERGREEN TREE PLANTING DETAIL NTS



3 SHRUB & GROUND COVER DETAIL NTS



4 BARK CATCH DETAIL NTS

13 LOW-VOLTAGE PATH LIGHT DETAIL NTS