



# City of Oregon City

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

## Meeting Agenda Planning Commission

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Monday, August 11, 2014

7:00 PM

Commission Chambers

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1. Call to Order
2. Public Comment on Non-Agenda Items
3. Public Hearing

- 3a**     [PC 14-091](#)     Proposed 31-Bed Assisted Living / Memory Care facility located at 950 South End Road (Planning Files: CU 14-01: Conditional Use, SP 14-09: Site Plan and Design Review, VR 14-01: Variance and LL 14-05: Property Line Adjustment).

**Sponsors:**     Community Development Director Tony Konkol

**Attachments:**     [Commission Report](#)

[Staff Report and Recommendation](#)

[Exhibit 13 - City Attorney Memo](#)

[Combined Application 950 South End Road.pdf](#)

[Site Plan & Design Review Plan Set](#)

[Updated Traffic Analysis Letter 6-26-14](#)

[SENA Meeting Notes May 15 2014.pdf](#)

[SENA draft MINUTES for 5-15-14.pdf](#)

[SENA Steering Committee Letter.pdf](#)

[Deed for TL 3202.pdf](#)

[Revised Tree Protection Code Responses 17.41 May 28.pdf](#)

[Revised Stormwater Code Responses 13.12 May 28.pdf](#)

[3c. Storm Detention Tank Plan 8.4.2014.pdf](#)

[3d. Old Deed for TL 3202.pdf](#)

[5. CU14-01 Replinger TAL Comments.pdf](#)

[6. Replinger Revised Comments 7.30.2014.pdf](#)

[7. CFD1 Comments](#)

[8. Signed Land Use Applications](#)

[9. Survey of 3202 PS25548.pdf](#)

[10. All Public Notices](#)

[11a. Dave Roshak Public Comment](#)

[11b. Judith Klein Public Comment](#)

[11c. Senthirajah July 14.pdf](#)

[11d. Public Comment Naga Senthirajah Staff Correspondence Email July 1 2014.pdf](#)

[CRW no conflicts](#)

- 4.     Communications**
- 5.     Future Agenda Items**
- 6.     Adjournment**



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

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

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

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

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



# City of Oregon City

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

## Staff Report

File Number: PC 14-091

**Agenda Date:** 8/11/2014

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 3a

**From:** Community Development Director Tony Konkol

**File Type:** Planning Item

### **SUBJECT:**

Proposed 31-Bed Assisted Living / Memory Care facility located at 950 South End Road (Planning Files: CU 14-01: Conditional Use, SP 14-09: Site Plan and Design Review, VR 14-01: Variance and LL 14-05: Property Line Adjustment).

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

Approval with Conditions.

### **BACKGROUND:**

This item was continued with the record open from the July 14, 2014 Public Hearing.

This application was deemed complete on June 10, 2014 at the request of the applicant. The 120-day decision deadline for the application is October 8, 2014.

The applicants have proposed a Conditional Use and Site Plan and Design Review application for 31-Bed Assisted Living Facility on a .91 acre (39,343 sf) site comprised of two tax lots (3-1E-01AD-03100 and 3-1E-01AD-03202) at the intersection of Amanda Court and South End Road in the R-10 Single Family Residential Zone. The application includes a Variance request from the Institutional and Commercial Building standards of OCMC 17.62.055 to be able to place a vehicle drive aisle within the front setback area abutting South End Road within the required pedestrian amenity area. A lot line adjustment between the two tax lots has also been proposed.

Staff has prepare recommended findings and conditions of approval.

The City Attorney has also provided a memorandum regarding the Fair Housing Act and application of the review criteria.



### CONDITIONAL USE, SITE PLAN AND DESIGN REVIEW, and LOT CONSOLIDATION STAFF REPORT AND RECOMMENDED CONDITIONS OF APPROVAL

*Date of Staff Report: August 6, 2014*

**FILE NO.:** CU 14-01: Conditional Use  
SP 14-09: Site Plan and Design Review  
VR 14-01: Variance  
LL 14-05: Lot Consolidation

**HEARING DATE:** First Planning Commission Public Hearing: July 14, 2014  
Second Planning Commission Public Hearing: August 11, 2014

**LOCATION:** Oregon City City Hall – Chambers, 625 Center Street, Oregon City, Oregon 97045

**OWNERS:** Petronella & Daniel Donovan (3-1E-01AD-03100)  
Shan & Naga Senthirajah (3-1E-01AD-03202)

**APPLICANT:** Chad Vallely, Empire Building LLC, 4040 SE International Way E205, Milwaukie, Oregon 97222

**REPRESENTATIVES:** EPR Design, LLC., 825 NE 20th Ave. Suite 202, Portland, Oregon 97232  
Richard Georgescu, RSG Engineering, 16802 NE 152nd Ave., Brush Prairie, WA 98606

**REQUEST:** Site Plan and Design Review, Conditional Use, Variance and Lot Line Abandonment application for Construction of a 31-Bed Assisted Living Facility at the NW corner of Amanda Court and South End Road

**LOCATION:** 950 South End Road, Oregon City, OR 97045  
Clackamas County Map 3-1E-01AD, Tax Lots 3100 and 3202

**NEIGHBORHOOD ASSOCIATION:** South End Neighborhood Association

**REVIEWER:** Tony Konkol, Community Development Director (503) 496-1562  
Pete Walter, AICP, Associate Planner (503) 496-1568  
Todd Martinez and Gordon Monro, Development Services Engineers

**PROCESS:** Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the city commission, except upon appeal. Applications evaluated through this process include conditional use permits. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission hearing is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet of the subject property. Notice must be issued at least twenty days pre-hearing, and the staff report must be

available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission, all issues are addressed. The decision of the planning commission is appealable to the city commission within fourteen days of the issuance of the final decision. The city commission hearing on appeal is on the record and no new evidence shall be allowed. Only those persons or a city-recognized neighborhood association who have participated either orally or in writing have standing to appeal the decision of the planning commission. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to the Land Use Board of Appeals (LUBA) within twenty-one days of when it becomes final.

#### **I. BACKGROUND:**

(The following is from the applicant's project description)

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 proposed structure will front South End Road and have its main entrance facing South End Rd (east). The majority of the building will be 1 (one) level while the second level will be located towards the front (east) portion of the building. 215 square feet of the upper level will be finished while 1,765 square feet will be unfinished. No living units are proposed on the 2nd floor. The second floor will be utilized by staff in the future for offices and storage. The individual resident units will provide a sleeping unit, closet, and private half bath. There will be 4 (four) common shower rooms, common dining room and activity spaces, a common kitchen, a lobby, interior – open air courtyard, and other shared spaces for the residents. There will also be staff only spaces such as utility rooms, offices, etc. The proposed development will require a Conditional Use and Site Plan Review, a Lot Line Adjustment, and a Major Variance for the location of the driveway to be located between the building facade and South End Rd.

Land Use Processes Required:	Conditional Use Major Variance for Location of the Driveway Site Plan and Design Review Lot Line Adjustment
Site Density Proposed:	31 resident beds

Total Site Area: 0.91 Acre / 39,343 square feet after a 2' dedication along South End Rd. and a 2.5' dedication along Amanda Ct. (Both lots will be combined for this total).

Allowable Lot Coverage:	40% or 15,737 square feet
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Proposed Lot Coverage:	39% or 15,323 square feet
Building Setbacks Required: (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: 10' to 24'-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:	40% or 15,909 square feet
Total Paved Area:	21% or 8,111 square feet (pervious) (including covered areas)
Required Vehicle Parking:	Minimum 1 per 7 beds, Maximum 1 per 5 beds (Table 17.25.020)
Proposed Vehicle Parking:	6 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

### Existing Conditions

See Existing Conditions sheet in site plans and photos (Exhibit 2)

The site is currently vacant, the existing house on the property was recently demolished. The site is flat, with several large trees, some of which were recently cleared. Grass and brush currently cover the remainder of the parcel. The strip of land abutting the main parcel (tax lot 3202) is a separate tract of land created by a monument survey in 1960 (Exhibit 9). This tract was historically conveyed separately from the main parcel (tax lot 3101), which has a private access easement across the strip to Amanda Court (Exhibit 3d).

Amanda Court abutting the subject properties is improved with curb, gutter and road pavement, but no sidewalks or planter strip. Similarly, South End Road abutting the subject properties is improved with curb, gutter and road pavement (with a bike lane), but no sidewalks or planter strip.

### Surrounding Zoning and Land Use

Direction	Zoning	Land Use
North	R-10	Single Family Detached Residential
East	R-10	South End Rd ROW / Church
South	R-10	Amanda Ct ROW / Single Family Detached Residential
West	R-10	Single Family Detached Residential

### Site Plans

The applicant submitted various preliminary site plans, including utilities, building, architectural, landscaping and civil engineering plans, with the application. Please see (Exhibit 2).

## **II. DECISION-MAKING CRITERIA:**

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

- 12.04 – Streets, Sidewalks, and Public Places;
- 12.08 – Public and Street Trees;
- 13.12 – Stormwater Management;
- 15.48 - Grading, Filling and Excavating;
- 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;

### **Chapter 17.56 Conditional Uses**

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

**Finding: Complies as Proposed.** In the 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;*

**Finding: Complies with Conditions.** According to the applicant, “The site serves as an excellent location for the proposed development. The site is large enough to accommodate a residential care facility of this size while providing plenty of outdoor space, landscaping, and parking for the use. Its flat topography makes it perfect 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. 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 facilities architecture, placement of parking, landscaping, pedestrian improvements, etc. will be a great 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.” Staff 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 following information is provided for discussion purposes to provide context for density considerations under this criterion:
- **Number of Residents Proposed:** The Planning Commission must determine the extent to which this proposal includes consideration of the overall density of the use or whether the site is physically large enough to accommodate the proposed structures. The applicant has proposed an average density of 34.1 people per acre. According to the 2010 Census, the average household size in Oregon City is between 2.61 and 5.5 people per acre. Further, the Census Block group that contains the subject site has an average of 1.18 people per acre (Census block group population = 2264 / Census block group = 1910.29 acres per Oregon City GIS).

For illustrative purposes, applying these numbers to the site area results in the following densities:

Description	Average Density (People) per Acre	Number of Residents on Site <sup>1</sup>
Applicant’s proposal of 31 residents on a 0.91 acre site	34.1	31
2010 Census - average Oregon City household size per acre	5.5	5
2010 Census Block for the subject site - average household size per acre	1.18	1

See also the City Attorney’s memorandum to the Planning Commission attached as Exhibit 13 as further context for this discussion.

Another way to look at this is to consider the average household size coupled with the number of single-family residential units that could be built on the subject property. The average sized household in this Census block group contains 2.6 people (to distinguish from the table above, this is per household with no acreage calculation included). If the site were developed as a residential subdivision within the current “R-10” zoning designation, it is estimated that the site would accommodate approximately 3 detached single-family dwelling with an average lot size of 10,000 square feet or greater.<sup>2</sup> Based on the average number of people in each household for this Census block, this would result in an average of 8 people residing on the site. As a comparison, if the proposal

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<sup>1</sup> For purposes of this table, all fractions of a person are rounded to the next nearest whole number.<sup>2</sup> 0.91 acres = 39, 639.6 square feet. The City’s Code allows averaging of the square footage of subdivisions, and would allow approximately four detached homes on this site.

<sup>2</sup> 0.91 acres = 39, 639.6 square feet. The City’s Code allows averaging of the square footage of subdivisions, and would allow approximately four detached homes on this site.

for 31 residents included housing in three detached single-family dwellings as allowed under the zone, each home would have an average of 10.3 people.

The foregoing examples provide various methods to analyze the density requested by the applicant. It is important to note that the R-10 zone does not include any explicit limitations on overall density. Because there are no Comprehensive Plan Policies or limitations for the number of people per acre in the Oregon City Municipal Code and the factors identified below, the City staff believes that the site is suitable for the proposed use because the housing is centered on a single structure that is in scale to the 0.91-acre site.

- 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.

**Staff has 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;***

**Finding: Complies with conditions.** Please see section 12.04 for analysis.

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

**Findings: Complies with conditions.** 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 where for care, and will be supervised by trained staff. The applicant's proposal has very little impact to 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 for 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 a small parking area and garden. The landscape 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 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.

**Staff has 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.*

**Finding:** The applicable Comprehensive Plan policies are as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Finding: Complies with Conditions.** The applicant proposed to retain the existing Comprehensive Plan designation as Low Density Residential, and a Conditional Use under that designation will allow for a 31 bed memory care facility (nursing home). Language in the above policies suggests that the proposed use may be denser than contemplated by the comprehensive plan designation. The proposed development does not limit the ability of other residents within the area to continue to access city services, utilize the transportation system or continue existing uses within the area. In addition, Section 2 of the Comprehensive Plan generally encourages promotion of infill and higher density redevelopment to encourage more efficient land use. Further, the proposed facility will be available to serve the residents of the immediate area and the residents of Oregon City. The Conditional Use process provides criteria to allow approval of nursing facilities with more than 15 people. The facility will become a part of the residential fabric within the area and create another level of diverse housing opportunities for disabled residents. The criteria identified for the Conditional Use do not provide barriers to construction that cannot be mitigated through compliance with the applicable approval criteria and conditions of approval.

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.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the recommended conditions of approval.**

**Goal 6.1<sup>3</sup> Air Quality-** *Promote the conservation, protection and improvement of the quality of the air in Oregon City.*

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

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

**Finding: Complies 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.

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 for 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

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<sup>3</sup> 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.

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.

**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. Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

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

**Policy 6.3.1** - *Minimize light pollution and reduce glare from reaching the sky and trespassing onto adjacent properties.*

**Policy 6.3.2** - *Encourage new developments to provide even and energy-efficient lighting that ensures safety and discourages vandalism. Encourage existing developments to retrofit when feasible.*

**Finding: Complies with Condition.** The lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties. The proposed lighting plan will comply with the Oregon City Municipal Code with the suggested conditions of approval. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

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

**Complies as proposed.** Staff does not anticipate that the proposed use will produce excessive noise beyond what three typical single-family developments would generate if they were developed on the same property. Excessive noise is typically addressed through the nuisance / code enforcement process if and when a complaint is lodged. Primary sources of noise from the facility could result from employee and visitor vehicle traffic - which is predicted to be quite low for the proposed land use, and landscaping maintenance (mowing, weed trimmers and leaf blowers) - which would typically occur intermittently during daily business hours throughout the week. As shown on the landscaping plans, the primary entrance to the building will orient toward South End Road, there will be limited-access doorways (for emergency access only) on the north and south side of the building, and the site will have a large setback at the rear (62’).

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.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the recommended conditions of approval.**

**Goal 9.1<sup>4</sup>** *Improve Oregon City's Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.*

**Goal 9.4** *Education, Skills And Workforce Training- Ensure that the major employers in Oregon City are able to find qualified and skilled workers to meet their needs.*

**Finding: Complies as Proposed.** The proposed development would provide construction and long-term employment opportunities within Oregon City.

**Goal 10.1** *Diverse Housing Opportunities - Provide for the planning, development and preservation of a variety of housing types and lot sizes.*

**Policy 10.1.3-** *Designate residential land for a balanced variety of densities and types of housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development.*

**Policy 10.1.4-** *Aim to reduce the isolation of income groups within communities by encouraging diversity in housing types within neighborhoods consistent with the Clackamas County Consolidated Plan, while ensuring that needed affordable housing is provided.*

**Finding: Complies as Proposed.** The proposed development would provide an opportunity for an assisted living facility to support diverse housing types within Oregon City. Although the City has designated this site as "R-10," a zone that does not allow multi-family residential developments (though the density may be similar, the applicant has not proposed a multi-family development), this restriction must be weighed against the shortfall of assisted living facilities in the City and the number of housing

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<sup>4</sup> Staff determined that Sections 7 and 8 of the Comprehensive Plan do not apply to this proposal because Section 7 governs natural hazards and no natural hazards exist on the site, and Section 8 governs Parks and Recreation that are similarly not present on the subject site.

units projected in Oregon City's Comprehensive Plan. Section 10 of the Plan describes that the City is projected to fall short of its 2017 target for housing by more than 1,400 units. This proposal would add housing that would help the City achieve its goals. Further, the proposed assisted living facility sited within an existing residential neighborhoods provides an important opportunity for residents of Oregon City to age in place and stay connected to the neighborhood, familiar local activities, community events, friends and family.

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

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

**Finding: Complies as Proposed.** The project provides for full development of existing underdeveloped property within the Urban Growth Boundary. The proposed development and the design of the facility on the site results in a more efficient use of the site and existing public facilities and services by accommodating a more intensive use through the conditional use process.

**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.*

**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 proposed storm water facilities included in the design of the project will comply with this policy and City engineering standards. **Staff 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.**

**Goal 11.6 Transportation Infrastructure** - *Optimize the City's investment in transportation infrastructure.*

**Policy 11.6.1** - *Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.*

**Finding: Complies with Conditions.** The site is located on South End Road which is designated as a Minor Arterial in the Oregon City Transportation System Plan (TSP) and Amanda Court which is a local street. The site is also an existing transit corridor on the TSP, although it is not currently served by Tri-Met.

Currently there are no sidewalks along the frontage of the property on either street, and there is a bike lane on the west side of the street. The applicant has proposed to construct 5-foot wide sidewalks on Amanda Court and 10-foot wide sidewalks with tree wells along South End Road.



**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 13 and 14.**

**Goal 12.1 Land Use-Transportation Connection** - Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

**Policy 12.1.1** - Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

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

**Goal 12.3 Multi-Modal Travel Options**- Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

**Policy 12.3.2** - Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.

**Policy 12.3.3** - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.

**Finding: Complies with Conditions. See also findings in Section 12.04.** The site is located at the intersection of Amanda Court, a local street, and South End Road that is designated as a Minor Arterial in the Oregon City Transportation System Plan. The Comprehensive Plan states that higher density housing and non-residential uses should be clustered around collectors and arterials. This project meets this plan goal because South End Road is an arterial. The applicant proposed to construct sidewalks and bicycle facilities abutting the site where required. These improvements will assure the proposed land use contributes to safe, multi-modal travel options and walkability. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 2 and 3.**

**Goal 12.5 Safety** - Develop and maintain a transportation system that is safe.

**Policy 12.5.1** - Identify improvements that are needed to increase the safety of the transportation system for all users.

**Finding: Complies with Conditions. See findings above for Goals 6.1, 11.6, and 12.1 and their respective policies.**

**Goal 13.2 Energy Conservation**- Plan public and private development to conserve energy.

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

**Finding: Complies as Proposed.** The proposed land use concentrates residential density along a designated arterial transit corridor, which is appropriate for the location. The nature of the land use is such that it will not greatly increase traffic since the majority of the occupants will not own cars and cannot drive. Section 13 of the Comprehensive Plan recognizes that zoning regulations often segregate types of land use – industrial, commercial and residential to separate incompatible uses. The result is often longer travel distances from work to home and to other destinations. Regulations that instead promote mixed-use, compact development, residential cluster, increased landscaping for cooling purposes, water quality, and home-based occupations can promote energy conservation. The applicant's proposal would provide a development that conserves energy resources.

**Policy 13.2.5-** *Construct bikeways and sidewalks, and require connectivity of these facilities to reduce the use of petroleum-fueled transportation.*

**Finding: Complies with Conditions.** See findings under Goal 12.1 above. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 2 and 3.**

**Goal 14.2<sup>5</sup>** *Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.*

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

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

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

**Finding: Complies as Proposed.** The project provides for full development of an existing underdeveloped property within the Urban Growth Boundary. The proposed development results in a more efficient use of the site and existing public facilities and services by accommodating a more intensive use through the Conditional Use process. Further, the proposed development addresses some of the challenges facing Oregon City, including ensuring an adequate supply of housing for an aging population.

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

**Finding: Complies with Conditions.** Staff recommends conditions of approval described in this report. The applicant has recognized the ability of staff or the Planning Commission to include such conditions and restrictions. Staff specifically recommends that the applicant provide an additional off-street parking area at the rear of the building rather than relying solely on off-street parking to meet parking needs, which the applicant has indicated on the revised site plan DR.1 , but not all plan sheets. The Development Services manager recommends standard conditions of approval for public facilities, street improvements and engineering. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

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

**Finding: Complies with Conditions.** Please refer to the analyses regarding OCMC Chapters 17.08 and 17.56 in this report.

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<sup>5</sup> Staff determined that Section 15 of the Comprehensive Plan does not apply to this proposal because Section 15 governs the Willamette River Greenway which is not affected by this application.

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

**Finding: Not Applicable.** No prior conditional use exists for the site.

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

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

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

**Finding: Complies as Proposed.** The applicant indicates that the openings along the adjacent properties are standard residential type windows and doors and will not create anymore glare than is typical of the types of windows that are as used in the surrounding residential homes. The building use proposed - residential care facility for memory care patients is a quiet and low traffic use. The residents of this facility will be mainly bed bound or wheelchair bound. The facility is also a secure facility for the safety of the residents where residents cannot open doors without staff assistance. Most outdoor recreation will occur in the interior courtyard. The windows of the facility are operable but they will be closed for the majority of the time, except for when open-air ventilation is desired, and have alert sensors notifying staff when a window is opened. Therefore, excessive noise or excessive traffic will not be an issue on the surrounding properties. Further, the subject property has only (1) neighboring site with a structure built on it adjacent and within 50' of the development to the north. On the east side the property abuts South End Rd. with a church across the street. On the south side is a narrow and non-buildable strip of land, which will primarily be used for street and sidewalk improvements on abutting Amanda Court. There is also a 62' setback from the rear of the proposed building to the south property line. Staff concurs with the applicant that this standard will be met.

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

**Finding: Complies with Condition.** South End Road is designated as a minor arterial in the Transportation System Plan which requires a 100 foot ROW. The existing ROW is 60-feet wide. The applicant has proposed a modification from the full dedication and proposed to dedicate 1 additional foot of property abutting South End Road in order to match the existing improvements along South end road. The City Engineer has determined this to be satisfactory since the abutting and adjacent properties on the west side of South End Road are fully developed already. For a full description of the improvements and ROW requirements see chapter 12.04 of this report.

Amanda Court is designated as a local residential street in the Transportation System Plan which requires a 54-foot ROW, and the existing ROW is 50-foot. A two foot ROW dedication is required. For a full description of the improvements and ROW requirements see chapter 12.04 of this report.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 11 and 12.**

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

**Finding: Not Applicable.** No such facilities are proposed or required with this development application.

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

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

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

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

**17.56.040.F Residential Care Facilities.**

*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.*

**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.”

*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.*

**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;*

**Finding: Complies as Proposed.** The proposed design of the building 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 standard the applicant complies with this criterion.

*ii. Provisions of usable on-site open space appropriate to the needs of the residents and the nature of the care, treatment or training provided;*

**Finding: Complies as Proposed.** The proposed design of the facility includes a rear outdoor garden and recreation area, as well as a central courtyard and trellis structure appropriate to the needs of the residents and the nature of the care, treatment or training provided. A five-foot wide on-site walkway with landscaping on either side will surround the building to promote activity and interest. Additionally, new public sidewalks will be constructed around the entire property frontage and with planter strips and tree wells to provide separation for pedestrians from the street with street trees. Off-street (on-site) parking areas have been designed so as to accommodate visitor and staff parking, without compromising the minimum standards for landscaping.

*iii. Clearly defined property boundaries.*

**Finding: Complies with Conditions.** The application includes two tax lots with clearly defined boundaries. One of the tax lots consists of an inverted L-shaped unbuildable strip of land abutting Amanda Court and the rear of the main development site, while the other tax lot constitutes the main development site. The owners of both properties have submitted a request for a lot line adjustment to consolidate the tax lots, which has not been finalized. With the required street dedication to accommodate the necessary street improvements on Amanda Court and South End Road, the location of the current property lines of both properties will be affected.

Tax lot 3203 consists of an L-shaped, non-conforming tract of land that was surveyed in 1960 to correct monumentation.

Since provision of directly abutting street improvements associated with the development of the site is a standard requirement of this code, tax lot 3203 is an integral part of the application. Development cannot proceed without the owners of tax lot 3100 and 3202 participating in the application. Both owners have signed the land use application, including the lot line adjustment application.

The applicant shall complete the lot line adjustment through the standard Type I process for approval of a property line adjustment by the Community Development Director. Following approval of the lot line adjustment the applicant shall provide the necessary deeds of right-of-way dedication for review and approval by the City prior to issuance of any grading, building, or construction permit for the site.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 20.**

**17.56.040.G** *Bed and Breakfast Inns.*

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

**17.56.060** *Revocation of conditional use permits.*

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

- A. One or more conditions attached to the grant of the conditional use permit have not been fulfilled; and*
- B. The unfulfilled condition is substantially related to the issuance of the conditional use permit.*

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

**17.56.070 Periodic review of conditional use permits.**

- A. The City Commission may provide for the periodic review of some or all of the conditional use permits previously issued by the city, or, with regard to lands annexed by the city, those such permits issued by the county. In providing for such review, the City Commission may designate classes of such previously issued permits for which periodic review shall be undertaken.
- B. Such review shall be accomplished as an administrative action under Chapter 17.50 and shall be limited to the question of whether additional conditions should be imposed on a conditional use in the light of changing circumstances and more efficient implementation of the city's comprehensive plan.
- C. Notwithstanding the provisions of Chapter 17.58, any additional conditions shall be met as a requirement for continued operation of the conditional use.

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

**CHAPTER 17.08 R-10 SINGLE-FAMILY DWELLING DISTRICT**

**17.08.020 - Permitted uses.**

*Permitted Use in the R-10 district are:*

- A. Single-family detached residential units;
- B. Parks, playgrounds, playfields and community or neighborhood centers;
- C. Home occupations;
- D. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
- E. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- F. Accessory uses, buildings and dwellings;
- G. Family day care provider, subject to the provisions of Section 17.54.050;
- H. Residential home per ORS 443.400;
- I. Cottage housing.

**Finding: Not Applicable.** The applicant has proposed a conditional use.

**17.08.030 - Conditional uses.**

*The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:*

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Bed and breakfast inns/boarding houses;
- C. Cemeteries, crematories, mausoleums and columbariums;
- D. Child care centers and nursery schools;
- E. Emergency service facilities (police and fire), excluding correctional facilities;
- F. Residential care facility;
- G. Private and/or public educational or training facilities;
- H. Public utilities, including sub-stations (such as buildings, plants and other structures);
- I. Religious institutions;
- J. Assisted living facilities; nursing homes and group homes for over fifteen patients.

**Finding:** The applicant has proposed an assisted living facility with 31 beds, requiring Conditional Use approval per subsection (J) above.

**17.08.040 - Dimensional standards.**

*Dimensional standards in the R-10 district are:*

**17.08.040.A.** *Minimum lot areas, ten thousand square feet;*

**Finding: Complies with condition.** The applicant has proposed to adjust a common lot line between Clackamas County Map 3-1E-01AD, Tax Lots 3100 and 3202, resulting in a site that is approximately 39,343 square feet. The applicant must complete the lot line adjustment process prior to any construction activity associated with the proposed conditional use assisted living facility. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 20.**

**17.08.040.B.** *Minimum lot width, sixty-five feet;*

**Finding: Complies with condition.** The applicant has proposed to adjust a common lot line between Clackamas County Map 3-1E-01AD, Tax Lots 3100 and 3202, resulting in a site that is approximately 140 feet in width. The applicant must complete the lot line adjustment process prior to any construction activity associated with the proposed conditional use assisted living facility. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 20.**

**17.08.040.C.** *Minimum lot depth, eighty feet;*

**Finding: Complies with condition.** The applicant has proposed to adjust a common lot line between Clackamas County Map 3-1E-01AD, Tax Lots 3100 and 3202 resulting in a site that is approximately 293 feet in depth. The applicant must complete the lot line adjustment process prior to any construction activity associated with the proposed conditional use assisted living facility. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 20.**

**17.08.040.D.** *Maximum building height, two and one-half stories, not to exceed thirty-five feet;*

**Finding: Complies as Proposed.** The proposed building is 28' tall to the peak of the pitched roof.

**17.08.040.E.** *Minimum required setbacks:*

**17.08.040.E..1** *Front yard, twenty feet minimum setback,*

**Finding:** The front setback requirement for a commercial / institutional building is regulated by the Site Plan and Design review code section. Please refer to the analysis for 17.62.055.C.4.

**17.08.040.E.2** *Front porch, fifteen feet minimum setback,*

**Finding:** The front setback requirement for a commercial / institutional building is regulated by the Site Plan and Design review code section. Please refer to the analysis for 17.62.055.C.4.

**17.08.040.E.3.** *Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.*

**Finding: Not Applicable.** A garage is not proposed onsite.

**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,*

**Finding: Complies as Proposed.** The structure will comply with the 10' setback at the interior (north) side.

**17.08.040.E.5** *Corner side yard, fifteen feet minimum setback,*

**Finding: Complies as Proposed.** The structure will have a setback of 21' 2 1/8" on the corner (south) side

**17.08.040.E.6** *Rear yard, twenty feet minimum setback,*

**Finding: Complies as Proposed.** The structure will have a rear setback of 62' on the rear yard.

**17.08.040.E.7** *Rear porch, fifteen feet minimum setback..*

**Finding: Not Applicable.** The structure will have a rear setback of 62' on the rear yard.

**17.08.040.F.** *Garage Standards: See Section 17.20 – Residential Design Standards*

**Finding: Not Applicable.** The applicant has not proposed to construct a garage.

**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.*

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

	<b>Square Feet</b>
Total Site	39,343
Allowed Building Coverage	15,737
Rear Parking Lot (5 spaces)	2,400 (not included in calc.)
Proposed Building Coverage	15,323

#### **Chapter 17.62 Site Plan and Design Review**

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

**Finding: Complies as Proposed.** The total site is comprised of 39,343 square feet, requiring a minimum of 5,901 square feet of landscaping. The applicant has proposed approximately 15,909 square feet of landscaping, nearly 40 percent of the site. With the revisions to the site to provide a small rear parking lot this amount may be reduced by approximately 2,400 square feet, however the amount of landscaping will still exceed the minimum required.

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

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

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

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

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



**Finding: Complies with Condition.** The 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. **Staff has 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.d.** *For properties within the Downtown Design District, or for major remodeling in all zones subject to this chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.*

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

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

**Finding: Complies as Proposed.** The landscaping plan includes landscaping which is visible from the public right-of-way. Additional emphasis has been placed on the landscape buffers and front landscaping abutting South End Road.

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

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

**17.62.050.A.2 Vehicular Access and Connectivity.**

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

**Finding: Complies as Proposed.** The development proposal includes an option for a small 5-space rear parking lot as recommended by staff in order to not have to rely solely on on-street parking. Additionally, the applicant has proposed ADA and van parking to the side of the main front entrance so that residents with disabilities may easily access the front of the building. Due to the nature of the use, the applicant has requested a variance to be able to place the drive aisle in the front of the building. See section 17.60 for analysis.

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

**Finding: Complies with conditions.** The site access will be served by a one-way ingress location off South End Road into the front of the site approximately 100 feet north of Amanda Court. This drive aisle curves to the west upon exiting the Porte Cochere so that the egress on the minor street, Amanda Court, is 50 feet to the west of the intersection with South End Road. A second driveway cut off from Amanda Court for the small rear parking lot is proposed approximately 180' west of the drive aisle. Clackamas Fire District #1 reviewed the proposal for compliance with the Oregon Fire Safety Code and provided comments (Exhibit 7).

The city's transportation consultant has reviewed the proposal and determined that the ingress and egress locations are located in the interest of public safety, and provided his recommendation for parking restrictions within 100 feet of South End Road are followed (Exhibits 5 and 6).

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

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

**Finding: Not Applicable.** No alleys are proposed or required for the subject site which is within the "R-10" Single-Family Dwelling District.

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

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

**17.62.050.A.2.e.** *Where no alley access is available, the development shall be configured to allow only one driveway per frontage. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection. Shared driveways shall be required as needed to accomplish the requirements of this section. The location and design of pedestrian access from the public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.*

**Finding: Complies with Conditions.** The proposed site access from South End Road is a one-way ingress only, with the egress only off the minor street. A second driveway cut to access a small rear parking lot was recommended by staff. Due to the small size of the parking lot and the low volume of traffic that the proposed use will create staff does not anticipate any impacts from this proposal. As recommended by John Replinger, no parking signs will be installed on the north side of Amanda Court within 100' of the intersection with South End Road. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

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

**Finding: Not Applicable.** The abutting properties are fully developed with single-family homes. This standard is not applicable.

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

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

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

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

**17.62.050.A.2.i-m.**

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

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

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

**Finding: Complies as Proposed.** 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, and for comparison's sake, it was also reviewed for compliance with the Residential Design Standards of OCMC 17.20. The building meets both sets of standards. Please refer to those sections of this staff report for details.

The new building is 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. These exterior materials include the use of fiber cement board siding, cultured stone veneer, premium or laminate grade asphalt composition roof shingles, shake shingle paneling at the eaves, metal gutters, wide decorative trim on the windows, eaves and fascia, and stucco finishes. Finishes reflected on the façade are also reflected on the other (3) sides of the building. See Sheet DR.2 and DR.3 for details regarding this section.

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

**Finding: Complies with Conditions.** The subject site and associated improvements are located in fairly level locations. No significant grading is anticipated. Review for compliance with grading design standards will take place prior to building permits being issued. The applicant is responsible for this project's compliance with Engineering Policy 00-01.

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. 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.

Prior to the issuance of a building permit associated with the proposed development, the applicant shall submit a grading plan to the Development Services Department, accompanied by all applicable permits supporting the plan. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading

Design Standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1 and 3.**

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

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

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

**Finding: 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. The storm report will need to be finalized reflecting the modified site plan. Storm drainage from the driveway and the parking area is proposed to be addressed with pervious pavement, therefore there is no detention or treatment required for those facilities. 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. **Staff 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.**

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

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

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

**Finding: Complies with Conditions. See also findings above.** The site is located at the intersection of Amanda Court, a local street, and South End Road that is designated as a Minor Arterial in the Oregon City Transportation System Plan. The applicant has proposed to construct sidewalks abutting the site where required. These improvements will assure the proposed land use contributes to safe, multi-modal travel options and walkability. The applicant proposes a 5' planter strip behind the existing curb, and five-foot sidewalk along Amanda Court. The applicant proposes a 10' sidewalk behind the existing curb with 5' x 5' tree wells along South End Road, in

accordance with City's Transportation System Plan. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 1, 13 and 14.**

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

**17.62.050.A.9.a.** *Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.*

**Finding: Complies as Proposed.** As indicated by the applicant, "A walkway between the buildings main (front) entrance along South End Rd. is provided and provides a clear and direct connection to the proposed sidewalk at the R.O.W. An on-site pathway surrounds the entire building, in addition to the public sidewalk system. The pedestrian access connects to a public plaza area at the front of the site to make a more distinguished connection between the public and private space. A 5' wide walkway is also proposed connecting the new sidewalk along Amanda Ct. to the Outdoor "Café" Area proposed on the south east side of the property. See Sheet DR.1 for details.

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

**Finding: Complies as Proposed.** As indicated by the applicant, "b. A pedestrian circulation system connects all the entrances to the building via a 5' wide walkway around the building. The circulation system also connects to the sidewalk along South End Rd. and Amanda Ct. and the vehicular and bicycle parking area. The pedestrian circulation for the entire site will be handicap accessible due to the nature of the residents for this building type."

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

**Finding: Not Applicable.** No elevated external walkways or stairwells are proposed.

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

**Finding: Not Applicable.** There are no adjacent buildings proposed on the site.

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

**Finding: Not Applicable.** There are no adjacent commercial buildings and there is no need to connect the on-site pedestrian circulation system to any adjacent residential site because the proposed public sidewalk will serve adequately this connectivity.

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

**Finding: Complies as Proposed.** The applicant indicates, “On-site pedestrian walkways are 5’ wide pervious concrete which connect the side and rear building entrances/exits. The main (front) entrance along South End Rd. is 6’ wide. The pedestrian walkways that intersect with other hard surfaces such as the driveway and parking areas are designed to be a different color, type, or treatment (i.e. stamped concrete) as to contrast visually to adjoining surfaces. The same treatment is utilized for the main entrance walkway that crosses the drive isle below the porte-cochere. See Sheet DR.1 and DR.L1 for details.” Additionally, the drive aisle for the rear parking lot will be separated from the rear walkway via a raised curb.

**17.62.050.A.10.** *There shall be provided adequate means to ensure continued maintenance and necessary normal replacement of private common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agency.*

**Finding: Complies as Proposed.** The applicant indicates that the facility will have weekly maintenance crews who will provide adequate maintenance for the building and grounds.

**17.62.050.A.11** *Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.*  
**Finding:** Please refer to the analysis in Chapter 17.41 of this report.

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

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

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

**Finding: Complies as Proposed.** The applicant indicated, “The development will maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, and outdoor storage. The proposal will not utilize any radioactive, toxic, noxious matter, or electromagnetic interference. The hours of construction will be in compliance with City standards as not disturb the neighbors or nearby properties during construction. Once the proposal is constructed, normal operating procedures of the building will not disturb the neighbors, nearby properties, or businesses because the use of the building is that of a low impact. People will be living on the site and therefore no out of the ordinary activities will occur that is different than that of residential area.”

**17.62.050.A.14** *Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing offsite systems if necessary to provide adequate public facilities. The city may require over sizing of facilities where necessary to meet standards in the city's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.*

**Finding: Complies with Conditions.** Sewer and water facilities are all available to serve the subject property and are adequate to serve the proposed uses.

There is an 8-inch water line in Amanda Court and a 6-inch water line in South End Road. The water master plan calls for the water line on South End Road to be upgraded to an 8-inch pipe. The applicant has proposed to pay cash-in-lieu of these improvements. The existing service line is likely only sized for a single family home and will need to be upgraded for the proposed use. The required service line size will be verified during the building permit process. The site is not constrained by the Oregon City Policy in Anticipation of the Sanitary Sewer Moratorium, dated July 3, 2014 because the site is not located in a flow-constrained area.

There is a fire hydrant on the east side of south end road. Clackamas Fire District #1 reviewed the proposal for compliance with the Oregon Fire Safety Code and provided comments (Exhibit 5). It appears that, based on the dedications and street improvements proposed, that the building will have adequate fire and emergency access. Compliance with fire and life safety standards and review of building plans in coordination with the fire district is a routine part of the building permit review process.

There is an 18-inch sanitary sewer line in South End Road and an existing service line that is likely to be 4-inch. The applicant proposes to extend the service line to the new building. There will be additional sanitary sewer flow from the proposed improvements. The required service line size will be verified during the building permit process. There will be a kitchen in the proposed facilities, so a grease trap will be required. Prior to final of permits associated with the proposed development the applicant shall include a grease trap for the kitchen.

If new service lines are required, then the applicant shall follow the City pavement cut policy for replacement of the pavement.

The applicant shall sign a Non-Remonstrance Agreement for the subject property for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 3, 4, 5, 6 and 17.**

**17.62.050.A.15** *Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in*

*the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action.*

**Finding: Complies with Condition.** For a full description of the street and right-of-way improvement see the findings for Chapter 12.04 of this report.

The applicant's proposal has very little impact to overall traffic in the area. Pursuant to the City's adopted guidelines for preparation of traffic impact analyses, the proposed land use does not require a level-of-service analysis of adjacent off-site intersections since the peak hour traffic generation proposed does not warrant such analysis.

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 for 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.



Please see Exhibits 3b and 5 and 6 for the supplementary Traffic Analysis Letter (TAL) and Mr. Replinger's comments.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval 1, 13, 14 and 18.**

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

**Finding: Complies as Proposed.** The proposed development was transmitted to Tri-Met, who did not comment on the application. The applicant did not indicate that the residential care facility will provide a private shuttle for residents or make similar accommodations, since residents will not own their own vehicles. Staff finds that the design of the private driveway on the site will sufficiently accommodate transit vehicles.

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

**Finding: Complies with Condition.** Ten-foot public utility easements along the street frontage and all easements required for the final engineering plans shall be dedicated to the public. All existing and proposed utilities and easements shall be indicated on the construction plans. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 10.**

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

**Finding: Complies as Proposed.** The applicant is required to submit the proposed plans to the Building Division for review. The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application and applicant shall comply with all Building Division requirements prior to building permit approval. As indicated by the applicant, "All accesses and facilities on the exterior and interior of the building are proposed as accessible to for [sic.] physically handicapped people. Due to the nature of the care provided and the type of residents (handicap) for the building type, this requirement will be fulfilled for the entire site and building. ADA guidelines and accessibility guidelines will be met."

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

**Finding: Not Applicable.** The subject site has submitted this application for a Conditional Use.

**17.62.050.A.20 Screening of Mechanical Equipment:**

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

b. Wall-mounted mechanical equipment shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and

groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.

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

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

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

**Finding: Complies with conditions.** The applicant indicates, "a. The only roof top mechanical equipment for the proposal is the range hood for the Kitchen. The roof-top mounted supply and exhaust for the range will be screened by building roof elements and parapet walls as necessary to the height of the highest point of the mechanical equipment. No other roof top equipment is proposed.

b. There is no wall mounted mechanical equipment proposed for this facility.

c. Small A/C condenser units are proposed for each individual unit. The unit will be ground mounted on a concrete slab below each unit window on the main floor. The unit sizes are approximately 16" deep by 24" wide and 18" tall. The units will be screened by landscape shrubs and plant material and shall screen at least 80% of the units from visibility. The 6' tall cedar fence along the site perimeter will also provide additional screening of the ground mounted mechanical equipment."

The applicant shall provide a landscaping and building plan detail that shows how the proposed landscaping or other approved screening method will adequately screen the condenser units on the north and east sides of the building prior to issuance of a building permit, or prior to issuance of the separate HVAC / Mechanical permits for the mechanical units during the building permit review. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 22.**

#### **17.62.050.A.21. Building Materials.**

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

i. Brick.

ii. Basalt stone or basalt veneer.

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

iv. Board and baton siding.

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

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

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

**Finding: Complies as Proposed.** The applicant has proposed the following building materials: Stone veneer, 4" reveal cement board siding, shake style cement board panels, and Stucco as an accent material. All of the building materials are identified as preferred, or are not identified as prohibited or a special material.

**17.62.050.A.21.b. Prohibited materials.** *The following materials shall be prohibited in visible locations unless an exception is granted by the community development director based on the integration of the material into the overall design of the structure.*

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

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

*iii. Corrugated fiberglass.*

*iv. Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).*

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

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

**Finding:** No prohibited building materials are proposed.

**17.62.050.A.21.c. Special material standards:** *The following materials are allowed if they comply with the requirements found below:*

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

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

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

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

**Finding:** No special material standards are proposed.

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

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

#### **17.62.055 - Institutional and commercial building standards.**

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

**Finding: Applicable.** The applicant proposed to construct an institutional / commercial building in a residential area.

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

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

**Finding: 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 the 17.20 standards as well – please see that section in this report.

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. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

**17.62.055.C.2** *A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.*

**Finding: Not Applicable.** The applicant has not proposed a prototype or franchise design.

**17.62.055.C.3.** *In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.*

**Finding: Not Applicable.** Multiple buildings are not proposed.

**17.62.055.C.4** *With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.*

**Finding: Complies as Proposed.** The proposed setbacks will comply with the R-10 zoning districts. However, the front façade setback for an assisted living use facility / institutional building of this type is required to be a maximum of 5' and the applicant has requested a variance from this standard in order to accommodate a covered driveway at the front of the building. Please see section 17.60 for analysis.

**17.62.055.C.5** *On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055.D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055.D.*

**Finding: Complies as Proposed.** The subject property fronts on South End Road for a distance of approximately 130 feet. In order to accommodate the carport and vehicle drive aisle at the front of the building the applicant requested a variance, which will necessarily require that the building be setback further than this standard. The

proposed front setback is 31' 11". The applicant has provided additional pedestrian amenity features as mitigation for the larger setback pursuant to this standard as mitigation.

**17.62.055.D.1 Relationship of Buildings to Streets and Parking.**

*Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:*

- a. Tables, benches or other approved seating area.*
- b. Cobbled, patterned or paved stone or enhanced concrete.*
- c. Pedestrian scale lighting.*
- d. Sculpture/public art.*
- e. Fountains/Water feature.*
- f. At least twenty square feet of landscaping or planter boxes for each tenant facade fronting on the activity area.*
- g. Outdoor café.*
- h. Enhanced landscaping or additional landscaping.*
- i. Other elements, as approved by the community development director that can meet the intent of this section.*

**Finding: Complies as Proposed.** With the approximately 30-foot setback, the applicant has proposed seven features, including the following:

- Tables, benches or other approved seating area: Bistro style tables and chairs will be provided in the "Outdoor Café Area" along the south east side of the front of the building.
- Cobbled, patterned or paved stone or enhanced concrete: Stamped concrete at the porte-cochere and pedestrian access will be provided. Also, the use of porous concrete will be used for the driveway and parking area.
- Pedestrian scale lighting: The use of pedestrian scale lighting along the walkways, landscaped areas and the outdoor areas will be utilized to enhance the pedestrian experience, building and landscape architecture, and the overall safety of the site.
- Fountains / Water feature: A water feature is proposed along the southeast portion of the site frontage that will be visible from the intersection and of South End Rd. and Amanda Ct.
- Outdoor Café: An outdoor café area is proposed that will be visible from South End Rd. and Amanda Ct. A walkway will connect the outdoor café area with the sidewalk and the outdoor area will be used for recreational purposes. The outdoor café area will utilize bistro style tables and chairs, planting pots, and lighting to create a patio-like environment.
- At least 20 square feet of landscaping or planter boxes for each tenant façade fronting the activity area: 1200+ square feet of landscaped area between the building façade and front property line is proposed. See landscape plan for details.
- Enhanced landscaping and additional landscaping:
- Additionally, a porte-cochere that extends out from the building creating a covered walkway area for pedestrians and covered drop off area. The porte-cochere is setback 8' from the street fronting property line.
- Enhanced architectural elements to the façade of the building to create a more dynamic appearance by breaking up the façade wall, large windows, and variation in roof planes create more visual interest. The use of different materials, textures, trim, and finishes also enhances the street presence.

**17.62.055.D.2** *The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.*

**Finding: Complies as Proposed.** The primary façade is oriented toward South End Road and is accessed from the public sidewalk and clearly defined.

**17.62.055.D.3 Entryways.** *The primary entranceway for each commercial or retail establishment shall face the major street. The entrance may be recessed behind the property line a maximum of five feet unless a larger setback is approved pursuant to Section 17.62.055.D.1 and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined, highly visible and recessed or framed by a sheltering element.*

**Finding: Not Applicable.** The proposed institutional use is not a commercial or retail establishment.

**17.62.055.D.4** *Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements.*

**Finding: Not Applicable.** The proposed site is not a large retail establishment.

**17.62.055.D.5** *Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.*

**Finding: Not Applicable.** The applicant has not proposed to construct a trellis, canopy or awning within the public right-of-way.

**17.62.055.E Corner Lots.**

*For buildings located at the corner of intersections, the primary entrance of the building shall be located at the corner of the building or within twenty-five feet of the corner of the building. Additionally, one of the following treatments shall be required:*

- 1. Incorporate prominent architectural elements, such as increased building height or massing, cupola, turrets, or pitched roof, at the corner of the building or within twenty-five feet of the corner of the building.*
- 2. Chamfer the corner of the building (i.e. cut the corner at a forty-five-degree angle and a minimum of ten feet from the corner) and incorporate extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the chamfered area.*

**Finding: Complies as Proposed.** The subject site is located at the corner of an intersection and the entrance is proposed to be within 25' of the corner of the building. Prominent architectural elements have been incorporated such as increased building height and massing (The front portion of the building is where the 2-story portion is incorporated with difference in the roof lines). Extended weather protection through the use of a Porte Cochere has also been incorporated into the design.

**17.62.055.F Commercial First Floor Frontage.**

*In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.*

**Finding: Not Applicable.** The subject site is within the "R-10" Single-Family District and is not within a mixed use or neighborhood commercial district.

**17.62.055.G.1 Variation in Massing.**

*A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.*

**Finding: Complies as Proposed.** The building is designed to have several articulated building masses, roof lines and heights, projections, bays, and other architectural elements to add interest to the building.

**17.62.055.G.2** *Horizontal masses shall not exceed a height: width ratio of one-to-three without substantial variation in massing that includes a change in height and projecting or recessed elements.*

**Finding: Complies as Proposed.** Variation in massing, wall heights, roof lines, and gutter lines, provide ample variation in the building design. Along each façade the building wall has changes in wall plane (projecting or recessing) of at least 3' in depth, and a variation in roof lines, heights, and massing of projecting building volumes.

**17.62.055.G.3** *Changes in mass shall be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect.*

**Finding: Complies as Proposed.** The changes in mass reflect the interior spaces and the overall massing of the interior spaces and layout. The massing also articulates the building entrance and elements which are part of the building function (i.e. the covered vehicle loading and unloading area).

**17.62.055.H** *Minimum Wall Articulation.*

**17.62.055.H.1** *Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:*

- i. Change in plane,*
- ii. Change in texture or masonry pattern or color,*
- iii. Windows, treillage with landscaping appropriate for establishment on a trellis.*
- iv. An equivalent element that subdivides the wall into human scale proportions.*

**Finding: Complies as Proposed.** The proposed development complies with this criterion. The building facades have the following articulations in addition to changing roof lines, gutter heights, wall heights, etc. None of the façade walls facing a street or connecting walkway have a length of more than 30' without including one of the following elements (see building elevations for details):

- Change in plane
- Change in texture or material
- Windows
- Columns

**17.62.055.H.2** *Facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet.*

**Finding: Complies as Proposed.** The proposed development complies with this criterion. The north, south, and west building facades have building walls in excess of 100'. The north and south walls measure 199'-4" horizontally. In this length there are various wall projections, roof lines, changing wall heights, different material finishes, textures, colors, and windows. The minimum wall plane projection or recess is 3' and up to 32'+ with no walls that have an uninterrupted length greater than 39'-6" on either side. The wall variations run at least 35%-40% of the total wall length on either side. The west building façade (rear of the building) has a length of 104'-1". This wall also has differences in wall projections, roof lines, materials, textures, colors, and windows. There are no walls in excess of 20' that are uninterrupted by a change in wall plane, either through a recessed wall or a projecting wall. The differences in wall plane run 49% of the total wall length.

**17.62.055.H.3** *Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than sixty percent of their horizontal length.*

**Finding: Complies as Proposed.** The ground floor facades of the development will comply with this standard. The façades of the building facing the public streets (South End Rd. and Amanda Ct.) have at least one or more of these items repeating along the façade at no less than 60% of the total length of the façade: entry and exit areas, windows, a Porte Cochere, awnings, change in roof line, change in wall heights, change in massing, change in materials, and outdoor sitting areas. The longest street facing façade is the Amanda Ct. façade which measures 199'-4". This requires a minimum of about 120' of length for such elements. The total length for the items along this façade is proposed at 130'+ with much of this attributed to awnings over windows, change in wall / roof massing and heights, and windows. The façade facing South End Rd. is much smaller in length and incorporates all of the items listed above for a minimum of 75% of the wall length. See building elevations for details.

**17.62.055.H.4** *Building facades must include a repeating pattern that includes any one or more of the following elements:*

- a. Color change;*
- b. Texture change;*
- c. Material module change.*

**Finding: Complies as Proposed.** Building facades include a repeating pattern that includes the following elements: Texture change and material module change.

**17.62.055.H.5** *Facades shall have an expression of architectural or structural bays through a change in plane no less than twelve inches in width, such as an offset, reveal or projecting rib.*

**Finding: Complies as Proposed.** The building façades have an expression of bays and change in plane of minimum 12" offset.

**17.62.055.H.6** *Facades shall have at least one of elements subsections H.4. or H.5. of this section repeat horizontally. All elements shall repeat at intervals of no more than thirty feet, either horizontally or vertically.*

**Finding: Complies as Proposed.** The elements listed in section 4 and 5 above repeat on every façade of the building elevation at intervals of approximately 20-25 feet at a minimum.

**17.62.055.I.1** *Facade Transparency.*

*Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent windows or transparency on all corner-side facades. All other side elevations shall provide at least thirty percent transparency. The transparency is measured in lineal fashion. For example, a one hundred-foot long building elevation shall have at least sixty feet (sixty percent of one hundred feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.*

**Finding: Complies with Condition.** According to the applicant, neither the primary front façade nor the corner side façade on Amanda Court will meet the 60% transparency requirement. The applicant has provided adequate justification that the transparency proposed meets the intent of the standard for the proposed use. The applicant is not required to apply for a variance to this site design standard, provided that the proposal can conform to 17.62.015, *Modifications that will better meet design standards.*

Applicant Response:



Street façade facing South End Rd: The length of this façade measures 98'. The lineal feet of glazing along this façade measures 52' or 53%. However, as articulated in the front elevation, the 52 lineal feet of ground level windows or door glazing proposed, based on the wall articulations, massing, and projections, still meet the purpose and intent of the standard. The proposed glazing provides an excess of transparency in correlation to the interior spaces and the façade architecture. Because the façade has so many changes in plane and massing elements, the glazing still remains a dominating architectural element on the façade of the building.

Street façade facing Amanda Ct: The length of this façade measures 199'-4". The lineal feet of glazing along this façade measures 74' or 37%. However, as similar with the South End Rd. facing façade, the wall articulations and each window size in relationship to the wall it is placed on make it so that the overall intent of the standard is not jeopardized. The glazing is still a prominent feature in the architecture and the size of the windows relate directly with the room and function of the room for which it is serving. The vast majority of the spaces along the Amanda Ct. façade are bedroom sleeping units and private baths. The bedroom sleeping units are more than adequately sized for the purpose of these rooms in order to create light, views to the outside, egress, and ventilation. To upsize these windows further would reduce privacy, and create openings too large when compared to the size of the spaces they are in.

Staff finds that the applicant's justification is compelling, and that the specific criteria for modification in 17.62.015 (A) have been met, *that the modification will result in a development that better meets design guidelines:* and (B) that *the modification meets the intent of the standard.*

The purpose of the institutional and commercial design guidelines referred to in (A) are restated here from OCMC 17.62.055(A) for clarity:

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

The transparency standard is one of the design standards used to promote this purpose. Staff finds that the proposal will be consistent with the purpose of the standard for which a modification is requested. For example, right-sized window in bedrooms are important to provide functional and cohesive development that serve multiple tenants in a memory care facility.

The second criterion for approval of a modification is that (B) *The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* Under section 17.62.055.D.1. above, the applicant has proposed at least seven additional pedestrian amenities for the front setback and front façade of the development that accomplish the purpose of the design standard described above.

**Based on staff's analysis of the applicant's proposal, staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

**17.62.055.I.2** *Side or rear walls that face walkways may include false windows and door openings only when actual doors and windows are not feasible because of the nature of the use of the interior use of the building. False windows located within twenty feet of a right-of-way shall be utilized as display windows with a minimum display depth of thirty-six inches.*

**Finding: Not Applicable.** The applicant has not proposed a false window or door opening.

**17.62.055.J.1** *Roof Treatments.*

1. All facades shall have a recognizable "top" consisting of, but not limited to:

a. Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or

b. Sloping roof with overhangs and brackets; or

c. Stepped parapets;

d. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk.

**Finding: Complies as Proposed.** All facades that have a recognizable "top" that consist of one or more of the following elements: cornice treatments, sloping roofs with overhangs, and bay windows, entry roofs and features.

**17.62.055.J.2** *Mixed use buildings: For flat roofs or facades with a horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of wall). The maximum length of any continuous roofline shall be seventy-five feet.*

**Finding: Not Applicable.** The proposed structure is not a mixed use building.

**17.62.055.J.3** *Other roof forms consistent with the design standards herein may satisfy this standard if the individual segments of the roof with no change in slope or discontinuity are less than forty feet in width (measured horizontally).*

**Finding Not Applicable.** No other roof forms are proposed.

**17.62.055.K** *Drive-through facilities shall:*

1. Be located at the side or rear of the building.

2. Be designed to maximize queue storage on site.

**Finding: Not Applicable.** This standard refers to a commercial drive-through window. The applicant has not proposed a drive thru window.

**17.62.057** *Multi-Family Standards*

**Finding: Not Applicable.** A dwelling unit is defined as a restroom, sleeping area and a kitchen (defined by a stove). The assisted living facility rooms are not considered dwelling units because they do not each have a separate restroom and kitchen. The site is proposed to be constructed with a single kitchen and is not a multifamily site (though the density may be similar) and thus these standards are not applicable.

**17.62.065** *Outdoor Lighting*

**17.62.065.B** *Applicability.*

**Finding: Complies.** The applicant proposed to install exterior lighting with this proposed development. The development is subject to the standards in OCMC 17.62.065.

**17.62.065.C** *General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this*

section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.

**Finding:** Refer to the analysis under OCMC 17.62.065.D within this report.

**17.62.065.D Design and Illumination Standards.**

**General Outdoor Lighting Standard and Glare Prohibition.**

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

**Finding: Complies with Condition.** Reference the site lighting plan on Sheet DR.1A for details. The applicant indicated that the site lighting plan specifies lighting for security and safety use for the site using fixtures that have appropriate measures to shield glare and maintain a light level of 0.5 foot candles or less at the property line for less impact on the surrounding neighbors. The lighting plan indicates footcandle levels in excess of 0.5 at the northern property line. Due to the location and type of lighting fixtures needed for the scale of the proposed development, it is likely that the proposed development will be able to comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a revised photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

**Finding: Complies with Conditions.** The applicant proposed LED lamps designed to be cutoff lights so as to avoid excess lighting on the adjoining neighbors. LED lamp technology is relatively new and the adopted code predates the mainstream use of this newer lighting source, but is widely known to be more efficient and less light polluting than older bulb type lighting. The proposed footcandle light output indicated for the wall mounted luminaires is a 0.5 footcandles at approximately 2-3 from the fixture depending on mounting height. The applicant shall provide staff with a revised photometric plan, or additional documentation from a lighting engineer that explains how the proposed lighting complies with this standard, prior to issuance of a building permit. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

**Finding: Not Applicable.** The applicant did not propose any pole mounted lighting and the development is not multi-family residential development.

**17.62.065 .D.4** Lighting levels:

Table 1-17.62.065. Foot-candle Levels

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

**Finding: Complies with Condition.** The applicant referred to the submitted lighting plan sheet DR.1A to show compliance with this standard, which includes several references to this code section, but does not indicate whether the specific locational lighting levels in the table 17.62.065.D.4 are met. Therefore, the lighting plan will need to be resubmitted prior to issuance of a building permit to show the applicant meets this standard. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

**Finding: Complies with Condition.** The applicant did not respond to this section. A rear parking lot has been proposed since the original lighting plan was submitted. The applicant shall provide a revised photometric plan which indicates that the parking lot is lighted as unobtrusively as possible in accordance with this standard prior to issuance of a building permit. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

**Finding: Complies with Condition.** The applicant referred to the submitted lighting plan sheet DR.1A to show compliance with this standard, which includes several references to this code section, but does not indicate whether the specific locational lighting levels in the table 17.62.065.D.4 are met. Therefore, the lighting plan will need to be resubmitted prior to issuance of a building permit to show the applicant meets this standard. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

**Finding: Not Applicable.** No pedestrian accessways are proposed.

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

**Finding: Complies with Condition.** The applicant indicates that the landscaping plan includes various kinds of ground lighting but did not indicate these on the lighting plan. Applicant shall provide assurance prior to issuance of a building permit that floodlighting, if proposed, will not be lit between 10:00 p.m. and 6:00 a.m. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

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

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

**Finding: Complies as Proposed.** The applicant submitted drawings of the proposed light fixtures demonstrating they are consistent with the Oregon City Municipal Code and with the proposed architecture.

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

**Finding: Complies with Conditions.** Reference the site lighting plan on Sheet DR.1A for details. The applicant indicated that the site lighting plan specifies lighting for security and safety use for the site using fixtures that have appropriate measures to shield glare and maintain a light level of 0.5 foot candles or less at the property line for less impact on the surrounding neighbors. The lighting plan indicates footcandle levels in excess of 0.5 at the northern property line. Due to the location and type of lighting fixtures needed for the scale of the proposed development, it is likely that the proposed development will be able to comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a revised photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

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

**Finding: Complies as Proposed.** The applicant indicated that all security outdoor lights will have motion sensors.

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

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

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

**Finding: Complies as Proposed.** The applicant indicated that the landscape plan includes landscape directional lighting. These light fixtures are small and reflect only enough light to accent a landscape feature. The light levels will not reach any roof top height.

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

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

**17.62.065 .D.16** *Wireless Sites. Unless required by the Federal Aviation Administration or the Oregon Aeronautics Division, artificial lighting of wireless communication towers and antennas shall be prohibited. Strobe lighting of wireless communication facilities is prohibited unless required by the Federal Aviation Administration. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary*

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

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

i. Maximum permitted light post height: eighty feet.

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

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

#### **17.62.080 Special development standards along transit streets.**

**Finding: Applicable.** The abutting portion of South End Road is a transit street.

*1. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.*

**Finding: Variance Required. Please see section 17.60 for findings.** The main entrance is oriented toward the Transit Street, however the applicant has requested a variance to be able to locate a vehicle maneuvering area between the building and the street that requires that pedestrians cross the driveway. If the variance is approved this standard can be met.

*a. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.*

**Finding: Complies as Proposed.** The site is a corner lot abutting the intersection of a transit street and a local street. The main entrance is as close to the corner as is practicable given the proposed site layout and given the traffic consultant recommendation to locate the proposed egress of the drive aisle at a minimum of 25 feet from the intersection.

*b. For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.*

**Finding: Not Applicable.** The building façade does not exceed three hundred feet.

*2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be three foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.*

**Finding: Complies with Condition.** See also findings above under the Outdoor Lighting section. The applicant referred to the submitted lighting plan sheet DR.1A to show compliance with this standard, which includes several references to this code section, but does not indicate whether the specific locational lighting levels in Table 17.62.065.D.4 are met. Therefore, the lighting plan will need to be resubmitted prior to issuance of a building permit. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.**

*3. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.*

**Finding:** As stated above, the applicant has requested a separate variance to be able to construct a pick up and drop off covered driveway in front of the building facing South End Road. Staff supports the variance and finds that the intent of this section for Transit Street development can still be met if the variance is approved. Please refer to section 17.60, Variances.

#### **17.62.085 Refuse and Recycling Standards for commercial, industrial and multi-family developments**

*The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure.*

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

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

*C Fully enclosed and visually screened;*

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

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

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

*G Maintained by the property owner;*

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

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

**Finding: Complies as Proposed.** According to the applicant, the garbage and recycling area is designed to accommodate the needs of the facility based on full occupancy. The garbage and recycling area is a total of approx. 119 square feet. The garbage and recycling area is designed as part of the primary structure and is located on the north side of the building towards the front and adjacent to the parking area. It is not a separate structure. Therefore, passersby will not notice the garage area as a refuse area because the garbage area is fully enclosed by walls and a roof and has fully obscured doors. The garbage area is located adjacent to the parking area and easily accessible to the staff for dropping off garbage and recycling. The containers can easily be moved out for collection days from this location. The garbage area is designed as part of the building itself. It does not obstruct any parking, vehicle area, walkways, or adjacent properties. The garbage enclosure area will have a concrete slab floor with a floor drain that will be piped to the sanitary sewer. The slab will be sloped slightly as to avoid standing water. The garbage and recycling refuse area will be maintained by the property owner and maintenance crew. The garbage area is for the use of solid waste and recyclable materials.

#### **CHAPTER 17.54 – SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS:**

##### **17.54.100 Fence, Setback and Height Limitations.**

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

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

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

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

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

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

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

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

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

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

**Finding: Complies as Proposed.** The applicant proposes to construct a 6-foot tall wood fence around the rear and side perimeters of the site. No fences are proposed in front of the front facades along South End Road and Amanda Court.

## **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		55 stalls	99 stalls

**Finding: Complies as Proposed.** According to the applicant, 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 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 five parking spaces will be located at the rear of the facility based on the revised site plan.

The 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. See Site Plan for details.

**17.52.020.A.1 Multiple Uses.** *In the event several uses occupy a single structure or Parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*

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

### **17.52.020.A.2.**



*Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.*

**Finding: Not Applicable.** The proposed uses of the site were identified in the Oregon City Municipal Code.

**17.52.020.A.3.**

*Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.*

**Finding: Complies as Proposed.** Rounding techniques identified in this Chapter were utilized.

**17.52.020.A.4.**

*The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.*

**Finding: Complies as proposed.** The applicant indicated compliance with this section by noting it on the site plans.

**17.52.020.A.5.**

*A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building or new construction in the district are required to meet the minimum parking requirements in Table 17.52.020.*

**Finding: Not Applicable.** The proposed development is not within the MUD zoning designation.

**17.52.020.B.1 Reduction of the Number of Automobile Spaces Required.**

*Transit Oriented Development. The community development director may reduce the required number of parking stalls up to ten percent when it is determined that a commercial business center or multi-family project is adjacent to or within one thousand feet of an existing or planned public transit. Also, if a commercial center is within one thousand feet of a multi-family project, with over eighty units and pedestrian access, the parking requirements may be reduced by ten percent.*

**Finding: Not Applicable.** The applicant did not request a reduction in the minimum number of parking stalls required.

**17.52.020.B.2.**

*Transportation Demand Management. The community development director may reduce the number of parking spaces for developments that utilize TDM.*

**Finding: Not Applicable.** The applicant did not request a reduction in the parking stalls due to transportation demand management.

**17.52.020.B.3.**

*Shared Parking. The community development director may reduce the required number of parking stalls up to fifty percent for mixed uses and uses that use shared parking.*

**Finding: Not Applicable.** The applicant did not propose mixed uses or shared parking.

**17.52.020.B.4.**

*Reduction in Parking for Tree Preservation. The community development director may grant an adjustment to any standard provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction can be determined only after taking into consideration any unique site conditions and the*

*impact of the reduction on parking needs for the use, and must be approved by the community development director. This reduction is discretionary and subject to the approval of the community development director.*

**Finding: Not Applicable.** The applicant has not requested a reduction in the parking stalls due to tree preservation.

#### **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.*

**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 discussions with staff, the applicant revised the application in order to provide all of the seven required 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.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

#### **17.52.030 - Design review.**

**17.52.030.A. Access.** *Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.*

**Finding: Complies with Condition.** The off-street parking proposed on the revised site plan has been designed so as not to require any backing movements within the public right-of-way.

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 for 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.

The revised parking layout was addressed in the applicant's revised Transportation Analysis Letter and reviewed by the City's Transportation Consultant, John Replinger.

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 (Exhibit 3b) 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.

Please see Exhibits 3b, 5 and 6 for the supplementary Traffic Analysis Letter (TAL) and Mr. Replinger's comments.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

**17.52.030.B. Surfacing.** *Required off street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's storm water and low impact development design standards are encouraged.*

**Finding: Complies as Proposed.** The applicant indicates that the proposed parking lot would be paved using pervious materials.

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

**Finding:** Please refer to 17.62.050.A.6 of this report.

**17.52.030.D. Dimensional Requirements.**

*1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all weather surface to a street or alley. Parking stalls in compliance with the American[s] with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this Chapter.*

*2. Alternative parking/landscaping plan. The city understands the physical constraints imposed upon small parking lots and encourages alternative designs for parking lots of less than ten parking stalls. The community development director may approve an alternative parking lot/landscaping plan with variations to the parking*

angle or space dimensions and landscaping standards for off street parking. The alternative shall be consistent with the intent of this Chapter and shall create a safe space for automobiles and pedestrians while retaining landscaping to the quantity and quality found within parking lot landscaping requirements.

A Parking Angle		B Stall Width	C Stall to Curb	D Aisle Width	E Curb Length	F Overhang
90 degrees	Standard Compact	9' 8'	19.0' 16.0'	24' 22'	9' 8'	1.5

**Finding: Complies as Proposed.** The revised parking plan indicates that the 90-degree parking spaces will be standard size, 19' deep and 9' wide with room for a 24' drive aisles and 1.5' of overhang.

**17.52.030.E Carpool and vanpool parking.**

*New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."*

**Finding: Complies as Proposed.** The proposed use is for an assisted living facility, and is required by the building code to provide one marked ADA van-accessible space as proposed on the site plans.

**17.52.040 Bicycle parking**

**17.52.040.A Purpose-Applicability.** *To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.*

**Finding: Applicable.** The proposed development is subject to the bicycle parking standards in OCMC 17.52.040.

**17.52.040.B. Number of Bicycle Spaces Required.** *For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the community development director is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements.*

Use	Bicycle Parking
Senior housing, including congregate care, residential care and assisted living Facilities; nursing homes and other types of group homes;	1 per 30 auto spaces
Office	1 per 20 auto spaces

**Finding: Complies as Proposed.** The number of bicycle parking stalls required for the proposed development is based upon the number of automobile parking stalls required for the proposed structure. The proposed 7 parking stalls require a minimum of 1 bike parking stall. According to the applicant, the bike parking space will be provided on the north side of the building behind the kitchen. The area will be covered by an extended overhang and provide a secure and safe parking area where bikes can be locked to a stationary bike rack bolted to the ground. Because the bike parking area is not directly visible from the right-of-way, signs will be posted directing people to the bicycle parking area. The bike parking location will not interfere with the vehicle parking

area and an accessible walkway is provided from the bike parking area to the main entrance of the building. See Site Plan for details.

**17.52.040.C.1** *Bicycle parking shall be located on-site, in one or more convenient, secure and accessible location. The City Engineer and the community development director may permit the bicycle parking to be provided within the public right-of-way. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances, as it deems appropriate.*

**Finding: Complies as Proposed.** See Finding in 17.52.040(B) above.

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

**Finding: Complies as Proposed.** See Finding in 17.52.040(B) above.

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

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

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

**Finding: Complies as Proposed.** See Finding in 17.52.040(B) above.

**17.52.040.C.4** *Accessibility.*

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

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

**Finding: Complies as Proposed.** See Finding in 17.52.040(B) above.

*D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue convenience.*

**Finding: Complies as Proposed.** See Finding in 17.52.040(B) above.

### **17.52.060 Parking lot landscaping.**

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

**Finding: Complies 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 (less than 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. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 21.**

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

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.060.A.3.** *Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.*

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.060.A.4.** *Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;*

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.060.A.5.** *Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;*

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.060.A.6.** *All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.*

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.060.A.7.** *The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.*

**Finding: Complies as Proposed.** Since the applicant revised the initial site plan to include a rear parking lot based on planning staff recommendation, the City's Transportation Consultant 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.

**17.52.060.A.8.** *Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*

**Finding: See Finding for standard 17.52.060.A.1.**

**17.52.060.B** *Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.*

*1. The perimeter parking lot are[a] shall include:*

- a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;*
- b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
- c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.*

**Finding: See Finding for standard 17.52.060.A.1.**

**17.52.060.C** *Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:*

*1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:*

- a. Trees spaced a maximum of thirty-five feet apart;*
- b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
- c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*

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

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.060.D Interior Parking Lot Landscaping.** Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:

- a. A minimum of one tree per six parking spaces.
- b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
- c. Shrubs spaced no more than four feet apart on average.
- d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between right-of-ways of parking shall be a minimum of six feet in width and a minimum of ten feet in length.
- e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or  
Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

**Finding:** Not Applicable. The proposed parking lot is too small to require interior landscaping.

**17.52.060.E Installation.**

1. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.
2. The site, soils and proposed irrigation systems shall be appropriate for the healthy and long-term maintenance of the proposed plant species.
3. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city, such as the posting of a surety.

**Finding:** See Finding for standard 17.52.060.A.1.

**17.52.070 Alternative landscaping plan.**

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

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

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



**Finding: See Finding for standard 17.52.060.A.1.**

**17.52.080 Maintenance** The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.

All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

- a. It will not interfere with the maintenance or repair of any public utility;
- b. It will not restrict pedestrian or vehicular access; and
- c. It will not constitute a traffic hazard due to reduced visibility.

**Finding: See Finding for standard 17.52.060.A.1.**

#### **CHAPTER 12.04 – STREETS, SIDEWALKS AND PUBLIC PLACES**

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

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

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

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

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

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

**Finding: Complies with Conditions. See Findings in Section 17.62.050.A.15.** The subject site is adjacent to South End Road and Amanda Court, rights-of-way regulated by the City. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1 and 3.**

##### **12.04.007 Modifications.**

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

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

**Finding: Complies with Condition.** The applicant did not respond to this section, however, modifications will be required.

The applicant has proposed street standards that differ from the strict standard specified herein. The property and proposed land use is residential and abuts a Minor Arterial Road, South End Road, and Amanda Court which is a local residential street. Therefore this code requires the following:

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Minor Arterial	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.
Local Street	Residential	54 ft.	32 ft.	0.5 ft.	5 ft.	5.5 ft.				

The existing conditions for South End Road include a 60-foot right-of-way, 40-foot pavement that includes a curb and 5-foot bike lane on the west side of the street and a 7-foot parking strip on the east side, and a 6-foot curb tight sidewalk on the east side of the street.

The applicant has proposed the following:

The portion of South End Rd. along the site's entire frontage will be improved with the following: 20' pavement to the centerline, 10' sidewalk behind the curb with 5' tree wells. These improvements will better match existing development conditions with regard to ROW and pavement width. The pavement on South End Road in this location is in good condition and does not need to be replaced.

The existing conditions for Amanda Court include a 50-foot right-of-way, 32-foot pavement, curbs and no sidewalks.

The applicant has proposed the following:

The portion of Amanda Ct. along the sites entire frontage will be improved per City Standards with the following: 16' pavement to the centerline plus 10', 5' planter, and 5' sidewalk. This will match city standards.

In order to accomplish this, a 1' dedication is required along South End Rd. and a 2' dedication is required along Amanda Ct.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 3, 11, 12, 13 and 14.**

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

**Finding: Complies with Conditions.** The modifications proposed by the applicant will provide safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;

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

**Finding: Complies with Conditions.** The modifications proposed by the applicant are consistent with the adopted Transportation System Plan.

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

**Finding:** The modifications proposed by the applicant are complimentary to existing improvements.

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

**Finding: Not Applicable.** The applicant has not requested a modification for constitutional reasons.

**12.04.010 Construction specifications – improved streets**

*All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.*

**Finding: Complies as Proposed.** The applicant has proposed new sidewalks abutting the property in accordance with the Oregon City Transportation System Plan and city design standards.

**12.04.020 Construction specification – unimproved streets**

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

**Finding: Not Applicable.** There are no unimproved streets in the proposed development.

**12.04.025 Street design – Curb cuts**

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

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

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

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

*C. It shall be a code violation to drive vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach. Damages caused by such action shall be corrected by the adjoining property owner.*

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

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

*F. Exceptions. The public works director reserves the right to waive this policy in certain instances, if it is determined through written findings that it is in the best interest of the public to do so. Examples of allowable exceptions include:*

*1. Corner properties or properties adjacent to more than one street frontage provided at least one on-street parking space on each frontage remains available after the installation of a second driveway.*

*2. Special needs for disabled access.*

*3. When the size of the lot or the length of the street frontage is adequate to support more than one driveway, the installation of a driveway will result in the loss of no more than one on-street parking space and there is no shortage of on-street parking available for neighboring property.*

*In no case shall more than two driveways be allowed on any single family residential property.*

*G. Appeals. Decisions made by the public works director are final unless appealed in writing to the transportation advisory committee for review and recommendation to the city commission.*

*H. Failure to Comply. Failure to meet the intent of this section shall be a violation of this Code and enforceable as a civil infraction.*

**Finding: Complies with Conditions.** See also Findings in Section 17.62.050.A.15. The site access proposal includes a single one-way ingress location off South End Road into the front of the site approximately 100 feet north of Amanda Court. This drive aisle curves to the west upon exiting the Porte Cochere so that the egress on the minor street, Amanda Court, is 40 feet to the west of the intersection with South End Road. This front entry facilitates transportation of residents. A second driveway cut off Amanda Court from the small rear parking lot is proposed approximately 180' west of the drive aisle. Staff feels that this large distance between the two driveways reduces the potential for vehicle turning conflicts.

Clackamas Fire District #1 reviewed the proposal for compliance with the Oregon Fire Safety Code and provided comments (Exhibit 7).

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. right-of-way. 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.

Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 1, 15 and 18.

**12.04.030 – Maintenance and repair**

*The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.*

**Finding: Complies as Proposed.** The applicant is responsible for maintaining said sidewalk and abutting curb.

**12.04.045 Street design – Constrained local streets and/or rights-of-way**

*Any accessway with a pavement width of less than thirty-two feet shall require the approval of the city engineer, community development director and fire chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed accessway. Constrained local streets and/or right-of-way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the city engineer and community development director.*

Table 12.04.045		
STREET DESIGN STANDARDS FOR LOCAL CONSTRAINED STREETS		
	Minimum	Required
Type of Street	Right-of-way	Pavement Width
Constrained local street	20 to 40	20 to less than 32 feet

Type of Street

**Finding: Not Applicable.** The subject site does not abut a constrained street.

**12.04.050 Retaining walls - Required**

**12.04.060 Retaining walls- Maintenance**

*When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.*

**Finding: Not Applicable.** The applicant did not propose to install a retaining wall in the public right-of-way.

**12.04.070- Removal of sliding dirt.**

*It shall be the duty of the owner of any property as mentioned in Section 12.04.050, and in case the owner is a nonresident, then the agent or other person in charge of the same, to remove from the street or sidewalk or both as the case may be, any and all earth or dirt falling on or sliding into or upon the same from the property, and to build and maintain in order at all times, the retaining wall as herein required; and upon the failure, neglect or refusal of the land owner, the agent or person in charge of the same to clean away such earth or dirt, falling or sliding from the property into the street or upon the sidewalk, or both, or to build the retaining wall, shall be deemed guilty of a misdemeanor.*

**Finding: Complies as Proposed.** The applicant will remove any sliding dirt caused by construction.

**12.04.080 - Excavations—Permit required.**

*It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.*

**Finding: Complies with Conditions.** The subject site is adjacent to South End Road and Amanda Court, rights-of-way regulated by the City. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1 and 3.**

**12.04.090 - Excavations—Permit restrictions.**

*The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.*

**Finding: Not Applicable.** The City shall review a permit upon submittal.

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

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

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

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

**Finding: See Section 12.04.025 Above.**

**12.04.100 - Excavations—Restoration of pavement.**

*Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.*

**Finding: Complies with Conditions.** Street pavement excavation may be required with the proposed development should the water and/or sanitary sewer service lines need to be replaced for capacity reasons. If street cuts are made the repair shall be done in accordance with the City pavement cut standard. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the condition of approval 16.**

**12.04.110 - Excavations—Nuisance—Penalty.**

*Any excavation in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.*

**Finding: Complies as Proposed.** The applicant acknowledges this requirement.

**12.04.120 - Obstructions—Permit required.**

**Finding: Not Applicable.** The applicant has not proposed an obstruction with this application.

**12.04.130 - Obstructions—Sidewalk sales.**

A. *It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.*

B. *The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.*

**Finding: Not Applicable.** The applicant has not proposed a sidewalk sale with this application.

**12.04.140 - Obstructions—Nuisance—Penalty.**

*Any act or omission in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.*

**Finding: Not Applicable.** This is not an approval criterion.

**12.04.150 - Street and alley vacations—Cost.**

*At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by city commission resolution shall be paid to the city.*

**Finding: Not Applicable.** The applicant has not proposed a street or alley vacation with this application.

**12.04.160 - Street vacations—Restrictions.**

*The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.*

**Finding: Not Applicable.** The applicant has not proposed a street or alley vacation with this application.

**12.04.170 - Street design—Purpose and general provisions.**

*All development shall be in conformance with the policies and design standards established by this Chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.*

**Finding: Complies with Conditions. See also Findings in Section 17.62.050.A.15.** All street improvements shall be installed in accordance with the standards identified in Chapter 12.04 of the Oregon City Municipal Code, and the City design standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval 1.**

**12.04.175 - Street design—Generally.**

*The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and*

curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:

A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent Parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;

B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.

**Finding: Complies with Conditions.** There are no new streets proposed. For a full description of right-of-way and street improvements proposed for Warner Parrott Road and Amanda Court see the findings for Section 12.04.007 and 12.04.180 of this report.

**12.04.180 - Street design—Minimum right-of-way.**

All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:

A. Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.

Table 12.04.020 STREET DESIGN STANDARDS

Type of Street	Maximum Right-of-way Width	Pavement Width
Major arterial	124 feet	98 feet
Minor arterial	114 feet	88 feet
Collector street	86 feet	62 feet
Neighborhood Collector street	81 feet	59 feet
Local street	54 feet	32 feet
Alley	20 feet	16 feet

B. The applicant may submit an alternative street design plan that varies from the street design standards identified above. An alternative street design plan may be approved by the city engineer if it is found the alternative allows for adequate and safe traffic, pedestrian and bicycle flows and transportation alternatives and protects and provides adequate multi-modal transportation services for the development as well as the surrounding community.

**Finding: Complies with Condition.** See the discussion of modifications in Section 12.04.007 of this report.

**12.04.185 - Street design—Access control.**

A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The



access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.

B. The city may grant a permit for the adjoining owner to access through the access control.

C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."

A. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

**Finding: Not Applicable.** There is no street ending at the edge of the development or any half streets.

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

The centerline of streets shall be:

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

B. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

**Finding: Not Applicable.** The applicant has not proposed a new street alignment with this application.

#### **12.04.195** - Minimum street intersection spacing standards.

**Finding: Not Applicable.** The applicant has not proposed and is not required to install a new intersection with this development.

#### **12.04.200** - Street design—Constrained local streets and/or rights-of-way.

Any accessway with a pavement width of less than thirty-two feet shall require the approval of the city engineer, community development director and fire chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed accessway. Constrained local streets and/or right-of-way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the city engineer and community development director.

Table 12.04.045 STREET DESIGN STANDARDS FOR LOCAL CONSTRAINED STREETS		
	Minimum	Required
Type of Street	Right-of-way	Pavement Width
Constrained local street	30 to 40 feet	20 to less than 32 feet

**Finding: Not Applicable.** The development proposal does not include and is not required to provide additional right-of-way or pavement width for a constrained street.

#### **12.04.205** - Intersection level of service standards.

When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:

A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.

B. *For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.*

C. *For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.*

**Finding: Complies with Conditions.** See Findings in Section 17.62.050.A.15. Due to the low volume of traffic generation associated with the proposed development, analysis of Level of Service and Volume to Capacity Analysis of off-site intersections is not required by the City's Guidelines for Transportation Impact Analysis. 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.

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 for 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.

Mr. Replinger recommends that parking on the north side of Amanda Court be restricted within 100' of the intersection with South End Road for safety reasons. Please see Exhibits 3b, 5 and 6 for the supplementary Traffic Analysis Letter (TAL) and Mr. Replinger's comments.

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

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

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

**Finding: Not Applicable.** The applicant has not proposed to alter the design of any intersection.

**12.04.215 - Street design—Off-site street improvements.**

*During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.*

**Finding: Not Applicable.** Off-site street improvements are not proposed or required.

**12.04.220 - Street design—Half street.**

*Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control as described in [Section] 12.04.200 may be required to preserve the objectives of half streets.*

**Finding: Not Applicable.** A half street is not proposed or existing adjacent to the site.

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

*The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as unstable soils, wetland, natural or historic resource areas, dedicated open space, existing development patterns, or arterial access restrictions. When permitted, cul-de-sacs and permanent dead-end streets shall have a maximum length of three hundred fifty feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face, and include pedestrian/bicycle accessways as provided in Section 17.90.220 of this code and Chapter 12.24. This section is not intended to preclude the use of curvilinear eyebright-of-way widening of a street where needed to provide adequate lot coverage.*

*Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with Fire District and City adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a*

*hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.*

**Finding: Not Applicable.** The applicant has not proposed a cul-de-sac or dead end street.

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

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

**Finding: Not Applicable.** A new street is not proposed or existing with the proposed development.

**12.04.235 - Street design—Grades and curves.**

*Grades and center line radii shall conform to the standards in the city's street design standards and specifications.*

**Finding: Not Applicable.** The applicant did not propose to alter the design of any street.

**12.04.240 - Street design—Development abutting arterial or collector street.**

*Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.*

**Finding: Complies as Proposed.** The subject site abuts an arterial street with an intersecting minor street. The applicant has proposed one-way ingress from South End Road with egress onto the intersecting minor street Amanda Court which will mitigate the potential for vehicle conflict, though no access control, screen planting or wall is proposed or required.

**12.04.245 - Street design—Pedestrian and bicycle safety.**

*Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.*

*All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.*

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

**12.04.255 - Street design—Alleys.**

*Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. The corners of alley intersections shall have a radius of not less than ten feet.*

**Finding: Not Applicable.** The applicant has not proposed and is not required to install a new alley with this application.

**12.04.260 - Street design—Transit.**

*Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with Tri-Met where the application impacts transit streets as identified on Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan. Pedestrian/bicycle access ways shall be provided as necessary in conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.*

**Finding: Complies as Proposed.** The abutting portion of South End Road is designated as a transit street, but the route is not currently served by Tri-Met. Tri-Met was forwarded a copy of the application and had no comments.

**12.04.265 - Street design—Planter strips.**

*All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper right-of-way and reduce potential damage to sidewalks, curbs and gutters.*

*To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.*

**Finding: Complies with Conditions.** See the discussion of improvements in Section 12.04.007 of this report.

**12.04.270 - Standard construction specifications.**

*The workmanship and materials for any work performed under permits issued per this Chapter shall be in accordance with the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application. The exception to this requirement is where this Chapter and the Public Works Street Design Drawings provide other design details, in which case the requirements of this Chapter and the Public Works Street Design Drawings shall be complied with. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.*

**Finding: Complies with Conditions.** All street improvements shall be installed in accordance with the standards identified in Chapter 12.04 of the Oregon City Municipal Code, and the city design standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval 1.**

**CHAPTER 12.08 - PUBLIC AND STREET TREES**

**12.08.015 - Street tree planting and maintenance requirements.**

*All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback*

*sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.*

**Finding: Complies with Condition.** The applicant has proposed to install street trees within the public right-of-way planter strip to be constructed as part of the required frontage improvements. Jeff Froeben, registered Landscape Architect, prepared a landscaping plan that identifies thirteen 2-inch caliper trees along the property frontage. However, the plan does not categorize the public street trees separately from the on-site private landscaping, and it is not clear that the proposed species are selected from the City's approved street tree list. 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. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

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

**Finding: Complies with Conditions.** In combination, both tax lots that comprise the subject site have approximately 340 feet of frontage on Amanda Court and 138 feet of frontage on South End Road for a total of 478 feet, requiring 14 street trees. ( $478' \text{ frontage} / 35 = 13.6 = \text{rounded to } 14$ ). The applicant submitted a preliminary landscaping plan indicating 13 street trees along the frontage of the site. Additionally, it is not clear from the site plan that the proposed street trees will provide the required clearance distances prescribed in section 12.08.015(B). Nor does the plan indicate the presence of the driveway to the rear parking lot that will affect the spacing of street trees. Therefore, the applicant shall submit a revised landscaping plan prior to building permit issuance that complies with the requirements of this subsection. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

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

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

**Finding: Complies with Condition.** The applicant has proposed to install street trees along the frontage of the site within the right-of-way. Prior to issuance of permits associated with the proposed development the applicant shall submit documentation that demonstrate the street trees comply with the clearance requirements identified in OCMC 12.08.015.B. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

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

**Finding: Complies as Proposed.** The applicant proposed to install 2-inch caliper street trees.

**12.08.015.D** *All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.*

**Finding: Not Applicable.** There are no existing street trees to be pruned with this development.

**12.08.020 - Street tree species selection.**

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

**Finding: Complies with Conditions.** A registered landscape architect prepared the landscaping plan, however the plan does not categorize the public street trees separately from the on-site private landscaping, and it is not clear that the proposed species are selected from the City's approved street tree list. The applicant shall provide a revised landscaping 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. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

**12.08.025 - General tree maintenance.**

*Abutting property owners shall be responsible for the maintenance of street trees and planting strips. Topping of trees is permitted only under recommendation of a certified arborist, or other qualified professional, if required by city staff. Trees shall be trimmed appropriately. Maintenance shall include trimming to remove dead branches, dangerous limbs and to maintain a minimum seven-foot clearance above all sidewalks and ten-foot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash.*

**Finding: Not Applicable.** This standard is not an approval criterion.

**12.08.030 - Public property tree maintenance.**

*The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.*

**Finding: Not Applicable.** This standard is not an approval criterion.

**12.08.035 - Public tree removal.**

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

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

**Finding: Not Applicable.** The applicant did not propose and is not required to remove any street trees with this application. The applicant shall submit an application for street tree removal if any street trees are required to be removed to accommodate the proposed construction or conditions of approval.

**12.08.040 - Heritage Trees and Groves.**

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

**12.08.045 - Gifts and funding.**

*The City of Oregon City may accept gifts, which are specifically designated for the purpose of planting or maintaining trees within the city. The community development director may allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City. The community development director may determine the type, caliper and species of the trees purchased with the fund. The cost of each tree may be adjusted annually based upon current market prices for materials and labor as calculated by the community development director. A separate fund shall be established and maintained for revenues and expenditures created by activities specified in this Chapter. The natural resources committee shall have authority on behalf of the city to seek grants and alternative funding for tree projects. Funds from such grant awards shall be administered by the city pursuant to this section.*

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

**12.08.050 - Violation—Penalty.**

*The violation of any provision of this Chapter shall be constitute a civil infraction, subject to code enforcement procedures of Chapter 1.16 and/or Chapter 1.20.*

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

**CHAPTER 13.12 STORMWATER CONVEYANCE, QUANTITY AND QUALITY**

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

*A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:*

- 1. The conveyance facilities are located entirely on one privately owned parcel;*
- 2. The conveyance facilities are privately maintained; and*
- 3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.*

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

**Finding:** Please refer to Section 17.62.050.A.6 of this report for a discussion of storm water. All the conveyance facilities are entirely on private property.

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

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

**Finding: Not Applicable.** The development is not in a Natural Resource Overlay District.

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

**Finding:** Please refer to Section 17.62.050.A.6 of this report for a discussion of storm water. Storm water quantity control is required as there will be more than 2,000 square feet of new impervious area.

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



given seven year period;

**Finding: Not Applicable.** Storm water quantity control is required. Refer to Section 17.62.050.A.6 of this report for a discussion of storm water.

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

*a. The development site discharges to a stormwater quantity control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater, or,*

*b. The development site discharges to one of the following receiving bodies of water: Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42*

**Finding: Not Applicable.** Exemption not required.

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

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

*a. The construction of four or more single-family residences;*

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

*c. Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;*

*d. An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.*

**Finding:** Please refer to Section 17.62.050.A.6 of this report for a discussion of storm water. Storm water quality control is required as there will be more than 8,000 square feet of new impervious area.

**13.12.050.C.2** *Category B. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices as contained in the Public Works Stormwater and Grading Design Standards:*

*a. Fuel dispensing facilities;*

*b. Bulk petroleum storage in multiple stationary tanks;*

*c. Solid waste storage areas for commercial, industrial or multi-family uses;*

*d. Loading and unloading docks for commercial or industrial uses; or*

*e. Covered vehicle parking for commercial or industrial uses.*

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

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

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

#### **CHAPTER 15.48 – GRADING, FILLING AND EXCAVATING**

**Finding: Complies with Conditions.** The subject site and associated improvements are located in fairly level locations. No significant grading is anticipated. Review for compliance with grading design standards will take place prior to building permits being issued. The applicant is responsible for this project's compliance with Engineering Policy 00-01.

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. 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.

Prior to the issuance of a building permit associated with the proposed development the applicant shall submit a grading plan to the Development Services Department, accompanied by all applicable permits supporting the plan. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1 and 3.**

#### **CHAPTER 17.41 – TREE PROTECTION STANDARDS**

##### **17.41.020** *Tree Protection – Applicability.*

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

##### **17.41.040** – *Tree Protection – Exemptions.*

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

**Finding: 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. The applicant shall provide a revised mitigation plan in accordance with OCMC 17.41 that calculates the quantity of mitigation trees separately from and in addition to the required street trees, standard landscaping trees, and parking lot trees. The plan shall be labeled 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. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 24.**

##### **17.41.050-125** *Tree Removal*

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

**17.41.130. Regulated Tree Protection Procedures During Construction.**

**Finding: Complies with Conditions.** See Finding in 17.41.040. The applicant has not proposed to preserve any trees on site with this proposal, which requires mitigation pursuant to Option 1 of this code.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 24.**

**CHAPTER 17.60 - VARIANCES**

**17.60.010 Authority**

*According to procedures set forth in Section 17.60.030, the planning commission or the community development director may authorize variances from the requirements of this title. In granting a variance, the planning commission or community development director may attach conditions to protect the best interests of the surrounding property or neighborhood and otherwise achieve the purposes of this title. No variances shall be granted to allow the use of property for a purpose not authorized within the zone in which the proposed use would be located.*

The applicant has requested the variance request (VR) to allow the driveway to be located between the building facade facing South End Rd. and the public right-of-way. The driveway will be located within the setback between South End Rd. and the farthest east facing building facade (Main Entrance).

The variance is requested from the following specific code sections:

Code Section	Requirement	Variance Request
17.62.055(C).5. Institutional and Commercial Building Design Standards – (5' setback)	On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.	Set back building further than five feet (5') and allow front of building to be setback 31 feet from property line  Permit a drive aisle to cross the front setback pedestrian amenity area of 17.62.055D.
17.62.055(D).1. Relationship of Buildings to Street	Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested (see list of elements in code)	Permit a drive aisle to cross the front setback pedestrian amenity area of 17.62.055D.
17.62.080(C).1. Transit Streets	All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.	To cross the vehicle maneuvering area with a pedestrian walkway.

**17.60.030 Variance—Grounds.**

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

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

**Finding: Complies with Conditions.** According to the Applicant, the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title. The proposed driveway design will not create any damage to adjacent properties resulting from the variance because the driveway entrance is located in the same approximate location as the existing driveway on site. The driveway has been designed to allow one-way flow of traffic through the site by incorporating a site exit off of Amanda Ct. This provides safe access not only for vehicles entering the site, that will enter onto a 22' wide one-way entrance off of South End Rd. making it easy for them to maneuver off the street without holding traffic up; but will also create less traffic on South End Rd. (the heavier traffic load street of the two ((Amanda Ct. and South End Rd.)) by directing vehicles that exit the site to use the exit off of Amanda Ct. This will reduce the number of cars entering and exiting the site simultaneously onto South End Rd. The driveway access also provides a safe drop off and loading area for the residents and visitors of the site. The residents of the site will be primarily handicapped and require a longer loading and unloading time to get in and out of vehicles. The driveway is proposed to be covered and will allow the residents to be protected from the weather and dropped off adjacent to the main entry door. This will also help reduce congestion along the curbside of the street for vehicles that are dropping off residents. The proposed roof cover will have a 15' height clearance so ambulatory vehicles can pull off the street to serve the building as well. This will also help keep congestion off the street in such instances. The proposed variance will not have any negative impacts on light or air to the nearby properties as opposed to not having the driveway at all because the driveway does not cause any barriers for light nor does it create any differences in air quality to the neighbors. **Staff concurs with the applicant's response, and has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

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

**Finding: Complies with Conditions.** According to the applicant, as mentioned in "A" the variance for the driveway is primarily triggered because of the nature of the residents that will reside at the proposed memory care facility. The facility will care for handicap individuals and a covered passenger loading and unloading area near the entrance of the building, that is wheelchair accessible, is an important feature for the intended use of the assisted living facility. The driveway is the only way to provide the vehicles and riders with access close to the main entrance doors that face South End Rd. The driveway is designed to be narrow enough for a 1-way drive aisle to limit paving and vehicles parking along it. Without putting the entrance on the side of the building, this is the minimum variance that is required to allow the main entrance function properly for the residents of the assisted living facility. **Staff concurs with the applicant's response, and has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

*C. - D. Granting the variance will equally or exceed the purpose of the regulation to be modified, and Any impacts resulting from the adjustment are mitigated:*

**Finding: Complies with Conditions.** According to the applicant, granting the variance will not change the way parking and parking lots are treated in terms of function and design. Even with the variance, all of the parking stalls proposed on site will be behind the furthest facade wall facing the street. The drive aisle will only provide a temporary covered stopping area where passengers can be loaded and unloaded when leaving or returning to the building. The driveway will be setback from the sidewalk to allow for a landscape buffer and pedestrian walkways and seating areas have been provided to reduce the impact of the driveway between the building and

the street and to soften the appearance of the driveway. Stamped concrete and pervious pavement have been proposed to further soften the look of the driveway. The building is also still in close proximity to the building and design elements have been incorporated into the proposal to mitigate for the large setback of the building from the street in order to accommodate the driveway. The following (7) items are incorporated into the proposal that will mitigate any impacts resulting from the variance:

- Tables, benches or other approved seating area:
  - Bistro style tables and chairs will be provided in the “Outdoor Café Area” along the south east side of the front of the building.
- Cobbled, patterned or paved stone or enhanced concrete:
  - Stamped concrete at the Porte Cochere and pedestrian access will be provided. Also, the use of porous concrete will be used for the driveway and parking area.
- Pedestrian scale lighting:
  - The use of pedestrian scale lighting along the walkways, landscaped areas and the outdoor areas will be utilized to enhance the pedestrian experience, building and landscape architecture, and the overall safety of the site.
- Fountains / Water feature:
  - A water feature is proposed along the southeast portion of the site frontage that will be visible from the intersection and of South End Rd. and Amanda Ct.
- Outdoor Café:
  - An outdoor café area is proposed that will be visible from South End Rd. and Amanda Ct. A walkway will connect the outdoor café area with the sidewalk and the outdoor area will be used for recreational purposes. The outdoor café area will utilize bistro style tables and chairs, planting pots, and lighting to create a patio-like environment.
- At least 20 square feet of landscaping or planter boxes for each tenant façade fronting the activity area:
  - 1200+ square feet of landscaped area between the building façade and front property line is proposed. See landscape plan for details.
- Enhanced landscaping and additional landscaping:
  - The landscape plan has been designed to maximize the visual interest, buffering to nearby properties, and to create a lively atmosphere. The landscape design proposed exceed the minimum requirements and was designed this way as to not just meet minimum standards but to really create a nice landscape for the proposed building and for South End Rd. and Amanda Ct. See landscape plan Sheet DR.L1
- Additional elements incorporated into the design:
  - A Porte Cochere that extends out from the building and creates a covered walkway area for pedestrians and covered drop of area. The Porte Cochere is setback 8’ from the street fronting property line.
- Enhanced architectural elements to the façade of the building to create a more dynamic appearance by breaking up the façade wall, large windows, and variation in roof planes create more visual interest. The use of different materials, textures, trim, and finishes also enhances the street presence.

Staff generally concurs with the applicant’s response. Staff finds that the parking area in the front of the building is further mitigated by the proposal for the majority of the on-site parking to be located at the rear of the property and that the van-accessible spaces are located to the side of the main entrance, rather than directly in front of the building.

**Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

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

**Finding: Complies with Conditions.** According to the applicant, in order to keep the front building entrance facing the street and in order to create a safe and covered space where residents and visitors can load and unload into vehicles, the variance is necessary. Even if the building entrance were oriented towards Amanda Ct. rather than South End Rd. the driveway would still be needed in order to bring the residents as close as possible to the building entrance. Because of the nature of the assisted living facility and the care and security they will provide for the memory care patients, it is not feasible to have a side door or secondary entrance / exit function as a means of getting residents in and out in non-emergency situations because the doors are required to be locked at all times to ensure the residents will not exit the premises without staff being notified. The main entrance is the only door that can be closely monitored at all times and the automatic locking and unlocking of these doors can be controlled by the receptionist when visitors or residents need to enter or exit the building. **Staff concurs with the applicant's response, and has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

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

**Finding: Complies with Conditions.** According to the applicant, the variance has no negative effect on the comprehensive plan and the intent to the ordinance being varied. The driveway's location between the building and the street does not undermine the goals of the comprehensive plan and in many ways the overall proposal is in line with the goals of the comprehensive plan. Below is a list of goals that are relevant to this proposal and a description of how the proposal is in compliance with these goals:

***Section 1, Goal 1.1-1.8 Citizen Involvement:***

**Finding: Complies as Proposed.** According to the applicant, a meeting of the South End Neighborhood Association to discuss the project prior to the submission of this application was held. A letter was submitted by the Neighborhood Association dated July 8, 2013, and signed by the Association Chair, that states their support for the development. A second meeting was held on May 15, 2014. Documentation of both meetings is provided in the submittal package. The public is provided the opportunity to review the application and comment in writing and person throughout the Planning Commission hearings for this Type III process. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Section 2, Goal 2.1-2.7 Land Use:***

**Finding: Complies with Conditions.** According to the applicant, the proposal will retain the existing Comprehensive Plan designation as Low Density Residential, and a Conditional Use under that designation will allow for a 31-bed memory care facility (assisted living facility). The proposed use may be denser than contemplated by the comprehensive plan designation. The proposed development does not limit the ability of other residents within the area to continue to access city services, utilize the transportation system or continue existing uses within the area. In addition, Section 2 of the Comprehensive Plan generally encourages promotion of infill and higher density redevelopment to encourage more efficient land use. Further, the proposed facility will be available to serve the residents of the immediate area and the residents of Oregon City. The Conditional Use process provides criteria to allow approval of nursing facilities with more than 15 people. The facility will become a part of the residential fabric within the area and create another level of diverse housing opportunities for disabled residents and an option for aging in place. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Comprehensive Plan Sections 3, 4, 5 and related sections and policies do not apply to this development.***

***Section 6, Goal 6.1-6.5 Quality of Air, Water, and Land Resources:***

**Finding: Complies with Conditions.** According to the applicant, the proposal has very little impact to overall traffic in the area. A Transportation Analysis Letter and Supplement prepared by Charbonneau Engineering (Frank Charbonneau) has been provided in the submittal package that demonstrates that the proposed development will generate very little additional traffic to the area. The proposed use is low traffic impact use because the residents are all disabled and do not drive to and from the site. The only traffic generated is from visitors, staff, and support services, all of which prove to generate low traffic impacts. South End Rd. is also determined to adequately support the little additional traffic impacts that the proposal will create. The proposal will also provide street improvements along South End Rd. and Amanda Ct. that will make the surrounding area safer for pedestrians and vehicles. Landscaping along the street and throughout the entire site will also enhance the quality of air and land resources for the site and area. Site lighting is proposed for the development and a site lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties. The proposed lighting plan will comply with the Oregon City Municipal Code. The proposed development along with having minimal impacts to traffic, will also have minimal impacts to the surrounding area due to noise. The proposed use is a very quiet use and the provisions have been taken to further minimize noise to the surrounding area. One such example in the development is the placement of outdoor recreational areas. A central courtyard surrounded by the building on all sides has been designated as the main outdoor recreation area for the residents. This will ensure privacy and a noise buffer to the surrounding properties. A 6' tall cedar fence along with extensive landscaping throughout the site and along the sites perimeters will also provide a buffer for screening noise and providing privacy. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Comprehensive Plan Section 7, 8 and related sections and policies do not apply to this development.***

***Section 9, Goal 9.1-9.8 Economic Development:***

**Finding: Complies with Conditions.** According to the applicant, the proposed development will provide construction and long-term employment opportunities within Oregon City. In addition, the proposal provides continuing education opportunities for the employees of the proposed facility. The proposal will also engage medical professionals within the area as well as establish long-term relationships with local businesses providing several support services for supplies, food, healthcare, landscape services and maintenance, etc. The owners / management will provide transportation options for the employees in order to encourage carpooling, and the use of public transportation. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Section 10, Goal 10.1-10.2 Housing:***

**Finding: Complies with Conditions.** According to the applicant, the proposed development would provide an opportunity for a group facility to support a diverse housing type within Oregon City. Although the City has designated this site as "R-10," a zone that does not allow multi-family residential developments, the proposal is not for a multi-family development. The proposed development offers a household type setting where each individual sleeping unit is considered a bedroom and all the residents utilize common dining, living, and bathing facilities. Section 10 of the Plan describes that the City is projected to fall short of its 2017 target for housing by more than 1,400 units. Part of creating housing is finding places to live for the aging population and for people with disabilities. The proposed memory care facility will help create housing for a larger growing population of

elderly individuals who need living spaces and care that provide for conditions associated to mental deterioration or advanced age. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Section 11, Goal 11.1-11.11 Public Facilities:***

**Finding: Complies with Conditions.** According to the applicant, the proposal provides for full development of an existing underdeveloped property within the City of Oregon City. There is a considerable amount of underutilized land on this large site and the proposed development results in a more efficient use of the site by creating 31 spaces for a growing population of individuals who need this type of housing and care. The proposal also will result in an efficient use of existing public facilities and services by accommodating a more intensive use through the conditional use process. The proposed parking lot design will mitigate storm water impacts by providing porous paving for the entire parking and driveway area. The proposed method of treating storm water runoff included in the design of the project will comply with this policy and City engineering standards. The proposed development will improve two (2) City streets. South End Rd. is a major connection between the downtown Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and 10.5' sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. will be improved with a 6" curb, 5' planter strip with street trees, and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. to accommodate these improvements. These proposed improvements will enhance the transportation and pedestrian infrastructure making the streets safer, more attractive, and pedestrian friendly. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Section 12, Goal 12.1-12.7 Transportation:***

**Finding: Complies with Conditions.** According to the applicant, the proposed development will improve two (2) City streets. South End Rd. is a major connection between the downtown Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and a 10.5' wide sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. will be improved with a 6" curb, 5' planter strip with street trees, and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. to accommodate these improvements. These proposed improvements will enhance the transportation and pedestrian infrastructure making the streets safer, more attractive, and pedestrian friendly. As mentioned previously, a traffic impact study has been submitted with this application that demonstrates the surrounding transportation systems can accommodate the proposed development without any negative impacts. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

***Section 13, Goal 13.1-13.2 Energy Conservation:***

**Finding: Complies with Conditions.** According to the applicant, Section 13 of the Comprehensive Plan recognizes that zoning regulations often segregate types of land use – industrial, commercial and residential to separate incompatible uses. The result is often longer travel distances from work to home and to other destinations. Regulations that instead promote mixed-use, compact development, residential cluster, increased landscaping for cooling purposes, water quality, and home-based occupations can promote energy conservation. The facility will create housing for several individuals on one site and that will be a factor in energy conservation as well. The proposed development will improve two (2) City streets. South End Rd. is a major connection between the downtown Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and 10.5' wide sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. will be



improved with a 6" curb, 5' planter strip with street tress, and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. to accommodate these improvements. These proposed improvements will enhance the transportation and pedestrian infrastructure making the streets safer, more attractive, and pedestrian friendly. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

**Section 14, Goal 14.1-14.6 Urbanization:**

**Finding: Complies with Conditions.** According to the applicant, the proposal provides for full development of an existing underdeveloped property within Oregon City. There is a considerable amount of underutilized land on this site and the proposed development results in a more efficient use of the site and existing public facilities and services by accommodating a more intensive use through the Conditional Use process. Further, the proposed development addresses some of the challenges facing Oregon City, including ensuring an adequate supply of housing in a range of prices and types. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

Staff generally concurs with the applicant's review of the relevant Comprehensive Plan Goals and Policies that pertain to the proposed development. Based on the applicant's responses and proposals addressed above, **staff believes that the applicant has sufficiently addressed the Variance criteria of OCMC 17.60 and that it is possible, likely and reasonable the applicant can meet this standard by complying with the conditions of approval recommended in this Staff Report.**

**CHAPTER 16.20 PROPERTY LINE ADJUSTMENTS AND ABANDONMENT PROCESS AND STANDARDS**

**16.20.020 Adjustment/abandonment submission requirements.**

*An application for a property line adjustment or abandonment shall include two copies of the following documents submitted to the Community Development Director:*

- A. *A completed application, on a form as provided by the Planning Division;*
- B. *A boundary survey prepared by an Oregon professional land surveyor in accordance with ORS 92.060(7) except where the application proposes the relocation of a currently monumented common boundary of a lot in a subdivision or a parcel in a partition when the adjusted property line is a distance of even width along the common boundary. The survey shall include in its title the following: "Proposed Property Line Adjustment Survey," shall identify the city planning file number and approval date immediately below the title block with space for signature and date by the Community Development Director;*
- C. *Legal descriptions of the parent parcels to be adjusted and the resulting parcels to be created;*
- D. *A current deed report for the subject property(ies)*
- E. *A receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year.*

**Finding: Complies with Conditions.** The applicant did not submit a complete application for the lot line adjustment between the two parcels. Prior to issuance of permits associated with the proposed development the applicant shall complete the property line abandonment through the Type I Review Process. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 27.**

**16.20.040 Adjustment/abandonment approval standards.**

*All parcels created through a lot line adjustment or abandonments shall conform to the applicable requirements of this title (including the standards within the zoning designation (lot width, depth, lot coverage, etc) as well as access and frontage requirements of OCMC Chapter 16.16, ORS 92.010 to ORS 92.160, and any other applicable*

*city or state law. The Community Development Director shall determine if the applicant's submission complies with these standards, and issue to the applicant a notice of decision consistent with Section 17.50.120. The Community Development Director decision is final and not appealable to any other decision-maker within the city.*

**Finding:** Please see above in Section 16.20.020.

#### **CHAPTER 17.50 ADMINISTRATION AND PROCEDURES**

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

The City provided appropriate notice pursuant to OCMC 17.50.090 and the applicant posted signs on the property consistent with OCMC 17.50.100. Notice of the public hearings for the proposal was mailed to property owners within 300 feet of the subject site on June 23, 2014, and to the South End Neighborhood Association. The notice was advertised in the Clackamas Review starting on June 18, 2014 for one week 20 days prior to the public hearing, and the site was posted with land use notification signs as required on June 23, 2014. The notice requested comments and indicated that interested parties could testify at the public hearing or submit written comments prior to or at the hearing.

Public comments are attached as Exhibit 11.

All comments addressing approval criteria are identified within the findings of the staff report above.

#### **III. SUMMARY OF COMPLIANCE WITH APPLICABLE CRITERIA**

Staff has reviewed the criteria for files CU 14-01, SP 14-09, VR 14-01 and LL 14-05 and provided findings that the criteria have been met or can be met with conditions of approval and recommends the Planning Commission approve the application with the conditions identified within this report.

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

#### **IV. EXHIBITS**

The following exhibits are attached to this staff report.

1. Recommended Conditions of Approval for CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05.
2. Applicant's Submittal – See Full Packet at <http://www.orcity.org/planning/landusecase/cu-14-01-and-sp-14-09-31-bed-assisted-living-facility-950-south-end-road>

The applicant's submittal packet is organized as follows:

Project description

Spreadsheet of Visitors and Staff for Proposed Use

Vicinity Map

Site Photos

Architectural and Civil Drawings

3D Renderings of Proposed Structure

Pre-Application Conference Summary

South End Neighborhood Assoc. Summary Notes & Attendance

Letter from South End Neighborhood Association Chair  
 Chapter 12.04 Streets, Sidewalks, and Public Spaces  
 Chapter 12.08 Public and Street Trees  
 Chapter 13.12.050 Storm Applicability and Exemptions  
 Preliminary Storm Water Calculations & Infiltration Testing  
 Chapter 17.08 R-10 Single Family Dwelling District  
 Chapter 17.41 Tree Protection Standards  
 Chapter 17.50 Administration and Procedures  
 Chapter 17.52 Off-Street Parking and Loading  
 Chapter 17.54.100 Fences  
 Chapter 17.56 Conditional Uses  
 Chapter 17.58 Lawful, Nonconforming Uses, Structures and Lots  
 Chapter 17.60.030 Variance (Major)  
 Chapter 17.62 Site Plan and Design Review  
 Site Lighting Fixture Cut Sheets  
 11x17 Digital Materials Board  
 Traffic Analysis Letter

3. Additional Materials Submitted
  - a. Revised Transportation Analysis Letter
  - b. May 15, 2014 Neighborhood Association Meeting Notes
  - c. Engineering Revised Drawings regarding detention tank locations
  - d. Deed Information for Tax Lot 3101.
4. Vicinity Map
5. Comments on initial TAL by John Replinger, City Transportation Consultant
6. Revised Comments on Revised TAL by John Replinger, City Transportation Consultant
7. Comments submitted by Clackamas Fire District #1.
8. Signed Land Use Application Forms
9. Prior Surveys of Subject Property
10. Public Notices
11. Public Comments received at or prior to the July 14, 2014 Planning Commission Hearing
  - a. Letter from Kathy and Dave Roshak
  - b. Letter from Judith Klein
  - c. Letter from Shan and Naga Senthirajah, July 14, 2014.
  - d. Email Comments from Naga Senthirajah w/ Staff Response.
12. Public Comments received since the July 14, 2014 Planning Commission Hearing
13. City Attorney's Memorandum, August 5, 2014

### **Exhibit 1. Recommended Conditions of Approval**

CU 14-01: Conditional Use, SP 14-09: Site Plan and Design Review, VR 14-01 Variance, and LL 14-05: Property Line Adjustment

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 provide a revised mitigation plan in accordance with OCMC 17.41 that calculates the quantity of mitigation trees separately from and in addition to the required street trees, standard landscaping trees, and parking lot trees. The plan shall be labeled 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.
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.

(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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## MEMORANDUM

TO: Charles Kidwell, Chair  
City of Oregon City Planning Commission

FROM: Jennifer Bragar and Carrie Richter

DATE: August 5, 2014

RE: South End Road Memory Care Facility  
City File No.: CU 14-01, SP 14-09, VR 14-01, LL 14-05

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### INTRODUCTION

The Planning Commission is scheduled to hear the above referenced matter at its meeting on August 11, 2014. The proposal has already generated a number of comments to the City and has the potential to generate additional significant public interest. Although the Planning Commission has considered controversial matters before, including ones involving similar topics, the City Attorney's office believes it is important to have a reminder of the federal overlay and wants to provide some recommendations in handling the hearing and what could be emotionally charged public testimony.

### DISCUSSION

The applicant, Chad Vallely, Empire Building LLC on behalf of Petronella and Daniel Donovan, is seeking conditional use approval to allow operation of an assisted living facility. The proposal includes the construction of a single building that will house as many as 31 residents, supported by staff and a second story storage and office area. The applicant explained that the number of staff is based on the number of residents.

The Planning Commission must consider conditional use approval for an assisted living facility for over 16 patients under OCMC 17.08.030.J.<sup>1</sup> In order to be approved, the conditional use must satisfy the criteria contained within OCMC Chapter 17.56.

Although the Commission routinely applies these types of criteria, there are several federal law overlays that will impact the way in which the Commission considers this proposal – the Fair Housing Act, Americans with Disabilities Act (ADA), and the Rehabilitation Act. This memorandum is intended to introduce the federal acts that apply in these circumstances, by review of the Fair Housing Act requirements as an exemplar of the prohibition on discrimination

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<sup>1</sup> An assisted living facility is defined under OCMC 17.04.115 to provide nursing care and related to medical services on a 24-hour basis to sixteen or more individuals because of illness, disease, or physical or mental infirmity.



that would be similarly applied under the ADA and Rehabilitation Act. City staff will be prepared at the hearing to answer any additional questions you may have or that arise during the hearing.

### **The Fair Housing Act (FHA)**

The Fair Housing Act (Title VIII of the 1968 Civil Rights Act) prohibits discrimination in the sale or rental of housing to persons of a particular race, color, religion, sex, or national origin. In 1988, Congress amended the FHA to extend the protection to people with disabilities. In passing these amendments, Congress recognized that “[t]he right to be free of housing discrimination is essential to the goal of independent living.” Congress also noted that one of the purposes of the FHA is to prohibit practices that restrict the choices of people, including those with disabilities, to live where they want to live or that “discourage or obstruct [those] choices in a community, neighborhood or development.”

The FHA protects people with “handicaps,” and that term has been interpreted to mean individuals with physical or mental impairments that substantially limit one or more of their life activities. “Major life activities” include caring for one’s self, walking, seeing, hearing, speaking, breathing, learning and working. Persons who suffer from memory loss have a cognitive impairment and are considered to have a handicap under the FHA. By definition, the residents of the proposed assisted living facility are disabled because of their memory loss.<sup>2</sup>

While local governments have authority to regulate land use, under the FHA, it is unlawful to deny housing because someone is disabled. The obligation is to provide full access to housing and this obligation remains regardless of whether further state licensing or certification is required to provide medical treatment or rehabilitative care. It is also a violation “to refuse to permit, at the expense of the person with the handicap, reasonable modifications of existing premises occupied or to be occupied” or “to refuse to make reasonable accommodations in rules, policies, practices, or services when such accommodations may be necessary to afford such person equal opportunity to use and enjoy a dwelling.” The FHA also makes it unlawful “to coerce, intimidate, threaten, or interfere” with a person’s right to enjoy fair housing.

These laws impact the way in which communities, including Oregon City, may apply their zoning codes. For example, in *Regional Economic Community Action Program, Inc. v. City of Middletown*, 294 F.3d 35 (2nd Cir. 2002), the court found that the denial of a special use permit for a halfway house for recovering alcoholics may have been the result of intentional discrimination when the decision-makers made statements that the decision was based on the identity of the clients and safety concerns. The court found such statements provided pretextual evidence of intent to discriminate when the city allowed the development of a child-care project on the same property where the halfway house was to develop.

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<sup>2</sup> See also the definition of disabled in the ADA as amended at 42 USC 12102.





A violation of the FHA can occur both when there is evidence of intentional discrimination as well as when the application of zoning rules that may be neutral on their face have a disparate impact on those protected by the act. Cases where courts have identified intentional discrimination are where the record evidences stereotypes and fears about diminution in property values. “Any discrimination in housing that is based on unsupported stereotypes, prejudices, fear stemming from ignorance or generalizations, or aversion toward the handicapped is illegal.” *Epicenter of Steubenville v. City of Steubenville*, 924 F.Supp. 845, 851 (S.D. Ohio 1996).

### **Applying the Criteria in a Neutral Way**

As noted above, a violation of the FHA can occur when the application of zoning rules that may be neutral on their face have a disparate impact on those protected by the applicable federal act. For this reason, it is important that your application of the criteria is done in a way that is grounded in the plain language of the code criteria taking into consideration their purpose or policy and does not impose a disparate impact on people with disabilities. For example, one of the conditional use criteria, OCMC 17.56.010.A.5, requires finding that the subject property is suitable to accommodate the proposed use at this location. The Planning Commission needs to decide whether compliance with this requires only that the site is actually large enough to physically accommodate the proposed use at this location or whether this includes some consideration of the number of people coupled with corresponding impacts that follows from this proposal. A related question may be how the building design and density is compatible with the surrounding neighborhood. The R-10 zone does not include any explicit limitations on overall site density, although it does state that the R-10 is intended to serve primarily single-family residential homes.

A potentially related criterion requires compliance with the comprehensive plan. OCMC 17.56.010.A.5. Comprehensive Plan Goal 2.4 and the policies that follow value “place-making,” as a means for retaining a neighborhood identity for residents, and encouraging compatible transitional uses. See Policies 2.7.1 and 2.7.2. The Comprehensive Plan designation for the subject property is Low Density Residential. Non-residential uses are allowed within the R-10 zone subject to the limitations contained in OCMC 17.56. Presumably there are some uses that, even though they are conditionally allowed, are too dense and those densities impose so many externalities that the use no longer furthers goals and policies within the comprehensive plan intended to protect the neighborhood.

### **RECOMMENDATIONS**

Given this background, we recommend that you keep the following in mind as you consider this application:

- The application before the Commission is for a particular use of land that requires understanding the facts, with respect to the nature and intensity of the proposed use. The application must be analyzed against the applicable approval criteria. The characteristics of or circumstances affecting residents



who may choose to reside in the proposed assisted living facility are not relevant to the approval criteria nor are perceived changes to property value resulting from such facility. The individuals who may seek residence are free to seek housing, either together or separately, anywhere within the City of Oregon City.

- Just as any individual may seek residence within the City of Oregon City, so too may any individual participate in the public review process for a conditional use permit. That right to participate brings with it all the rights of free speech protected by the state and federal constitutions. But only that testimony relevant to the approval criteria should be considered by decision makers to inform the Planning Commission's decision and associated findings.
- Consider focusing the health and safety measures as identified in the City Code or the City's Comprehensive Plan. Rooting your decision in these standards will ensure that your analysis and decision satisfies FHA requirements. To assist in striking the right balance, especially given the federal protections at issue, you might consider focusing your inquiry to questions related solely to the use and its impact which may include the following:
  - What is the nature of the proposal and the likely off-site impacts resulting from the proposed use?<sup>3</sup>
  - Is the facility designed or is the massing arranged so as to reflect single-family design principles?
  - Is the facility sited on the property so as to provide appropriate buffers as a transition to this non-single family use?
  - Is the traffic generation anticipated from this development comparable with single-family development given the available parking and size of gathering spaces or common areas?



## 950 Southend Road Memory Care Facility

825 NE 20th Ave.  
Suite 202  
Portland, OR. 97232  
503.265.8461 office  
503.265.8462 fax  
eddie@eprdesign.com

www.eprdesign.com



May 28, 2014

### Project Directory

**950 South End Road - Oregon City, Oregon 97045**  
**New 31 Bed Memory Care Facility, Nursing Home**

#### **Architectural / Structural:**

Edward Radulescu, B. Arch  
John Mackinnon, RA  
Michael Johnson, P.E.  
EPR Design, LLC.  
825 NE 20<sup>th</sup> Ave. Suite 202  
Portland, Oregon 97232  
503.265.8461  
eddie@eprdesign.com

#### **Owner:**

Daniel and Petronella Donovan  
182 Warner Parrott Dr.  
Oregon City, Oregon 97045  
503.810.9045  
petronelladonovan@comcast.net

#### **General Contractor:**

Empire Building Company, LLC.  
Chad Valeyly  
4040 SE International Way Suite E205  
Milwaukie, Oregon 97222  
503.610.3220  
chad@empire-building-co.com

#### **Landscape Architect:**

Jeff Froeber, RLA  
9527 SW Brooklyn LN.  
Tigard, Oregon 97224  
503.799.7555  
jeff@froeberland.com

#### **Civil Engineer:**

Richard Georgescu  
RSG Engineering  
16802 NE 152nd Ave.  
Brush Prairie, Washington 98606  
503.380.6179  
rsgeng@comcast.net

#### **Site Lighting:**

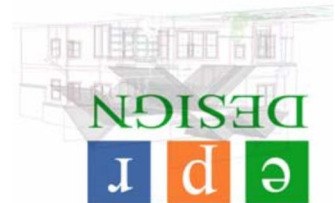
Harry L. Stearns, Inc.  
Karen Wiley, CPMR  
7305 NE Glisan St.  
Portland, Oregon 97213  
503.704.1280  
kwiley@hlstearns.com

#### **Traffic:**

Charbonneau Engineering

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950 Southend Road  
Oregon City, Oregon 97045  
31 Bed Memory Care Facility  
New Construction

**Project Description**

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 proposed structure will front South End Road and have its main entrance facing South End Rd (east). The majority of the building will be 1 (one) level while the second level will be located towards the front (east) portion of the building. 215 square feet of the upper level will be finished while 1,765 square feet will be unfinished. No living units are proposed on the 2nd floor. The second floor will be utilized by staff in the future for offices and storage. The individual resident units will provide a sleeping unit, closet, and private half bath. There will be 4 (four) common shower rooms, common dining room and activity spaces, a common kitchen, a lobby, interior – open air courtyard, and other shared spaces for the residents. There will also be staff only spaces such as utility rooms, offices, etc. The proposed development will require a Conditional Use and Site Plan Review, a Lot Line Adjustment, and a Major Variance for the location of the driveway to be located between the building facade and South End Rd. Below is a list of site details for this proposal:

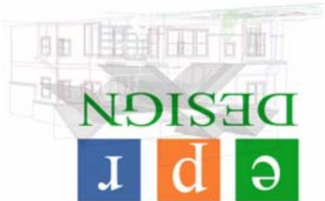
**Site Address:**  
950 South End Road  
Oregon City, Oregon 97045  
Vacant Lot the South of 950 South End Road

**Clackamas County Map:**  
3-1E-01AD, Tax Lot 3100 (950 South End Rd.)  
3-1E-01AD, Tax Lot 3202

**Pre-Application Conference #:** PA 14-15  
**Conditional Use #:** CU 14-01  
**Site Plan & Design Review #:** SP 14-09  
**Variance #:** VR 14-01  
**Lot Line Adjustment #:** LL 14-05

**Site Zoning:** R-10

**Proposed Use:** Residential Care Facility with Memory Care  
Endorsement licensed by the State of Oregon

	950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction
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	<p>950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction</p>
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Land Use Processes Required:

Conditional Use  
Major Variance for Location of the Driveway  
Site Plan and Design Review  
Lot Line Adjustment

Site Density Proposed:

31 resident beds

Total Site Area:

.91 Acre / 39,343 square feet after a 2' dedication along South End Rd. and a 2.5' dedication along Amanda Ct. (Both lots will be combined for this total).

Allowable Lot Coverage:

40% or 15,737 square feet  
39% or 15,323 square feet

Building Setbacks Required:  
(Per Base Zone Standards)

Front Yard: 5' Max., Proposed: 10' to 32'-0" (approx.)  
Front Porch: 15' Min. / 5' Max., Prop.: 10'-0" (approx.)  
Sides: 10' Min., Proposed: 10' to 24'-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:

40% or 15,909 square feet

Total Paved Area:

21% or 8,111 square feet (pervious)  
(including covered areas)

Required Vehicle Parking:

Minimum 1 per 7 beds, Maximum 1 per 5 beds  
(Table 17.25.020)  
6 total on site, with 1 handicap van accessible space  
(standard stall dimensions)

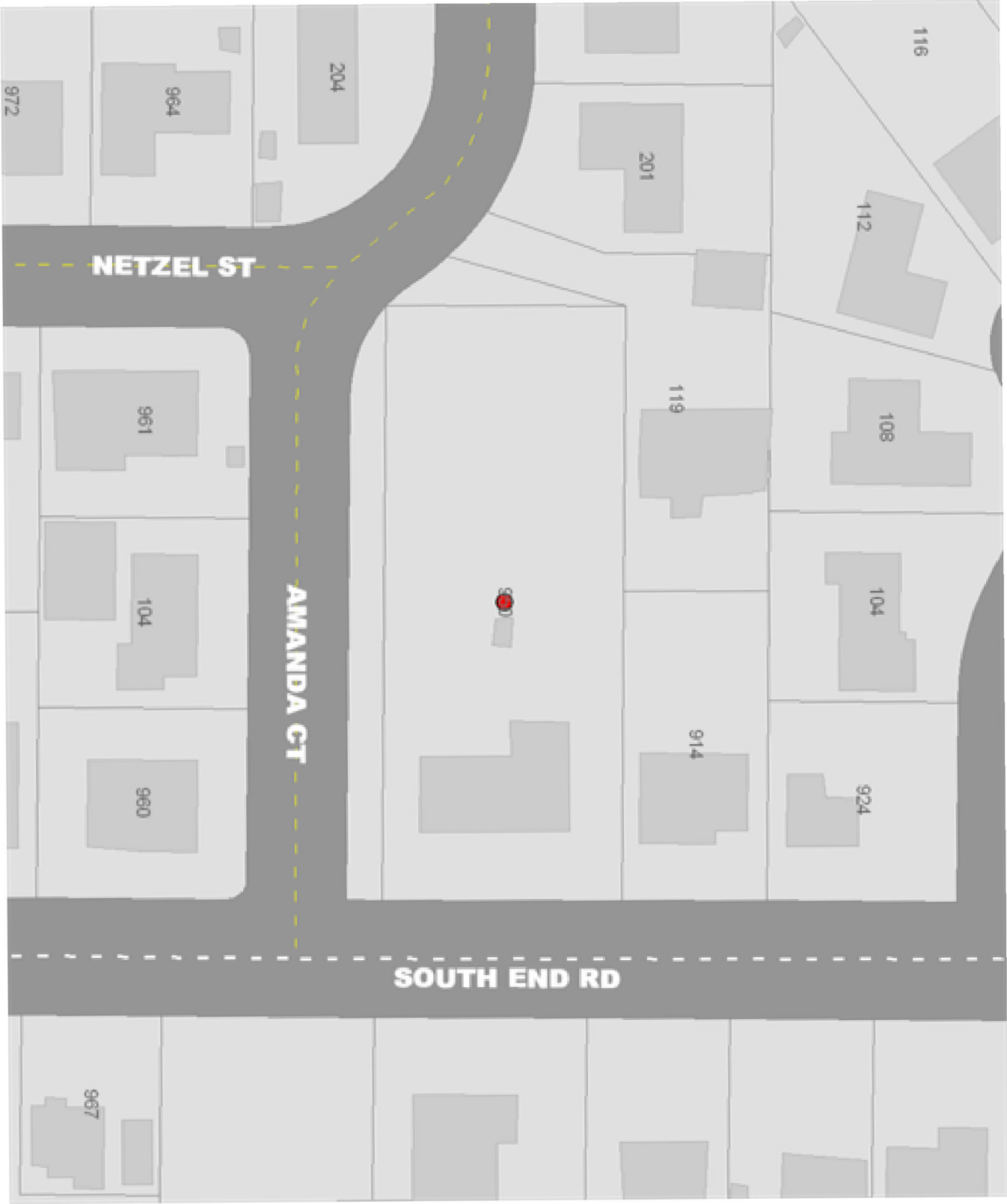
Required Bike Parking:  
Proposed Bike Parking:

1 per 30 vehicle parking spaces  
1-2

Please see submitted plans for additional details and information.

## Employees and Visitors

	<b>Day Shift</b>	<b>Evening Shift</b>	<b>Night Shift</b>
Administer M-F	1		
Caregivers - every day	2	2	1
Nurse 1x weekly	1		
House Keeping 1x weekly	1		
Visitors - weekly	3	3	0



116

112

108

104

924

201

119

914

204

964

961

104

960

NETZEL ST

AMANDA CT

SOUTH END RD

967





AMANDA

NETZEL

PINEWOOD

SOUTH END



SUNSET



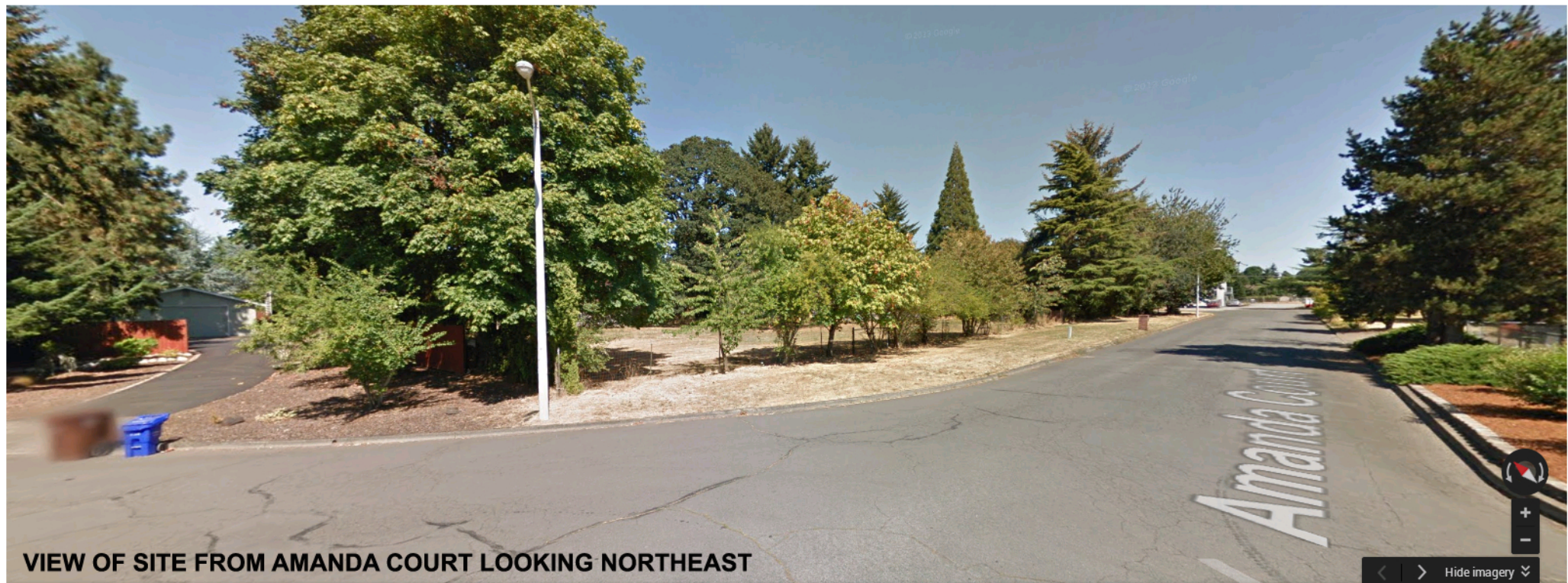
7TH

**WEST LINN**

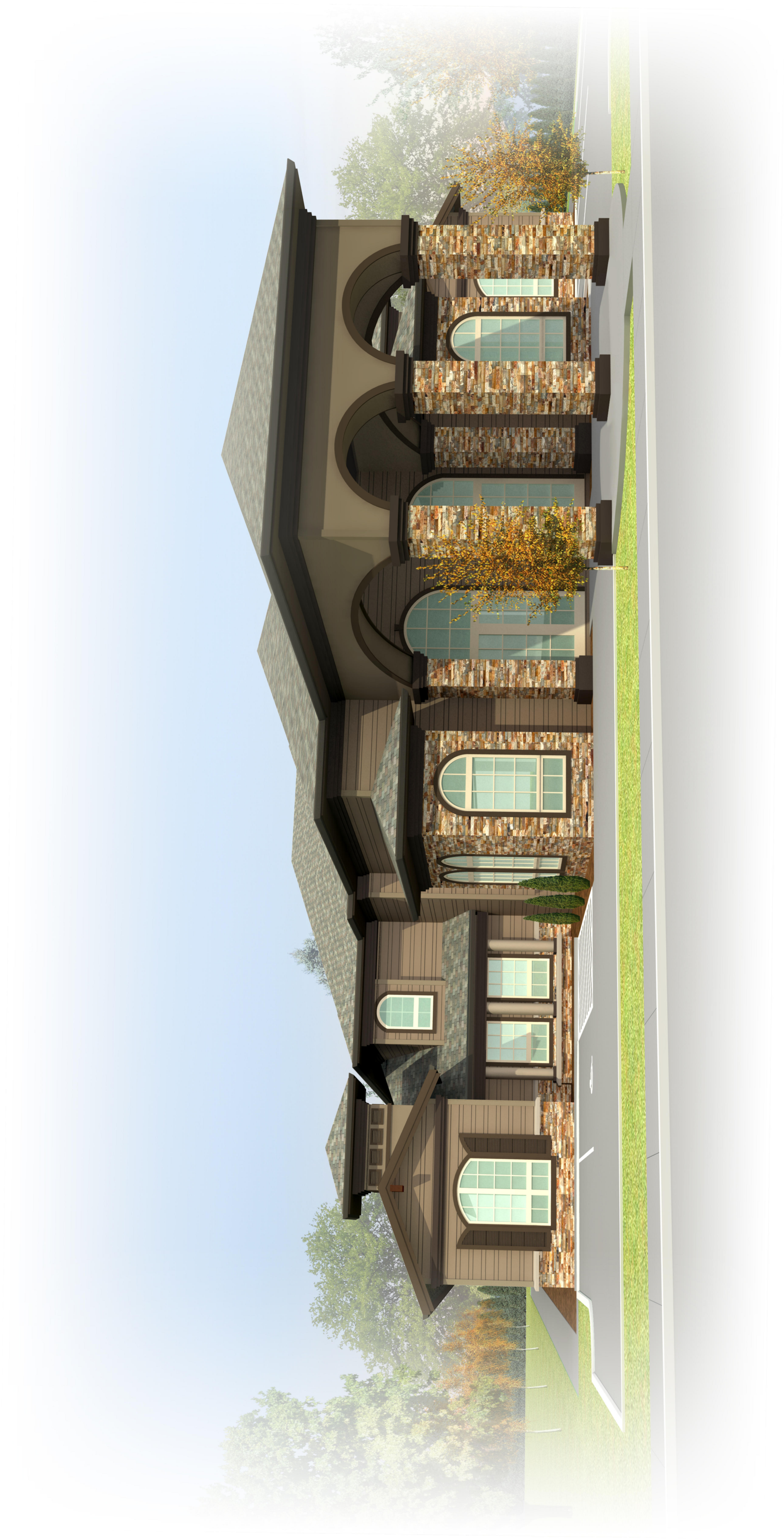
**OREGON CITY**

SOUTH END

















## Pre Application Conference Notes

*950 South End Road*

PA 14-15, May 13, 2014

*(Previous Pre-App was PA 13-18, June 4, 2013)*

### Proposed Project:

The applicant has proposed to construct a 31 bed care facility.

The applicant previously submitted an application in 2013 that was deemed incomplete and exceeded the 180-day completeness review deadline.

The applicant has resubmitted the application - Planning Files:

- CU 14-01 Conditional Use,
- SP 14-09 Site Plan and Design Review,
- VR 14-01 Variance, and
- LL 14-05 Property Line Adjustment

**These items were transmitted for completeness review 4/29/2014. The city will provide a list of any outstanding submittal items for the application by 05/29/2014.** Complete fees will be needed in addition to any additional needed submittal items identified during completeness review.

Once the application is deemed complete, the City will prepare public notices for the Planning Commission public hearing.

### Location:

- 950 South End Road (Clackamas County Map 3-1E-01AD, tax lot 3100)

### General Information:

- Zoning: "R-10" Single-Family Dwelling District
- Applicable Overlay Districts: None
- Transportation System Plan:
  - Functional Classification: South End Road – Minor Arterial
  - Pedestrian System Plan: South End Road – Sidewalk Needed on One Side of Street
  - Bicycle System Plan: South End Road – Striped Bike Lanes
  - Public Transit System Plan: South End Road – TriMet Route 79 - abandoned
- Applications anticipated:
  - Conditional Use
  - Site Plan and Design Review

### Additional Information:

Clarification of the use will assist the City in determining a Conditional Use is appropriate as well as assessing the impacts of the use. Please clearly distinguish:

- The number of kitchens within the facility. Are there additional kitchens within the staff living quarters? If there are three or more kitchens, multi-family standards in OCMC 17.62.057 apply.
- The number of people living onsite. How many rooms or beds will be in the living quarters for staff?
- A typical daily schedule for the residents and employees
- The number, frequency and size of any visitors anticipated
- A description of the meetings and conferences to be held onsite (frequency, number of participants, time of day, etc.)
- The frequency of deliveries
- Any other use of the site

### **Planning Commission Review**

The Planning Commission's decision will be based on the uses presented and described in your conditional use application. The more detail you can provide about the proposed use, the better.

### **Site Plan and Design Review:**

Site Plan and Design Review are required to demonstrate compliance with building materials, design standards, etc.

### **Initial Comments regarding Code Compliance:**

The following items do not appear to comply with the Oregon City Municipal Code:

- Consider lack of Off-street Parking – Providing only on-street parking for visitors and employees may impact adjacent neighbors.
- 15.52.030.D Parking stall dimensions – On-street parking dimensions are 8.5' wide by 20' long and must abut the block face of the proposed development.
- 17.62.050.A.2.a Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.
- 12.04 and 17.62.050.A.2.b, access to the right-of-way shall be limited to a single curb cut.
- 17.62.050.A.9.a, pathways between all building entrances and the street are required.
- 17.62.055.C.5 On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D.
- 17.62.055.D.1 and 17.62.055.D.3 Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list [as set forth in the code] for every five feet of increased setback requested

### **Lot Line Adjustment**

Please submit complete application material for the proposed lot line adjustment, per [Chapter 16.20 - PROPERTY LINE ADJUSTMENTS AND ABANDONMENT PROCESS AND STANDARDS](#) . A checklist may be downloaded at <http://www.orcity.org/sites/default/files/lotline.pdf>.

### **Variances**

Pursuant to OCMC [Chapter 17.60 - VARIANCES](#) , the application needs to include at least two formal variance requests.

Port Cochere: The application will require a variance to OCMC [17.62.055 Institutional and commercial building standards](#). (D) in order to place the Port Cochere within the front setback.

Lot Coverage: The application will require a variance to the maximum 40% lot coverage in OCMC [17.08.040 Dimensional standards](#).

**Development Services Division (Utilities/Public Improvements/SDC's, etc) and City Engineer:**

Your application was reviewed by Todd Martinez to address utility concerns, public improvements, etc. You may contact him with additional questions at 503.496.1508.

**Transportation Impacts:**

John Replinger of Replinger and Associates, the City's transportation consultant reviewed your development application. You may contact Mr. Replinger at 503-719-3383 or replinger-associates@comcast.net. The transportation impact of the proposal will be reviewed to determine frontage improvements.

A Transportation Impact Analysis is required. The applicant should retain a traffic engineer to prepare an analysis in accordance with the city's Guidelines for Traffic Impact Analysis. The applicant's traffic engineer should verify trip generation to determine number of peak hour and daily trips. Based on the capacity of the facility, I think a Traffic Analysis Letter (TAL) will suffice. The requirements for a TAL are specified in the Guidelines. If the trip generation exceeds 25 vehicle trips during the AM or PM peak hours or 250 daily trips, a Transportation Impact Analysis (TIA) will be required.

The proposed layout indicates a very tight layout for parking and vehicles. It appears that maneuvering space may be inadequate for several of the parking spaces. Site circulation must be addressed in the Transportation Analysis Letter (TAL) TAL or Traffic Impact Analysis (TIA ).

**Conditional Use:**

Approval of a Conditional Use is required for assisted living facilities; nursing homes and group homes for over fifteen patients. The Conditional Use criteria are identified in chapter 17.56 of the Oregon City Municipal Code and include satisfying the goals and policies of the City Comprehensive Plan. Oregon City Municipal Code chapter 17.56.010.A.4 states that "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" and 17.56.010.A.2 which states "the characteristics of the site are suitable for the proposed use considering size, shape, location..". Some mitigation that may help to comply with the aforementioned standard includes:

- Constructing multiple smaller structures rather than one large structure.
- Additional landscaping

In addition, for the sake of comparison, you may provide calculations that demonstrate how many single family-dwellings or cottage housing units would be constructed onsite if it were developed to the "R-10" Single-Family Dwelling District standards to show how your level of density compares to permitted uses.

**Fences:**

Please include all fences and walls in your land use application. Fence height requirement can be found in OCMC 17.54.100.

**Clackamas County Fire:**

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

**Building Division:**

Please contact Samantha Vandagriff, our commercial plans examiner for Building related questions at 503.496.1506.

**Neighborhood Meeting Notes:**



- When was the neighborhood meeting with SENA held? Please provide the date, along with the summary.

### **Archeological Monitoring Recommendation**

- Notice of your proposed development was provided to the State Historic Preservation Office (SHPO) and all affected tribes per OCMC chapter 17.62.040.H. This notice requirement applies to any project that involves ground disturbance including movement of native soils. A response was provided.

### **Signs**

- Please refer to the sign code in Oregon City Municipal Code chapter 15.28. Signs may be submitted as a separate Type I application. Specifically, review
- The above comments are preliminary and nonbinding.

### **Tree Removal and Mitigation**

The site is under Code Enforcement Action for unauthorized tree removal during permit review. The City received a phone call from a citizen indicating that the trees onsite were being removed and called the applicant and let them know not to cut any more trees onsite. We have an inventory of the size and location of all of the trees onsite. The applicant has agreed in writing that no further tree removal is permitted while the application is under review. Tree removal of all trees on site that are greater than 6" Diameter at Breast Height shall be shown on a site plan and mitigation shall be proposed pursuant to one of the Mitigation Options in OCMC [Chapter 17.41 - TREE PROTECTION STANDARDS](#).

### **Oregon City Municipal Code Criteria:**

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

- Streets, Sidewalks and Public Places in chapter 12.04,
- Public and Street Trees in chapter 12.08,
- Pedestrian/Bicycle Accessways in chapter 12.24,
- Stormwater Management in chapter 13.12,
- "R-10" Single-Family Dwelling District in chapter 17.08,
- Tree Protection Standards in chapter 17.41,
- Administration and Procedures are set forth in chapter 17.50,
- Off-Street Parking and Loading in chapter 17.52,
- Supplemental Zoning Regulations and Exceptions in chapter 17.54.100,
- Conditional Uses in chapter 17.56,
- Site Plan and Design Review in chapter 17.62.

Please contact me if you would like me to email you MS-Word versions of the code. The sections may also be downloaded from the City's municipal code website.

### **Planning Review and Application Fees:**

The 2013 Planning applications and fees include-

- Site Plan and Design Review: See fee sheet
- Conditional Use: \$3,636
- Variance (Hearing): \$2,440
- Transportation Study: base fee + Conditional Use fee for TIS if required  
\$523.50 for TAL if required
- Property Line Adjustment (Lot Line Adjustment): \$1,132 per PLA.
- Mailing Labels: \$15 – City can provide.

Please note additional Development Services, Building and System Development Charges apply.

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

*A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.*

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

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

**PRE-APPLICATION MEETING NOTES**

(Copied from previous Pre-app on May 24<sup>th</sup>, 2013)

**Project Number:** PA 14-15  
**Project Name:** Residential Care Facility  
**Meeting Date:** May 13, 2014

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**GENERAL COMMENTS**

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

**ENGINEERING - UTILITIES**

1. The existing right-of-way (ROW) on South End Road is 60-feet, and it is classified as a minor arterial. The street improvements include 40-feet of pavement (includes 8-foot parking lane on the south side, and a 5-foot bike lane on the north side) in decent condition, curbs on both sides, 6-foot curb tight sidewalk on the south side of the street. There are also street lights. The ROW requirement is 59, and the street section should be 38 feet of pavement, curbs, 5 foot landscape strip, 7-foot sidewalk, street trees and street lights. A 7-foot sidewalk and 5-foot landscape strip will be required.
2. A single entrance/exit to the facility farthest from the intersection of South End Road and Amanda Court is required; the impacts of the entrance/exit on traffic movement in South End Road will have to be quantified.

3. There are no storm drainage facilities (collection, ponds, treatment, etc) adjacent to the proposed subdivision, and there does not appear to be a natural discharge point in the vicinity of the proposed subdivision. Both storm water treatment and detention will be required.
4. The use of on-site infiltrators and LID methods for storm water would be encouraged such that a pond or detention tank would not be required.
5. There is an 8-inch water line on Amanda Court, and a 6-inch cast iron water main in poor condition, on South End Road. The 6-inch main on South End Road is on the CIP schedule to be upsized to 8-inch. As this would be such a small portion of the upgrade, cash in lieu would be considered.
6. A new and larger water service will be required.
7. There is a fire hydrant across South End Road. A fire hydrant may be required on the north side of South End Road. Fire hydrants should be located per the Fire Department directions.
8. There is an 18-inch sanitary sewer pipe in South End Road and an 8-inch sanitary sewer pipe in Amanda Court. It is anticipated that no public sanitary sewer will be required..
9. A new and larger sanitary serve will be needed.
10. A grease interceptor for the kitchen will be required.

July 8, 2013

To Whom It May Concern,

I am writing to confirm that Daniel & Petronella Donovan and their architect met with the Steering Committee of the South End Neighborhood Association on Friday, June 28, 2013 to present their plans for a proposed 30-bed memory care facility to be located on the corner of South End Road and Amanda Court.

Everyone on the Steering Committee agreed that this much needed facility would be a welcome addition to our neighborhood.

Sincerely,

A handwritten signature in black ink, appearing to read "B McConnel", with a large, stylized loop at the end.

Bill McConnel

Chair

South End Neighborhood Assn

503-860-1037

bill.mcconnel@yahoo.com

**MEETING MINUTES for:**  
***South End Neighborhood Association***

<b>Meeting Date and Time:</b>	May 15, 2014 7:00pm
<b>Number of Attendees</b>	17
<b>Guest Speaker(s)</b>	Oregon City Police Department Liaison Petronella and Daniel Donovan Clackamas Repertory Theatre
<b>Topics/Planned Agenda Items</b>	<ul style="list-style-type: none"><li>- <b>Presentation by Petronella Donovan about proposed memory care facility</b></li><li>- <b>Information about Clackamas Repertory Theatre</b></li><li>- <b>Elections</b></li></ul>

Meeting was held at Oregon City United Methodist Church, and was called to order by Chair Bill McConnel at 7:00pm.

The first speaker/presenter was Petronella Donovan, who laid out plans for a 31 room memory care facility she and Daniel Donovan are proposing to build on South End Road. She brought along plans and the builder was present as well. Petronella answered questions related to parking, completion time, security and staffing. Mary Smith made a motion that the neighborhood association fully support the Donovan's project. The motion was seconded by Joyce Clark and passed unanimously.

The next speakers were Kris Swalko and John Behan from Oregon City Police Department. They informed attendees that the site for the 2014 National Night Out on August 5 has been changed from Chapin Park to the former Mt. Pleasant School field, in order to launch the site of the future Oregon City

Police Department. More information will follow. The officers also encouraged anyone who is interested to apply for the 2014 Citizen Academy. More information is available at the Oregon City Police Department Website or by calling Chris Wadsworth at 503-496-1681.

After minutes were read and approved, elections were held. All nominees ran unopposed and all were elected. Elected officers include Bill McConnel, Chair, Brandon Boyd, Vice Chair, Mary Ann Jensen, Secretary, with no treasurer elected at this time. SENA will research into combining the Secretary and Treasurer into one position which will be filled by the current secretary. Steering Committee members include Gary Fergus, Joyce Clark, John Williams, and Ingra Rickenbach. Ingra was elected with two (2) write-in votes, and accepted the nomination. Joyce Clark, Parks Committee Chair, gave a Parks Committee report. The city is currently in recruitment stage for a new Parks and Recreation director. The city has not received many applications for a park host at Chapin, possibly due to the fact it is an unpaid position.

Other business discussed as votes were tallied included hearing the Treasurer's report, and updates to the Teen Challenge proposed expansion to add a dormitory facility. The Teen Challenge hearing was postponed until June 9, where a final decision will likely be made. There was also discussion about newsletter costs and options as SENA used part of next year's allocated budget money to pay for the postcard sent in advance of the May meeting. John Williams suggested asking the city for a reallocation of funds sufficient for SENA to continue to publish the newsletter format.


Meeting adjourned at 8:30pm.

2 of 2  
5.15.14


DATE		SOUTH END NEIGHBORHOOD ASSOCIATION			
#	NAME:	ADDRESS:		PHONE NO.	
1	James E. Jelinek	STREET:	1161 Netzel St. D.C.	HOME:	503-657-1230
		EMAIL:		CELL:	
2	Sandie Jelinek	STREET:	" " "	HOME:	" " "
		EMAIL:		CELL:	
3	JERRY WHEELER	STREET:	11853 MAXWELL CT	HOME:	503-655-8115
		EMAIL:		CELL:	
4	JOYCE CLARK	STREET:	18649 Joyce Ct, D.C. <del>BEST</del>	HOME:	503-657-9344
		EMAIL:		CELL:	503-313-7338
5	GARY FERGUS	STREET:	152 WARNER DARROTT	HOME:	503-655-3906
		EMAIL:		CELL:	
6	Ingra Rickenbach	STREET:	131 Warner Parrott Rd	HOME:	503-655-9451
		EMAIL:		CELL:	
7	Bill McConner	STREET:		HOME:	
		EMAIL:		CELL:	
8	John Williams	STREET:		HOME:	
		EMAIL:		CELL:	
9	Mary Ann Jensen	STREET:		HOME:	
		EMAIL:		CELL:	
10		STREET:		HOME:	
		EMAIL:		CELL:	



1 of 2  
~~5th~~ 5.15.14

DATE		SOUTH END NEIGHBORHOOD ASSOCIATION			
#	NAME:	ADDRESS:		PHONE NO.	
1	STAN WITHAM	STREET:	403 ANDERWOOD PL	HOME:	503-657-6681
				CELL:	
		EMAIL:			
2	Mary Smith	STREET:	191 Warner Parrott Rd.	HOME:	
				CELL:	
		EMAIL:			
3	Judy Angel	STREET:		HOME:	
				CELL:	
		EMAIL:	201 Warner Parrott Rd		
4	Petronella Donovan	STREET:	182 Warner Parrott Rd	HOME:	
				CELL:	
		EMAIL:	Petronelladonovan@comcast.net		
5		STREET:	1845 Rose Rd	HOME:	
				CELL:	
		EMAIL:			
6	JOHN WILLIAMS	STREET:		HOME:	
				CELL:	
		EMAIL:			
7	David Donovan	STREET:	182 Warner Parrott Rd	HOME:	
			David 2010@comcast.net	CELL:	
		EMAIL:			
8	Donna Davis	STREET:	11675 Parker Rd	HOME:	303-656-7394
			SC	CELL:	
		EMAIL:			
9		STREET:		HOME:	
				CELL:	
		EMAIL:			
10		STREET:		HOME:	
				CELL:	
		EMAIL:			

**Streets, Sidewalks, and Public Spaces - Chapter 12.04**

<p>950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction</p>	
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**12.04.003 Applicability**

Compliance with this chapter is required because the project requires a Site Plan and Design Review.

**12.04.005 Jurisdiction and Management of the Public Right of Way**

All work proposed in the right of way will conform to their respective permitting requirements. The proposed project requires right of way improvements as proposed on Sheet 1 of the civil drawings.

**12.04.007 Modifications**

The proposed development will meet the requirements for required improvements along South End Rd. and Amanda Ct. There will be a 2' dedication along South End Rd. to accommodate a 10.5' wide sidewalk with 5'x5' tree wells every 30'. Amanda Ct. will have a dedication of 2.5' to accommodate a 5' wide sidewalk and a 5' wide planting strip. The planting strip will also incorporate street trees every 30'.

**12.04.010 Construction Specifications-Improved Streets**

All construction will be in compliance with the City of Oregon City specifications.

**12.04.010 Construction Specifications-Unimproved Streets**

N/A – South End Road and Amanda Court are both improved streets.

**12.04.025 Street Design-Driveway Curb Cuts**

One driveway is proposed along the property frontage at South End Rd. that is a 22' wide paved driveway entrance; and an 18' site exit is proposed along Amanda Ct. This creates a one way drive isle through the site. Also along Amanda Ct. is a second curb cut that is proposed for the 2nd parking area. There are two options for the 2nd parking area. Option 1 is to have a 36' wide curb cut with (4) parking spaces directly off Amanda Ct. Option 2 is to have a 22' curb cut towards the southwest side of the property and provides access to a (4) car parking area with onsite maneuvering.

**12.04.030 Maintenance and Repair**

Owner shall be responsible of maintaining the new sidewalk to be constructed.

**12.04.032 Required Sidewalk Repair**

N/A

**12.04.033 City May Do Work**

N/A

**12.04.034 Assessment of Costs**

N/A

**12.04.040 Streets – Enforcements**

N/A

**12.04.050 Retaining Walls – Required**

N/A

**12.04.060 Retaining Walls – Maintenance**

N/A

**12.04.070 Removal of Sliding Dirt**

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N/A

**12.04.080 Excavations – Permit Required**

Permits will be obtained as necessary, prior to any excavation.

**12.04.090 Excavations – Permit Restrictions**

Permits will be obtained as necessary, prior to any excavation.

**12.04.100 Restoration of Pavement – Restoration of Pavement**

Permits will be obtained as necessary, prior to any excavation.

All pavement will be restored per City standards for cuts made on City streets.

**12.04.110 Excavations – Nuisance – Penalty**

Permits will be obtained as necessary, prior to any excavation.

**12.04.120 Obstructions – Permit Required**

No temporary obstructions will be placed without obtaining a permit as outlined in this chapter.

**12.04.130 Obstructions – Sidewalk Sales**

N/A

**12.04.140 Obstructions – Nuisance – Penalty**

N/A

**12.04.150 Street and Alley Vacations – Restrictions**

N/A

**12.04.160 Street Vacations – Restrictions**

N/A

**12.04.170 Street Design – Purpose and General Provisions**

N/A

**12.04.175 Street Design – Generally**

N/A

**12.04.180 Street Design**

The portion of South End Rd. along the sites entire east frontage will be improved per City Standards with the following: 20' center to curb, 6" curb, 10.5' sidewalk with 5' tree wells.

The portion of Amanda Ct. along the sites entire south frontage will be improved per City Standards with the following: 16' center to curb, 6" curb, 5' planter, and 5' sidewalk. In order to accomplish this, a 2' dedication is required along South End Rd. and a 2.5' dedication is required along Amanda Ct.



No on street parking is proposed. A total of 6 onsite parking spaces will be provided to meet the Min. (5) / Max. (7) parking space requirement.

**12.04.185 Street Design – Access Control**

N/A

**12.04.190 Street Design – Alignment**

Center-lines of South End Rd. and Amanda Ct. will remain as existing. A dedication along the sites frontage is proposed to allow for the required right of way improvements and street standards. 2' of dedication will required along South End Rd. and 2.5' of dedication will be required along Amanda Ct.

 	950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction
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**12.04.194 Traffic Sight Obstructions**

All streets are existing and will only be improved. No site obstructions are proposed.

**12.04.195 Spacing Standards**

No new streets are proposed with the development. All streets are existing.

B.

Driveway spacing standards will be met. Along South End Rd. only (1) driveway curb cut of 22' wide is proposed. Along Amanda Ct. (2) driveway curb cuts are proposed that are 18' wide and 22'-36' wide. The driveway spacing meets the standard of minimum 25' between driveways and from a street corner for local streets.

**12.04.199 Pedestrian and Bicycle Access ways**

A 10.5' sidewalk with 5' tree wells is proposed along South End Rd. and a 5' Sidewalk along Amanda Ct. frontage. A min. of 5' to 6' wide pedestrian connection from the building main entrance to the sidewalk is proposed. The bicycle access along South End Rd. will remain.

A.

All streets are existing and no new streets are proposed. The new sidewalk will provide safe access ways along South End Rd. and Amanda Ct. for pedestrians. the existing bike lane along South End Rd. will remain as the access for the bicyclists. The site entrance will allow for entry and exit of pedestrians and bicyclists from the site to the new sidewalk and to existing streets.

B.

The access ways will have no horizontal obstructions. The existing bike lane on South End Rd. will remain.

C.

All access ways will remain visible and no on street parking is proposed within 15' of the intersection of South End Rd. and Amanda Ct.

D.

Existing street lights will remain and onsite pedestrian scale lighting is proposed in this proposal. See Site Lighting Plan for details.

E.

All access ways will comply with ADA guidelines.

F.

Along South End Rd. there will be 5' tree wells every 30' O.C. for the required street trees. The landscape strip along Amanda Ct. will be landscaped to meet all City standards. See landscape plan for details.

G.

All access ways are designed with curbs to prohibit unauthorized motorized traffic.

H.

All paving will be pervious pavement onsite.

I.

N/A

<p>950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction</p>	
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J. No modification is requested for access way design.  
K.

**12.04.205 Mobility Standards**  
The proposed sidewalks will be on City property as public right of way.

All streets around the development are existing and all intersections are existing. Only half street improvements are proposed for this development and no changes are proposed to the existing transportation system, right of ways, and intersections other than what is required for providing the necessary dedications, sidewalks, street trees, planting strips, and half street paving necessary for the development.

**12.04.210 Street Design – Intersection Angles**

Street intersections will remain as existing.

**12.04.215 Street Design – Off Site Street Improvements**

Dedication is proposed along both South End Rd. and Amanda Ct. in order to accommodate the required right of way width, sidewalk, and planter strip / tree wells. A 2.5' dedication is required along Amanda Ct. and a 2' dedication along South End Rd.

**12.04.220 Street Design – Half Street**

Half street improvements are proposed along the frontages of the property at South End Road and Amanda Ct. to accommodate required right of way improvements.

**12.04.225 Street Design – Cul-de-sacs and Dead End Streets**

No cul-de-sacs are proposed.

**12.04.230 Street Design – Street Names**

No changes to street names are proposed.

**12.04.235 Street Design – Grades and Curves**

No changes to street grade and curves are proposed.

**12.04.240 Street Design – Development Abutting Arterial or Collector Street**

Improvements are proposed along South End Rd.

**12.04.245 Street Design – Pedestrian and Bicycle Safety**

South End Rd. along the sites frontage will be improved with a 10.5' sidewalk and the existing bike lane along South End Rd. will remain. Amanda Ct. will be improved with a 5' sidewalk. No bike is proposed or existing along Amanda Ct.

**12.04.255 Street Design – Alleys**

The development does not abut an alley.

**12.04.260 Street Design – Transit**


No changes to the street layout is proposed. The only changes to both streets abutting the property will be the improvement requirements mentioned earlier that include new sidewalks and planter strips / tree wells.

**12.04.265 Street Design – Planter Strips**

5'x5' tree wells are proposed along the site frontage at South End Road and a 5' planter strip along Amanda Ct. The planter strip is located adjacent the curb between the sidewalk and street. Street trees are proposed in the new planter strip and in the tree wells at a min. of (1) street tree per 30'.

**12.04.270 Standard Construction Specifications**

The workmanship and materials for any work performed under permits issued per this chapter shall be in accordance with the edition of the Oregon Standard Specifications for Construction as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the City in accordance with this ordinance, in effect at the time of the application.

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**Public and Street Trees - Chapter 12.08**

	950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction
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**12.08.010 Purpose**

The proposal meets this chapter with the proposal of street trees to be planted within the new 5' tree wells along South End Rd. and the 5' landscape strip along Amanda Ct. (1) tree per 30' is required and proposed.

**12.08.015 Street Tree Planting and Maintenance Requirements**

(4) street trees along South End Rd. and (8) street trees along Amanda Ct. are proposed as required for (1) street tree for every 30' of frontage. The street trees will be planted to allow for the following clearance distances:  
15' from street lights, 5' from fire hydrants, 20' from intersections, and a minimum of 5' (at mature height) below power lines.

All trees planted will be a minimum of 2" in caliper at 6" above the root crown and installed to City specifications.

**12.08.020 Street Tree Species Selection**

N/A

**12.08.025 General Tree Maintenance**

The property owner shall be responsible for the maintenance of the proposed street trees and landscaping within the new planter strip.

**12.08.030 Public Property Tree Maintenance**

The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights of way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas.

**12.08.035 Public Tree Removal**

N/A. See section 12.08.015 above.

**12.08.040 Heritage Trees and Groves**

N/A No existing heritage trees or groves exist on the existing site.

**12.08.045 Gifts and Funding**

N/A

## Storm Applicability and Exemptions - Chapter 13.12.050

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

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

A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:

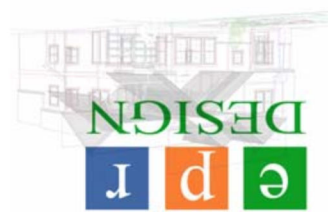
1. The conveyance facilities are located entirely on one privately owned parcel; FINDINGS:  
For the roof will have Stormtech chambers and the parking and driveways will be porous pavement, located on the subject private property

2. The conveyance facilities are privately maintained; and FINDINGS:  
All the onsite proposed stormwater conveyance will be privately maintain

3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits. FINDINGS:  
Will be closed basin, no stormwater runoff from outside the property

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

Stormwater Quantity Control and Stormwater Quality Control are not applicable for this project.

<p>950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction</p>	
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**R-10 Single Family Dwelling District - Chapter 17.08**

**17.08.010 Designated**

The development site lies in the R-10 single family dwelling district. The R-10 zone is designed for areas of single-family homes on lot sizes of approximately 10,000 square feet.

**17.08.020 Permitted Uses**

The development is a conditional use. See section 17.08.030 Conditional Uses.

**17.08.030 Conditional Uses**

The use is found in section "J" - Assisted living facilities, nursing homes, and group homes for over fifteen patients. The proposed use is a Memory Care Facility licensed for 31 residents and therefore falls under this category and is allowed through a conditional use approval.

**17.08.040 Dimensional Standards**

The development and site meet all of the development standards of the R-10 zoning district.

A.

The lot is 39,000 square feet in size +/-

B.

The lot is approx. 133.83' wide

C.

The lot depth is approx. 294.98'

D.

The maximum building height will be met with the new development and not exceed 35'

E.


The development will be in compliance with the setback standards and demonstrate compliance with additional standards set forth for the proposed use.

F.

No garage is proposed.

G.

The lot coverage maximum will not be exceeded with the proposal.

	950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction
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## **Tree Protection Standards – Chapter 17.41**

### **17.41.010 Protection of Trees – Intent**

The proposed development will mitigate for all trees that will be removed due to the proposed building footprint or parking area / walkways. A Tree Removal Plan is provided on Sheet DR.T1 as well as a Landscape Plan on Sheet DR.L1.

### **17.41.020 Tree Protection-Applicability**

Tree protection is required for this development because of the requirement for a Site Plan and Design Review.

### **17.41.030 Tree Protection – Conflicting Code Provisions**

N/A

### **17.41.040 Same – Exemptions**

N/A

### **17.41.050 Same – Compliance Options**

Trees that will be removed will be mitigated by replanting of new trees. Reference Landscape Plan on Sheet DR.L1 and the Tree Removal Plan on Sheet DR.T1 of the plan set.

### **17.41.060 Tree Removal and Replanting – Mitigation (Option 1)**

An arborist report completed by a certified arborist is provided in the submittal package along with a Tree Removal Plan on sheet DR.T1 and a Landscape Plan, which proposes several new trees, on sheet DR.L1 for the mitigation of the trees being removed.

A total of 51 trees are proposed for the new development. See Landscape Plan on Sheet DR.L1.

### **17.41.070 Planting Area Priority for Mitigation (Option 1)**

All trees for mitigation of removal of existing trees shall be planted on site.

### **17.41.075 Alternate Mitigation Plan**

N/A

### **17.41.080 Tree Preservation Within Subdivisions and Partitions – Dedicated Tract (Option 2)**

N/A

### **17.41.090 Density Transfers Incentives for Tree Protection Tracts (Option 2)**

N/A

### **17.41.100 Permitted Modifications to Dimensional Standards (Option 2 Only)**

N/A

### **17.41.110 Tree Protection by Restrictive Covenant (Option 3)**

N/A

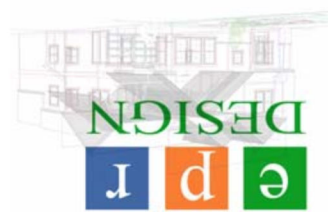
### **17.41.120 Permitted Adjustments (Option 3 Only)**

N/A

### **17.41.125 Cash-in-lieu of Planting (Tree Bank/Fund) (Option 4)**

N/A

### **17.41.130 Regulated Tree Protection Procedures During Construction**

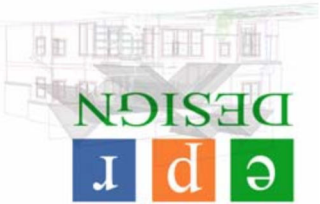
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No trees will be removed without the required approval and/or authorizations as outlined in this chapter.

Tree protection measures have been recommended by a certified arborist. A report is attached. Also reference the Tree Removal Plan on sheet DR.T1 for details.

1. All required tree protection measures set forth in this chapter 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. Construction and root protection fencing, 6' tall with steel posts placed no farther than 10' apart, is proposed around all trees that will remain. The fencing will be installed at the edge of the tree protection zone or drip line, whichever is greater.
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 will 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 will 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 will occur within the tree protection zone unless directed by arborist present on site and approved by the community development director.
7. No machinery repair or clean shall be performed within 10' of the drip line 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 and shall not be performed. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant the approved written recommendations and on-site guidance and supervision of a certified arborist.
9. If construction activities may affect the drip line of trees to be protected, a certified arborist will be present during such activities.

Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. See civil sheets for proposed drainage, storm water disposal, utility layouts, and other details which may affect tree protection areas.

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**Administration and Procedures - Chapter 17.50**

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**17.50.030 Summary of the City's Decision Making Process**  
The proposed use requires a Type III Conditional Use Review Process. The project will go to the planning commission for final review and approval. The applicant is aware of the Type III review process.

**17.50.050 Pre-Application Conference**  
A pre-application conference was held for the proposed development prior to submitting the land use application.

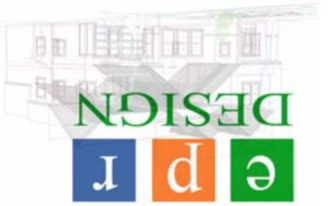
**17.50.055 Neighborhood Association Meeting**  
A meeting was held with the South End Rd. Neighborhood Association. All procedures were followed for scheduling and organizing the meeting. A sign in sheet with summary notes and a letter stating their support for the proposed development is included in the land use application submittal materials.

**17.50.060 Application Requirements**  
All application requirements have been submitted.

**17.50.070 Completeness Review and 120 Day Rule**  
The applicant is aware of the this process and time line.

**17.50.080 Complete Application - Required Information**  
All required submittal materials have been submitted with the land use application.

**17.50.090-17.50.290**  
The applicant is aware of the items in these sections that will be completed by staff, the design / planning commission, or the applicant and has noted all the information in these sections.

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Off Street Parking and Loading - Chapter 17.52

17.52.010 Applicability

The construction of a new structure and parking lot require site plan review and compliance with this chapter.

17.52.15 Planning Commission Adjustment of Parking Standards

No parking lot adjustments are requested. See provided parking study by Charbonneau Engineering.

17.52.020 Number of Automobile Spaces Required

Proposed number of beds: 31  
Min required number of parking spaces required per Table 17.52.020= 1 Per 7 Beds  
Max number of parking spaces required per Table 17.52.020= 1 Per 5 Beds  
Proposed number of parking spaces= 6 total with 1 handicap van accessible space. 2 of the parking spaces including the handicap van accessible space will be located on Northeast side of the site. The other 4 parking spaces will be located on the South side of the site with access from Amanda Ct. The parking spaces at the Northeast side of the site, off of South End Rd., shall be used primarily for handicap parking and visitors. Staff shall utilize the available 4 parking spaces in the parking area provided off of Amanda Ct. Two options are proposed for the 4-car parking area proposed off of Amanda Ct. Option 1 has the 4 car parking spaces laid out like a residential driveway where the 4 cars parked in the spaces would need to back out of the parking spaces onto the right of way. The curb cut would be 36' wide to accommodate the (4) 9' wide x19' long parking spaces. The parking area would be located approximately 99' from the west property line and approximately 170' from the intersection of South End Rd. and Amanda Ct. Because of the low traffic (trip generation) of the proposed use, the Option 1 parking area could function like the other residential driveways in the neighborhood which require backing onto the right of way to leave the site. Option 2 for the 4-car parking area requires the parking area to be placed at the very back (west) side of the proposed building but will be large enough to provide the (4) 9'x19' parking spaces and a 22' wide drive isle / maneuvering area behind the parking spaces that will allow vehicles to enter and exit the site facing forward. Both options will still allow the development to meet landscape and setback standards and both will be paved with pervious pavement. The Option 2 parking area design will place the parking area and 22' wide curb cut closer to the west intersection of the Amanda Ct. and Netzel St. while Option 1 places the 4-car driveway towards the center of the site and across from the neighbors driveway. See Site Plan for details.

17.52.030 Standards for Automobile Parking

Access. The main ingress to the proposed site is provided on South End Rd. with Egress being provided at Amanda Ct. The (2) parking spaces on this side of the site will be served by a driveway that will not require backing movements within a right of way. The proposed site is flat and will not have a slope of more than 15% in the driveway or parking areas (with a 2% slope at handicap vehicle parking areas). The second parking

See Landscape Plan sheet DR.L1 for details  
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

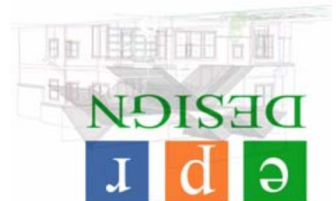
#### **17.52.060 Parking Lot Landscaping**

building. See Site Plan for details.  
accessible walkway is provided from the bike parking area to the main entrance of the area. The bike parking location will not interfere with the vehicle parking area and an visible from the right of way, signs will be posted directing people to the bicycle parking stationary bike rack bolted to the ground. Because the bike parking area is not directly overhang and provide a secure and safe parking area where bikes can be locked to a north side of the building behind the kitchen. The area will be covered by an extended required covered parking space is (1). The bike parking space will be provided on the Required number of bicycle parking spaces for this proposal is (1). The minimum

#### **17.52.040 Bicycle Parking Spaces**

Overhang: 1.5'  
Number of standard spaces: 6, Stall width: 9', Stall depth: 19', Aisle width: 24',  
Proposed parking angle: 90 degrees  
Dimensional Standards.  
Drainage. The parking areas are proposed as pervious pavement.  
Surfacing. The parking areas are proposed as pervious pavement.  
Site Plan for details.

driveway towards the center of the site and across from the neighbors driveway. See the west intersection of the Amanda Ct. and Netzel St. while Option 1 places the 4-car Option 2 parking area design will place the parking area and 22' wide curb cut closer to landscape and setback standards and both will be paved with pervious pavement. The and exit the site facing forward. Both options will still allow the development to meet drive isle / maneuvering area behind the parking spaces that will allow vehicles to enter building but will be large enough to provide the (4) 9'x19' parking spaces and a 22' wide area requires the parking area to be placed at the very back (west) side of the proposed require backing onto the right of way to leave the site. Option 2 for the 4-car parking area could function like the other residential driveways in the neighborhood which Because of the low traffic (trip generation) of the proposed use, the Option 1 parking line and approximately 170' from the intersection of South End Rd. and Amanda Ct. spaces. The parking area would be located approximately 99' from the west property way. The curb cut would be 36' wide to accommodate the (4) 9' wide x19' long parking cars parked in the spaces would need to back out of the parking spaces onto the right of Option 1 has the 4 car parking spaces laid out like a residential driveway where the 4 proposed for the parking area design of these 4 parking spaces of Amanda Ct:  
area will be served off of Amanda Ct. and provide 4 parking spaces. Two options are



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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.

### **17.52.070 Alternative Landscape Plan**

N/A

#### **17.52.080 Maintenance**

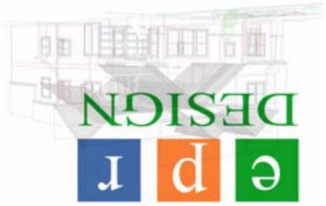
The owner shall have an off-site maintenance crew that will provide all landscape, cleaning, parking lot, and parking lot landscape maintenance on a weekly basis. The maintenance will not interfere with any maintenance or repair of any public utility, will not restrict pedestrian or vehicular access, and will not constitute a traffic hazard due to reduced visibility.

#### **17.52.090 Loading Areas**

N/A There will not be the need for a delivery or other vehicle with a wheelbase of 40' or longer to visit the site. All deliveries, loading and unloading – for this use, can be accomplished by a standard van or box van for sustaining the daily needs for the residential care facility.

**Fences – Chapter 17.54.100**

A 6' obscure cedar fence is proposed at the sides and rear property lines of the site. The fence will not be constructed farther than the main façade of the building. Shrubs and ground cover planted shall be a maximum of 42" in height within 40' of the public right of way or in front of the front façade, whichever is less. Plants and fencing adjacent to or within 20' of the driveway entrance/egress shall not be taller than 30". Electric fencing or barbed wire fencing is not proposed on any portion of the site.

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## Conditional Uses – Chapter 17.56

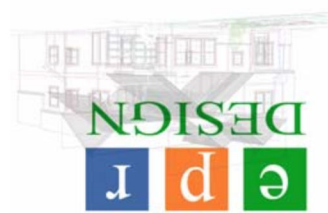
### 17.56.010 Permit – Authorizations – Standards – Conditions

A.

1.) The use is listed as a conditional use in the underlying district:  
In the R-10 zone, Section 17.08.03 of the Oregon City Zoning Code, under subsection “J” Assisted living facilities; nursing homes and group homes for over fifteen patients are listed as “Conditional Uses”.

2.) The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements, and natural features:  
The site serves as an excellent location for the proposed development. The site is large enough to accommodate a residential care facility of this size while providing plenty of outdoor space, landscaping, and parking for the use. Its flat topography makes it perfect 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. 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 facilities architecture, placement of parking, landscaping, pedestrian improvements, etc. will be a great 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.

3.) Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks, and Public Places:  
In the submittal package, Chapter 12.04 has been addressed and the proposed development is in compliance with the applicable requirements of this section. See

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Streets, Sidewalks, and Public Spaces - Chapter 12.04 for additional details not outlined here.

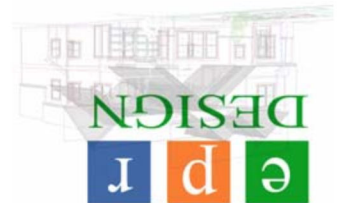
Compliance with Chapter 12.04 is required because the project requires a Site Plan and Design Review for this type of new development. All work proposed in the right of way will conform to their respective permitting requirements. The proposed project requires right of way improvements as proposed on Sheet 1 of the civil drawings. No

modifications or variance are being applied for in this proposal and all construction and improvements will be in compliance with the City of Oregon City specifications and standards. One driveway is proposed along the property frontage at South End Rd. that is a 22' wide paved driveway entrance; and an 18' site exit is proposed along Amanda Ct. that is approximately 38' + from the intersection of Amanda Ct. and South End Rd. This creates an 18' wide, one way drive isle through the site. A second curb cut is proposed along Amanda Ct. to provide for the second parking area that will accommodate an additional 4 parking spaces. The curb cut will be a min. of 34'-2" away from any intersection and will be either 22' wide or 36' wide depending on whether Option 1 or Option 2 for the parking area design will be chosen.

Option 1 has the 4 car parking spaces laid out like a residential driveway where the 4 cars parked in the spaces would need to back out of the parking spaces onto the right of way. The curb cut would be 36' wide to accommodate the (4) 9' wide x 19' long parking spaces. The parking area would be located approximately 99' from the west property line and approximately 170' from the intersection of South End Rd. and Amanda Ct. Because of the low traffic (trip generation) of the proposed use, the Option 1 parking area could function like the other residential driveways in the neighborhood which require backing onto the right of way to leave the site. Option 2 for the 4-car parking area requires the parking area to be placed at the very back (west) side of the proposed building but will be large enough to provide the (4) 9'x19' parking spaces and a 22' wide drive isle / maneuvering area behind the parking spaces that will allow vehicles to enter and exit the site facing forward. Both options will still allow the development to meet landscape and setback standards and both will be paved with pervious pavement. The Option 2 parking area design will place the parking area and 22' wide curb cut closer to the west intersection of the Amanda Ct. and Netzel St. while Option 1 places the 4-car driveway towards the center of the site and across from the neighbors driveway. See Site Plan for details.

The portion of South End Rd. along the sites entire east frontage will be improved per City Standards with the following: 20' center to curb, 6" curb, and 10.5' sidewalk with 5' tree wells.

The portion of Amanda Ct. along the sites entire south frontage will be improved per City Standards with the following: 16' center to curb, 6" curb, 5' planter, and 5' sidewalk. In order to accomplish this, a 2' dedication is required along South End Rd. and a 2.5' dedication is required along Amanda Ct. Center-lines of South End Rd. and Amanda Ct. to remain as existing. A min. of 5' to 6' wide pedestrian connection from the building main entrance to the sidewalks are proposed at both new sidewalks. No bicycle access

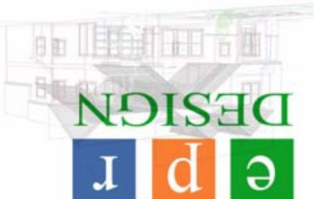


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ways are proposed in the right of way. Street trees are proposed in the new planter strip and tree wells at a min. of (1) street tree per 30'. A min. of (4) street trees are proposed along South End Rd. and a total of (8) street trees are proposed along Amanda Ct. The workmanship and materials for any work performed under permits issued per this chapter shall be in accordance with the edition of the Oregon Standard Specifications for Construction as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the City in accordance with this ordinance, in effect at the time of the application.

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

As mentioned in item #2, the development will fit nicely into the neighborhood because of location on South End Rd. The major street provides easy access to the site without creating disturbance or congestion along side streets and within the neighborhoods. The site size is also large enough to accommodate a facility of this size while still providing the necessary 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 fit in nicely within the primarily residential area. The proposed use is a quiet use that does not generate a lot of traffic or noise. The residents are mainly of advanced age and 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 an emergency hospital visit. They will spend most of their time within the facility where they can be cared for, and supervised by trained staff. The only traffic generated by the use will be from that of the staff, visitors, support services, and medical services. The use will be a low impact, low traffic, and low noise use and will be a good addition to the neighborhood while provide another level of housing within the area. The proposed development is also designed to reflect the residential nature of the area. The building utilizes residential type finishes and architecture in order to complement the neighborhood and create a home-like setting for the residents. With the majority of the building being only (1) story, adjacent neighbors will be able to have privacy and light to their properties; specifically the neighbor to the north because the site is a corner property and therefore the nearest adjacent neighbor is to the north. 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 large 62' setback from the rear property line to the building proposed. The landscape 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 while still providing privacy to the surrounding neighbors during outdoor recreational use. The proposed street and sidewalk improvements will benefit the neighborhood and

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The proposal has very little impact to overall traffic in the area. A Transportation Impact Study prepared by Charbonneau Engineering (Frank Charbonneau) has been provided in the submittal package that demonstrates that the proposed development will generate very little additional traffic to the area. The proposed use is low traffic impact use because the residents are all disabled due to mental illness and do not drive to and from the site. The only traffic generated is from visitors, staff, and support services. All of which prove to generate low traffic impacts. South End Rd. is also determined to adequately support the little additional traffic impacts that the proposal will create. The proposal will also provide street improvements along South End Rd. and Amanda Ct. that will make the surrounding area safer for pedestrians and vehicles. Landscaping along the street and throughout the entire site will also enhance the quality of air and land resources for the site and area. Site lighting is proposed for the development and a site lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties. The proposed lighting plan will comply with the Oregon City Municipal Code. The proposed development along with having minimal impacts to

**Section 6, Goal 6.1-6.5 Quality of Air, Water, and Land Resources:**  
**Section 3, 4, 5 and related sections and policies do not apply to this development.**


opportunities for disabled residents.  
 the residential fabric within the area and create another level of diverse housing approval of nursing facilities with more than 15 people. The facility will become a part of the residents of Oregon City. The Conditional Use process provides criteria to allow the proposed facility will be available to serve the residents of the immediate area and of infill and higher density redevelopment to encourage more efficient land use. Further, Section 2 of the Comprehensive Plan generally encourages mixed uses and promotion utilize the transportation system or continue existing uses within the area. In addition, not limit the ability of other residents within the area to continue to access city services, contemplated by the comprehensive plan designation. The proposed development does memory care facility (nursing home). The proposed use may be denser than Residential, and a Conditional Use under that designation will allow for a 31 bed The proposal will retain the existing Comprehensive Plan designation as Low Density

**Section 2, Goal 2.1-2.7 Land Use:**  
 and person throughout the Planning Commission hearings for this Type III process. The public is provided the opportunity to review the application and comment in writing support for the development. A copy of the letter is provided in the submittal package. Association dated July 8, 2013, and signed by the Association Chair, that states their submission of this application was held. A letter was submitted by the Neighborhood A meeting of the South End Neighborhood Association to discuss the project prior to the

**Section 1, Goal 1.1-1.8 Citizen Involvement:**

5.)

pedestrians of this area as well by creating a more safe and pleasant pedestrian experience along South End Rd. which is usually a busy street.

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traffic, will also have minimal impacts to the surrounding area due to noise. The proposed use is very quiet use and the provisions have been taken to further minimize noise to the surrounding area. One such example in the development is the placement of outdoor recreational areas. A central courtyard surrounding by the building on all sides has been designated as the main outdoor recreation area for the residents. This will ensure privacy and a noise buffer to the surrounding properties. A 6' tall cedar fence along with extensive landscaping throughout the site and along the sites perimeters will also provide a buffer for screening noise and providing privacy.

**Section 7, 8 and related sections and policies do not apply to this development.**

**Section 9, Goal 9.1-9.8 Economic Development:**

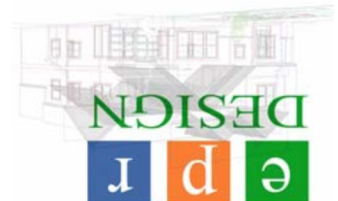
The proposed development would provide construction and long-term employment opportunities within Oregon City. In addition, the proposal provides continuing education opportunities for the employees of the proposed facility. The proposal will also engage medical professionals within the area as well as establish long term relationships with local businesses providing several support services for supplies, food, healthcare, landscape services and maintenance, etc. The owners / management will provide transportation options for the employees in order to encourage carpooling, and the use of public transportation.

**Section 10, Goal 10.1-10.2 Housing:**

The proposed development would provide an opportunity for a group facility to support a diverse housing type within Oregon City. Although the City has designated this site as "R-10," a zone that does not allow multi-family residential developments, the proposal is not for a multi-family development. The proposed development offers a household type setting where each individual sleeping unit is considered a bedroom and all the residents utilize common dining, living, and bathing facilities. Section 10 of the Plan describes that the City is projected to fall short of its 2017 target for housing by more than 1,400 units. Part of creating housing is finding places to live for the aging population and for the handicapped. The proposed memory care facility will help create housing for a larger growing population of elderly individuals who need living spaces and care that provide for conditions associated to mental deterioration or advanced age.

**Section 11, Goal 11.1-11.11 Public Facilities:**

The proposal provides for full development of an existing underdeveloped property within the City of Oregon City. There is a considerable amount of underutilized land on this large site and the proposed development results in a more efficient use of the site by creating 31 spaces for a growing population of individuals who need this type of housing and care. The proposal also will result in an efficient use of existing public facilities and services by accommodating a more intensive use through the conditional use process. The proposed parking lot design will mitigate storm water impacts by providing porous paving for the entire parking and driveway area. The proposed method of treating storm water runoff included in the design of the project will comply with this policy and City engineering standards. The proposed development will improve (2) streets for this project. South End Rd. is a major connection between the downtown



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Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, 10.5' sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. will be improved with a 6" curb, 5' planter strip with street trees, and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. to accommodate these improvements. These proposed improvements will enhance the transportation and pedestrian infrastructure making the streets safer, more attractive, and pedestrian friendly.

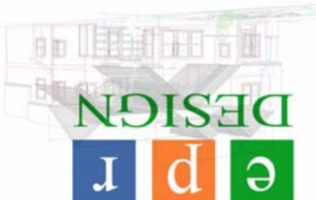
The existing 18" sanitary sewer line in South End Rd. is adequately sized to meet the needs and proposed density of the site. The developer will provide cash in lieu for the existing 6" water line along South End Rd. that will need to be upsized to an 8" line.

**Section 12, Goal 12.1-12.7 Transportation:**

The proposed development will improve (2) streets for this project. South End Rd. is a major connection between the downtown Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and 10.5' wide sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. will be improved with a 6" curb, 5' planter strip with street trees, and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. to accommodate these improvements. These proposed improvements will enhance the transportation and pedestrian infrastructure making the streets safer, more attractive, and pedestrian friendly.

**Section 13, Goal 13.1-13.2 Energy Conservation:**

Section 13 of the Comprehensive Plan recognizes that zoning regulations often segregate types of land use – industrial, commercial and residential to separate incompatible uses. The result is often longer travel distances from work to home and to other destinations. Regulations that instead promote mixed-use, compact development, residential cluster, increased landscaping for cooling purposes, water quality, and home-based occupations can promote energy conservation. In addition the facility will create housing for several individuals on one site and that will be a factor in energy conservation as well. The proposed development will improve (2) streets for this project. South End Rd. is a major connection between the downtown Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and 10.5' wide sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. will be improved with a 6" curb, 5' planter strip with street trees, and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. to accommodate these improvements. These proposed improvements will enhance the transportation and pedestrian infrastructure making the streets safer, more attractive, and pedestrian friendly.

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The openings along the adjacent properties are standard residential type windows and doors and will not create anymore glare that typical of these types of windows; as used in the surrounding residential homes. The building use proposed (residential care facility for memory care patients) is a quiet and low traffic use. The residents of this facility will be mainly bed bound or wheelchair bound. The facility is also a lockdown facility for the safety of the residents. Most outdoor recreation will occur in the interior courtyard. The windows of the facility are operable but they will be closed for the majority of the time, except for when open air ventilation is desired, and have alert sensors notifying staff when a window is opened. Therefore, excessive noise or excessive traffic will not be an issue on the surrounding properties. Further, the subject property has only (1) neighboring site with a structure built on it adjacent and within 50' of the development. It is the neighbor to the north. On the east side the property abuts South End Rd. with a church across the street. On the south side the property abuts Amanda Ct. On the south

**17.56.040 Criteria and Standards for Conditional Uses**

N/A

**17.56.025 Minor Modifications to Legal Conditional Uses**

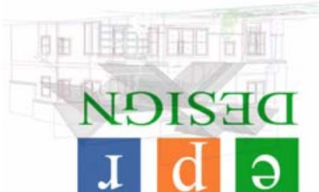
**17.56.020 Permit – Application**  
A – B. Informational only

E. Informational only

D. N/A

B. Informational only  
C. The proposed development is in conformance with the R-10 zone standards with regard to lot coverage, setbacks, height, auto and bike parking, landscaping, etc. The development is not in conformance with the location of the driveway isle on site. A variance to allow the driveway as proposed is requested in this application. See Variances, Section 17.60.030 for details.

**Section 14, Goal 14.1-14.6 Urbanization:**  
The proposal provides for full development of an existing underdeveloped property within Oregon City. There is a considerable amount of underutilized land on this site and the proposed development results in a more efficient use of the site and existing public facilities and services by accommodating a more intensive use through the Conditional Use process. Further, the proposed development addresses some of the challenges facing Oregon City, including ensuring an adequate supply of housing in a range of prices and types.

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side is a narrow and non-buildable strip of land and Amanda Ct. continues adjacent to that. There is also a 62' setback from the rear of the proposed building to the south property line.

B. A 2' dedication along South End Rd. and a 2.5' dedication along Amanda Ct. are required for R.O.W. improvements and have been incorporated in the design. The dedication accommodates for a 6" curb, 5' planter strip with street trees every 30' and 5' sidewalk with 6" setback to the property line along Amanda Ct. and a 10.5' wide sidewalk with 5' tree wells every 30' along South End Rd. See plans for reference.

C. N/A

D. N/A

E. N/A

F.

1.) A description of the proposed use with the required information has been provided in the application. See document listed as "South End Road Memory Care Facility Narrative".

a. The facility will be licensed and monitored by the State of Oregon.

b. i-iii. (Compatibility in appearance with the surrounding area; provisions of usable on-site open space appropriate to the needs of the residents and the nature of the care, treatment or training provided; Clearly defined property boundaries:

The site serves as an excellent location for the proposed development. The site is large enough to accommodate a residential care facility of this size while providing plenty of outdoor space, landscaping, and parking for the use, staff, visitors and residents. Its flat topography makes it perfect 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 provided for the residents. 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. 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 facilities architecture, placement of parking, landscaping, pedestrian improvements, etc. will be a great improvement to a growing area and maintain



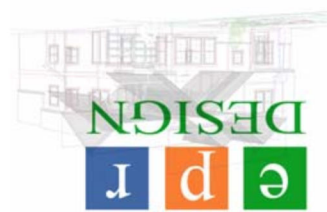
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continuity with recent developments such as that of nearby churches, fire station, Parrott Rd, becoming part of the fabric of the surrounding neighborhood and creating dwellings for the elderly and handicapped within a residential setting in Oregon 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.

The major street provides easy access to the site without creating disturbance or congestion along side streets and within the neighborhoods. The site size is also large enough to accommodate a facility of this size while still providing the necessary 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 fit in nicely within the primarily residential area. The proposed use is a quiet use that does not generate a lot of traffic or noise. The residents are mainly of advanced age and 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 an emergency hospital visit. They will spend most of their time within the facility where they can be cared for, and supervised by trained staff. The only traffic generated by the use will be from that of the staff, visitors, support services, and medical services. The use will be a low impact, low traffic, and low noise use and will be a good addition to the neighborhood while provide another level of housing within the area. The proposed development is also designed to reflect the residential nature of the area. The building utilizes residential type finishes and architecture in order to complement the neighborhood and create a home-like setting for the residents. With the majority of the building being only (1) story, adjacent neighbors will be able to have privacy and light to their properties; specifically the neighbor the north because the site is a corner property and therefore the nearest adjacent neighbor is to the north. 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 large 62' setback from the rear property line to the building proposed. The landscape 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 while still providing privacy to the surrounding neighbors during outdoor recreational use. The majority of the outdoor use can occur in this area because most of the residents will be needed to be supervised during outdoor activities. The courtyard area(s) will allow the residents to sit, dine, walk, within these areas without the potential of accidentally wandering into the street or surrounding neighborhood.

The proposed street and sidewalk improvements will benefit the neighborhood and pedestrians of this area as well by creating a more safe and pleasant pedestrian experience along South End Rd, which is usually a busy street.



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<p>950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction</p>	<div data-bbox="1104 1785 1429 1995">The logo for epr DESIGN features the letters 'e', 'p', and 'r' in white, each inside a colored square (green, orange, and blue respectively). To the right of these squares, the word 'DESIGN' is written in a green, serif, all-caps font. The entire logo is overlaid on a faint, light-colored architectural rendering of a multi-story building.</div>
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G. N/A

**17.56.060 Revocation of Conditional Use Permits**  
A. Informational only

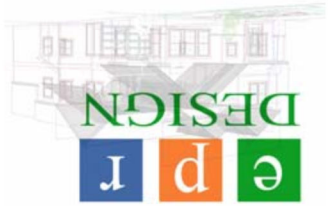
B. Informational only

**17.56.070 Periodic Review of Conditional Use Permits**  
A. Informational only

B. Informational only

C. Informational only

**Lawful, Nonconforming Uses, Structures and Lots – Chapter 17.58**

<p>950 Southend Road Oregon City, Oregon 97045 31 Bed Memory Care Facility New Construction</p>	<div data-bbox="1110 1793 1435 1997">The logo for 'epr DESIGN' is located in the top right corner of the table cell. It features the letters 'e', 'p', and 'r' each inside a colored square (green, orange, and blue respectively), followed by the word 'DESIGN' in a green, sans-serif font. Below the logo is a faint, light-colored architectural rendering of a multi-story building with a modern design.</div>
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**17.58.010 Purpose & 17.58.015 Applicability**  
N/A All existing buildings will be removed and new development is proposed to be in compliance with applicable codes and standards.  
**17.58.020 Lawful Nonconforming Lots of Record**  
N/A  
**17.58.030 Lawful Nonconforming Use**  
N/A  
**17.58.040 Lawful Nonconforming Structure**  
N/A  
**17.58.060 Process to Confirm the Legality of a Nonconforming Use, Lot, or Structure**  
N/A

## Variances – Chapter 17.60.030

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Proposed Variance:  
Allow the driveway to be located between the building facade facing South End Rd. and the public right of way. The driveway will be located within the setback between South End Rd. and the farthest east facing building facade (Main Entrance).

**A.**

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

The proposed driveway design will not create any damage to adjacent properties resulting from the variance because the driveway entrance is located in the same approximate location as the existing driveway on site. The driveway has been designed to allow one-way flow of traffic through the site by incorporating a site exit off of Amanda Ct. This provides safe access not only for vehicles entering the site, who are now entering onto a 22' wide one-way entrance off of South End Rd. making it easy for them to maneuver off the street without holding traffic up; but also it creates less traffic on South End Rd. (the heavier traffic load street of the two ((Amanda Ct. and South End Rd.)) by directing vehicles who exit the site to use the exit off of Amanda Ct. This will reduce the number of cars entering and exiting the site simultaneously onto South End Rd. The driveway access also provides a safe drop off and loading area for the residents and visitors of the site. The residents of the site will be primarily handicapped and require a longer loading and unloading time getting in and out of vehicles. The driveway is proposed to be covered and will allow the residents to be protected from the weather and dropped off adjacent to the main entry door. This will also help reduce congestion along the curbside of the street for vehicles who are dropping off residents. The proposed roof cover will have a 15' height clearance so ambulatory vehicles can pull off the street to serve the building as well. This will also help keep congestion off the street during such visits. The proposed variance will not have any negative impacts on light or air to the nearby properties as opposed to not having the driveway at all because the driveway does not cause any barriers for light nor does it create any differences in air quality to the neighbors.

**B.**

**That the request is the minimum variance that would alleviate the hardship:**

As mentioned in "A" the variance for the driveway is primarily triggered because of the nature of the residents that will reside at the proposed memory care facility. The facility will care for handicap individuals and a covered passenger loading and unloading area near the entrance of the building, that is wheelchair accessible, is a must for this facility. The driveway is the only way of getting the vehicles close to the main entrance doors which face South End Rd. The driveway is kept narrow enough to be a 1-way drive isle

as to limit paving and vehicles parking along it. Without putting the entrance on the side of the building, this is the minimum variance that would be required to make the main entrance function properly.

**C. - D.**

**Granting the variance will equally or exceed the purpose of the regulation to be modified, and Any impacts resulting from the adjustment are mitigated:**

Granting the variance will not change the way parking and parking lots are treated. Even with the variance, all of the parking stalls proposed on site will be behind the furthest facade wall facing the street. The drive aisle will only provide a temporary covered stopping area where passengers can be loaded and unloaded when leaving or returning to the building. The driveway will be set back from the sidewalk to allow for a landscape buffer and pedestrian walkways and seating areas have been provided to reduce the impact of the driveway between the building and the street and to soften the appearance of the driveway. Stamped concrete and previous pavement have been proposed to further soften the look of the driveway. The building is also still in close proximity to the building and design elements have been incorporated into the proposal to mitigate for the large setback of the building from the street in order to accommodate the driveway. The following (7) items are incorporated into the proposal that will mitigate any impacts resulting from the variance:

**Tables, benches or other approved seating area:**

Bistro style tables and chairs will be provided in the "Outdoor Café Area" along the south east side of the front of the building.

**Cobbled, patterned or paved stone or enhanced concrete:**

Stamped concrete at the porte-cochere and pedestrian access will be provided. Also, the use of porous concrete will be used for the driveway and parking area.

**Pedestrian scale lighting:**

The use of pedestrian scale lighting along the walkways, landscaped areas and the outdoor areas will be utilized to enhance the pedestrian experience, building and landscape architecture, and the overall safety of the site.

**Fountains / Water feature:**

A water feature is proposed along the southeast portion of the site frontage that will be visible from the intersection and of South End Rd. and Amanda Ct.

**Outdoor Café:**

An outdoor café area is proposed that will be visible from South End Rd. and Amanda Ct. A walkway will connect the outdoor café area with the sidewalk and the outdoor area will be used for recreational purposes. The outdoor café area will utilize bistro style tables and chairs, planting pots, and lighting to create a patio-like environment.

**At least 20 square feet of landscaping or planter boxes for each tenant facade fronting the activity area:**

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The variance has no negative effect on the comprehensive plan and the intent to the ordinance being varied. The driveway being located between the building and the street does not underhand the goals of the comprehensive plan and in many ways the overall proposal is in line with the goals of the comprehensive plan. Below is a list of goals that

**The variance conforms to the comprehensive plan and the intent to the ordinance being varied:**

**F.**

exit the building.

doors can be controlled by the receptionist when visitors or residents need to enter or can be closely monitored at all times and the automatic locking and unlocking of these exit the premises without staff being notified. The main entrance is the only door that because the doors are required to be locked at all times to ensure the residents will not function as a means of getting residents in and out in non emergency situations memory care patients, it is not feasible to have a side door or secondary entrance / exit. Because of the nature of the building and the care and security they will provide for the needed in order to bring the residents as close as possible to the building entrance. oriented towards Amanda Ct. rather than South End Rd. the driveway would still be the variance is necessary to accomplish this. Even if the building entrance were safe, and covered space where residents and visitors can load and unload into vehicles, in order to keep the front building entrance facing the street and in order to create a purpose and not require a variance:

**No practical alternatives have been identified which would accomplish the same purpose and not require a variance:**

**E.**

textures, trim, and finishes also enhances the street presence.

variation in roof planes create more visual interest. The use of different materials, dynamic appearance by breaking up the façade wall, large windows, and Enhanced architectural elements to the façade of the building to create a more from the street fronting property line.

area for pedestrians and covered drop of area. The porte-cochere is setback 8' A porte-cochere that extends out from the building creating a covered walkway Additional elements incorporated into the design:

Sheet DR.L1

proposed building and for South End Rd. and Amanda Ct. See landscape plan not just meet minimum standards but to really create a nice landscape for the proposed exceed the minimum requirements and was designed this way as to to nearby properties, and to create a lively atmosphere. The landscape design The landscape plan has been designed to maximize the visual interest, buffering property line is proposed. See landscape plan for details.

**Enhanced landscaping and additional landscaping:**

1200+ square feet of landscaped area between the building façade and front



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are relevant to this proposal and a description of how the proposal is in compliance with these goals:

**Section 1, Goal 1.1-1.8 Citizen Involvement:**

A meeting of the South End Neighborhood Association to discuss the project prior to the submission of this application was held. A letter was submitted by the Neighborhood Association dated July 8, 2013, and signed by the Association Chair, that states their support for the development. A copy of the letter is provided in the submittal package. The public is provided the opportunity to review the application and comment in writing and person throughout the Planning Commission hearings for this Type III process.

**Section 2, Goal 2.1-2.7 Land Use:**

The proposal will retain the existing Comprehensive Plan designation as Low Density Residential, and a Conditional Use under that designation will allow for a 31 bed memory care facility (nursing home). The proposed use may be denser than contemplated by the comprehensive plan designation. The proposed development does not limit the ability of other residents within the area to continue to access city services, utilize the transportation system or continue existing uses within the area. In addition, Section 2 of the Comprehensive Plan generally encourages mixed uses and promotion of infill and higher density redevelopment to encourage more efficient land use. Further, the proposed facility will be available to serve the residents of the immediate area and the residents of Oregon City. The Conditional Use process provides criteria to allow approval of nursing facilities with more than 15 people. The facility will become a part of the residential fabric within the area and create another level of diverse housing opportunities for disabled residents.

**Section 3, 4, 5 and related sections and policies do not apply to this development. Section 6, Goal 6.1-6.5 Quality of Air, Water, and Land Resources:**

The proposal has very little impact to overall traffic in the area. A Transportation Impact Study prepared by Charbonneau Engineering (Frank Charbonneau) has been provided in the submittal package that demonstrates that the proposed development will generate very little additional traffic to the area. The proposed use is low traffic impact use because the residents are all disabled due to mental illness and do not drive to and from the site. The only traffic generated is from visitors, staff, and support services. All of which prove to generate low traffic impacts. South End Rd. is also determined to adequately support the little additional traffic impacts that the proposal will create. The proposal will also provide street improvements along South End Rd. and Amanda Ct. that will make the surrounding area safer for pedestrians and vehicles. Landscaping along the street and throughout the entire site will also enhance the quality of air and land resources for the site and area. Site lighting is proposed for the development and a site lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties. The proposed lighting plan will comply with the Oregon City Municipal Code. The proposed development along with having minimal impacts to traffic, will also have minimal impacts to the surrounding area due to noise. The proposed use is very quiet use and the provisions have been taken to further minimize

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noise to the surrounding area. One such example in the development is the placement of outdoor recreational areas. A central courtyard surrounding by the building on all sides has been designated as the main outdoor recreation area for the residents. This will ensure privacy and a noise buffer to the surrounding properties. A 6' tall cedar fence along with extensive landscaping throughout the site and along the sites perimeters will also provide a buffer for screening noise and providing privacy.

**Section 7, 8 and related sections and policies do not apply to this development.**

**Section 9, Goal 9.1-9.8 Economic Development:**

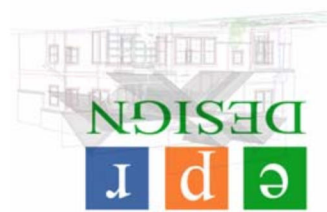
The proposed development would provide construction and long-term employment opportunities within Oregon City. In addition, the proposal provides continuing education opportunities for the employees of the proposed facility. The proposal will also engage medical professionals within the area as well as establish long term relationships with local businesses providing several support services for supplies, food, healthcare, landscape services and maintenance, etc. The owners / management will provide transportation options for the employees in order to encourage carpooling, and the use of public transportation.

### Section 10, Goal 10.1-10.2 Housing:

The proposed development would provide an opportunity for a group facility to support a diverse housing type within Oregon City. Although the City has designated this site as "R-10," a zone that does not allow multi-family residential developments, the proposal is not for a multi-family development. The proposed development offers a household type setting where each individual sleeping unit is considered a bedroom and all the residents utilize common dining, living, and bathing facilities. Section 10 of the Plan describes that the City is projected to fall short of its 2017 target for housing by more than 1,400 units. Part of creating housing is finding places to live for the aging population and for the handicapped. The proposed memory care facility will help create housing for a larger growing population of elderly individuals who need living spaces and care that provide for conditions associated to mental deterioration or advanced age.

### Section 11, Goal 11.1-11.11 Public Facilities:

The proposal provides for full development of an existing underdeveloped property within the City of Oregon City. There is a considerable amount of underutilized land on this large site and the proposed development results in a more efficient use of the site by creating 31 spaces for a growing population of individuals who need this type of housing and care. The proposal also will result in an efficient use of existing public facilities and services by accommodating a more intensive use through the conditional use process. The proposed parking lot design will mitigate storm water impacts by providing porous paving for the entire parking and driveway area. The proposed method of treating storm water runoff included in the design of the project will comply with this policy and City engineering standards. The proposed development will improve (2) streets for this project. South End Rd. is a major connection between the downtown Oregon City area, Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and 10.5' sidewalk with 5' tree wells. A 2' dedication along the frontage of



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The proposed development results in a more efficient use of the site and existing public land on this site and within Oregon City. There is a considerable amount of underutilized land on this site and the proposed development results in a more efficient use of the site and existing public

#### **Section 14, Goal 14.1-14.6 Urbanization:**

attractive, and pedestrian friendly. the transportation and pedestrian infrastructure making the streets safer, more Ct. to accommodate these improvements. These proposed improvements will enhance sidewalk. A 2.5' dedication will be required along the entire site frontage along Amanda Ct. will be improved with a 6" curb, 5' planter strip with street tress, and a 5' along South End Rd. is required to accommodate these improvements. Similarly, 10.5' wide sidewalk with 5' tree wells. A 2' dedication along the frontage of the property Highway 99, and surrounding neighborhoods and will be improved with a 6" curb, and South End Rd. is a major connection between the downtown Oregon City area, conservation as well. The proposed development will improve (2) streets for this project. create housing for several individuals on one site and that will be a factor in energy home-based occupations can promote energy conservation. In addition the facility will residential cluster, increased landscaping for cooling purposes, water quality, and other destinations. Regulations that instead promote mixed-use, compact development, incompatible uses. The result is often longer travel distances from work to home and to segregate types of land use – industrial, commercial and residential to separate Section 13 of the Comprehensive Plan recognizes that zoning regulations often

#### **Section 13, Goal 13.1-13.2 Energy Conservation:**

systems can accommodate the proposed development without any negative impacts. submitted with this application that demonstrates the surrounding transportation and pedestrian friendly. As mentioned previously, a traffic impact study has been transportation and pedestrian infrastructure making the streets safer, more attractive, accommodate these improvements. These proposed improvements will enhance the dedication will be required along the entire site frontage along Amanda Ct. to will be improved with a 6" curb, 5' planter strip with street tress, and a 5' sidewalk. A 2.5' South End Rd. is required to accommodate these improvements. Similarly, Amanda Ct. sidewalk with 5' tree wells. A 2' dedication along the frontage of the property along surrounding neighborhoods and will be improved with a 6" curb, and a 10.5' wide major connection between the downtown Oregon City area, Highway 99, and The proposed development will improve (2) streets for this project. South End Rd. is a

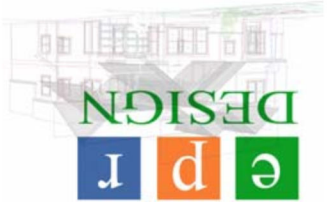
#### **Section 12, Goal 12.1-12.7 Transportation:**

attractive, and pedestrian friendly. enhance the transportation and pedestrian infrastructure making the streets safer, more Amanda Ct. to accommodate these improvements. These proposed improvements will sidewalk. A 2.5' dedication will be required along the entire site frontage along and a 5' sidewalk. A 2.5' dedication will be required along the entire site frontage along Similarly, Amanda Ct. will be improved with a 6" curb, 5' planter strip with street tress, the property along South End Rd. is required to accommodate these improvements.



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facilities and services by accommodating a more intensive use through the Conditional Use process. Further, the proposed development addresses some of the challenges facing Oregon City, including ensuring an adequate supply of housing in a range of prices and types.

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**Chapter 17.62 Site Plan and Design Review**

**17.62.010 Purpose**  
Information only

**17.62.015 Modifications That Will Better Design Review Requirements**

- A.  
The modification will result in a development that better meets design guidelines:  
See Section 17.62.055D for modifications requested for the proposed development.
- B.  
The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested:  
See Section 17.62.055D for modifications requested for the proposed development.

**17.62.020 Pre-Application Conference**  
A pre-application conference for this development was held.

**17.62.030 When Required**

Site plan and design review are required for the proposed development.

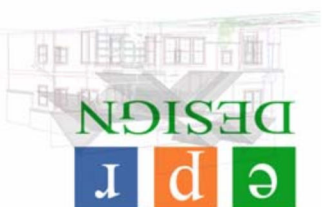
**17.62.035 Minor Site Plan and Design Review**  
N/A

**17.62.040 Plans Required**

- A.  
Site Plan with the required information has been provided for review. See Sheet DR.1 and Civil Sheets 1/3-3/3.
- B.  
A landscape plan has been provided. See Sheets DR.L1 and DR.L2
- C.  
Architectural drawings have been provided. See Sheets DR.2 – DR.5.
- D.  
An 11x17 digital materials board has been provided.
- E.  
An erosion control plan has been provided. See Civil Sheet 3/3.
- F.  
The legal description of the site is provided on the Civil Sheets.
- G.  
An exterior lighting plan has been provided. See Sheet DR.1A.
- H.  
N/A

I.  
N/A  
J.  
N/A  
K.

See Civil Sheet 3/3 for the erosion control plan.



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### 17.62.050 Standards

1.) A total of 45% of the proposed site (18,026 square feet) will be landscaped with new trees, shrubs, ground cover, lawn, and irrigation. A water feature will also be incorporated into the landscape design. See landscape plans on Sheets DR.L1 and DR.L2. All developments shall comply with the following standards:

- a. All areas designated as landscaping are designed with growing plant materials.
- b. N/A
- c. The landscape plan is prepared by Jeff Froeber, Registered Landscape Architect. Reference Sheet DR.L1 for details.
- d. N/A
- e. Landscaping is visible from both South End Rd. and Amanda Ct. Additional emphasis has been placed on the landscape buffers and the front landscaping abutting South End Rd.
- f. See section 17.52.060 and see landscape plan Sheet DR.L1 for details.

### 2.) Vehicular access and connectivity:

- a. The parking area is located on the north side of the building. The parking area is positioned so that all of the parking stalls are behind the furthest street facing building facade (excluding the porte-cochere).
- b. Site driveway entrance location is in the approximate location of the existing driveway from the single family house that was demolished. It is the furthest point from the intersection of South End Rd. and Amanda Ct. The proposed site vehicular exit is located on the south side of the property and exits out onto Amanda Ct. approximately 38' from the intersection of Amanda Ct. and South End Rd.
- c. N/A
- d. N/A

- e. (1) driveway is proposed along South End Rd. and (2) driveways are proposed along Amanda Ct. The main driveway enters along the frontage at South End Rd. and exits on Amanda Ct. on the south side of the site. A pedestrian access connecting to the new sidewalk is clearly defined from the vehicular access by being placed directly in front of the main entry, change in paving material from the driveway, and a public plaza space with seating open for public use allows connection from the R.O.W. to the site. An outdoor "Café" seating area is also

3.) The building is complimentary to the surrounding area. It will bring an attractive new building to the frontage of South End Rd. and is in line with the residential and multi-family construction that has occurred along South End Rd. The proposed will provide another level of residential housing for disabled citizens. All the exterior surfaces will have a finished appearance using consistent materials and finishes as that of the surrounding neighborhood. Finishes reflected on the façade are also reflected on the

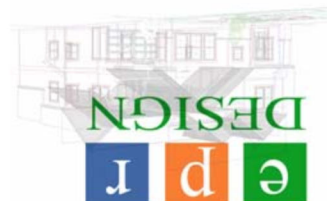
- m. N/A
- l. N/A
- k. N/A
- j. N/A
- i. N/A
- h. N/A
- g. N/A

neighbors driveway. See Site Plan for details.

places the 4-car driveway towards the center of the site and across from the being no closer than 25' to a intersection or other driveway curb cut. Option 1 However, the curb cut will still meet the distance standard for local streets of wide curb cut closer to the west intersection of the Amanda Ct. and Netzel St. pavement. The Option 2 parking area design will place the parking area and 22' landscape and setback standards and both will be paved with pervious exit the site facing forward. Both options will still allow the development to meet maneuvering area behind the parking spaces that will allow vehicles to enter and enough to provide the (4) 9'x19' parking spaces and a 22' wide drive isle / placed at the very back (west) side of the proposed building but will be large leave the site. Option 2 for the 4-car parking area requires the parking area to be driveways in the neighborhood which require backing onto the right of way to proposed use, the Option 1 parking area could function like the other residential South End Rd. and Amanda Ct. Because of the low traffic (trip generation) of the 99' from the west property line and approximately 170' from the intersection of wide x19' long parking spaces. The parking area would be located approximately onto the right of way. The curb cut would be 36' wide to accommodate the (4) 9' the 4 cars parked in the spaces would need to back out of the parking spaces Option 1 has the 4 car parking spaces laid out like a residential driveway where below:

Amanda Ct. can be designed in two ways. Option 1 and Option 2 are explained out on to Amanda Ct. on the south side of the site. The second driveway on for the church across South End Rd. The onsite drive isle is 18' wide and exits placed in the approximate location of the existing driveway that was used for the existing single family residence. It is also in line with the existing driveway access f. The proposed driveway entrance along South End Rd. is 22' wide and is Amanda Ct. and South End Rd.

provided on the southeast side of the property which fronts the intersection of



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other (3) sides of the building. See Sheet DR.2 and DR.3 for details regarding this section.

a. N/A  
b. N/A

4.) See grading plan and storm water plan and report provided by RSG Engineering. Also reference Sheets 1/3-3/3.

5.) N/A

6.) See Civil Sheets 1/3-3/3. A preliminary storm water report is also provided. 7.) Vehicle parking, accessible parking, and bicycle parking comply with code standards. Reference Sheets DR.0 and DR.1 for details. Also see section 17.52 above for off street parking and loading.

8.) A 6" curb, 5' planter strip, and 5' wide sidewalk is proposed along Amanda Ct. and a 6" curb, and 10.5' wide side walk with 5' tree wells is proposed along South End Rd.

9.) A marked, continuous, and protected on-site pedestrian circulation system is provided.

a. A walkway between the buildings main (front) entrance along South End Rd. is provided and provides a clear and direct connection to the proposed sidewalk at the R.O.W. The pedestrian access connects to a public plaza area at the front of the site to make a more distinguished connection between the public and private space. A 5' wide walkway is also proposed connecting the new sidewalk along Amanda Ct. to the Outdoor "Café" Area proposed on the south east side of the property. See Sheet DR.1 for details.

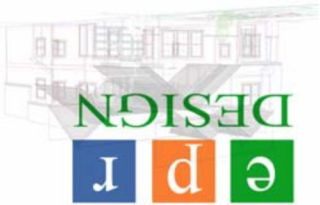
b. A pedestrian circulation system connects all the entrances to the building via a 5' wide walkway around the building. The circulation system also connects to the sidewalk along South End Rd. and Amanda Ct. and the vehicular and bicycle parking area. The pedestrian circulation for the entire site will be handicap accessible due to the nature of the residents for this building type.

c. N/A  
d. N/A  
e. N/A

f. On-site pedestrian walkways are 5' wide pervious concrete which connect the side and rear building entrances/exits. The main (front) entrance along South End Rd. is 6' wide. The pedestrian walkways that intersect with other hard surfaces such as the driveway and parking areas are designed to be a different color, type, or treatment (i.e. stamped concrete) as to contrast visually to adjoining surfaces. The same treatment is utilized for the main entrance walkway that crosses the drive isle below the porte-cochere. See Sheet DR.1 and DR.L1 for details.

10.) The facility will have regular weekly maintenance crews who will provide the adequate maintenance for the building and site grounds.

11.) Tree protection and measures will apply to this development and have been addressed by mitigating for all trees being removed on site. Any trees remaining or near

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the property lines will be protected during construction as outlined in Chapter 17.41

Tree Protection Standards.

12.) N/A

13.) The development will maintain continuous compliance with applicable federal,

state, and city standards pertaining to air and water quality, odor, heat, glare, noise and

vibrations, and outdoor storage. The proposal will not utilize any radioactive, toxic,

noxious matter, or electromagnetic interference. The hours of construction will be in

compliance with City standards as not disturb the neighbors or nearby properties during

construction. Once the proposal is constructed, normal operating procedures of the

building will not disturb the neighbors, nearby properties, or businesses because the

use of the building is that of a low impact. People will be living on the site and therefore

no out of the ordinary activities will occur that is different than that of residential area.

14.) The site is adequately served by all the utilities. The proposed building will require a

4" fire line for the fire sprinklers, a 2" domestic water service, and a 4"-6" sewer

connection. All utilities along South End Rd. can provide supply for these needs. At

South End Rd. there is an 18" sewer line, and a 6" water line. Cash in Lieu will be

provided for upsizing the water line to an 8" line.

15.) Right of Way improvements are proposed for the development. A 2' dedication is

needed along the entire frontage of the site along South End Rd. to accommodate a 6"

curb and 10.5' wide sidewalk with 5' tree wells; and a 2.5' dedication is required along

the entire frontage along Amanda Ct. to accommodate a 6" curb, 5' planter strip, and 5'

sidewalk setback 6" from the property lines respectively. See Sheet DR.1 and Civil

Sheets for reference.

16.) Information only.

17.) All utility lines for this proposal are proposed to be underground utility lines.

18.) All accesses and facilities on the exterior and interior of the building are proposed

as accessible to for physically handicapped people. Due to the nature of the care

provided and the type of residents (handicap) for the building type, this requirement will

be fulfilled for the entire site and building. ADA guidelines and accessibility guidelines

will be met.

19.) N/A

20.) Screening of mechanical equipment:

a. The only roof top mechanical equipment for the proposal is the range hood for

the kitchen. The roof top mounted supply and exhaust for the range will be

screened by building roof elements and parapet walls as necessary to the height

of the highest point of the mechanical equipment. No other roof top equipment is

proposed.

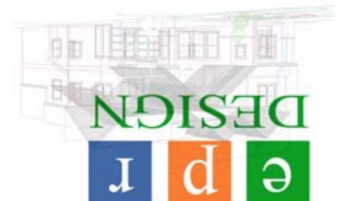
b. There is no wall mounted mechanical equipment proposed for this facility.

c. Small A/C condenser units are proposed for each individual unit. The unit will

be ground mounted on a concrete slab below each unit window on the main floor.

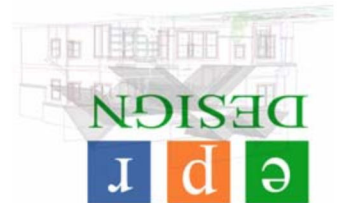
The unit sizes are approximately 16" deep by 24" wide and 18" tall. The units will

be screened by landscape shrubs and plant material and shall screen at least



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- 80% of the units from visibility. The 6' tall cedar fence along the site perimeter will also provide additional screening of the ground mounted mechanical equipment.
- d. Informational only.
- e. Informational only.
- 21.) Building materials. Reference Sheets DR.2 and DR.3:
- a. The proposed building utilizes the following building exterior materials and are in compliance with the preferred building materials:
- Stone veneer
  - 4" reveal horizontal cement board siding
  - Shake style cement board siding panels
  - Stucco as an accent material
- b. None of the prohibited materials will be utilized in this development.
- c. 4. All materials will be installed per industries highest standards and maintained to be in clean condition and to prevent excessive wear. All repairs associated to normal wear and tear over the buildings life, will be maintained and repaired accordingly.
- 22.) Informational only
- 17.62.055 Institutional and Commercial Building Standards**
- A. Informational only.
- B. Informational only.
- C. Relationships between zoning district design standards and requirements of this section:
- 1.) The proposed building design contributes to the uniqueness of the underlying zone because it is a residential use and utilizes residential construction methods, materials, and finishes. The residential zone it resides in provides a mixture of large and smaller homes, multi-family, and some commercial uses. Being a mixture of a commercial use and residential use, the proposed facility will be an attractive addition to the neighborhood. The use of the facility will be tailored to handicap individuals of advanced age and/or memory loss conditions and will become their primary home. The proposed facility will provide a residential type atmosphere with outdoor and interior spaces reflecting that of a residential setting through the use of finishes, landscaping, and other elements of the site and surrounding context. The facility will operate like a household with one main kitchen, dining, and living facilities. The individual units will be a sleeping unit with a private bath for each resident.
- 2.) The facility is not a franchise and has been specifically designed for the site, the needs of the level of care, security, and convenience of the residents it will house.
- 3.) N/A



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- 4.) Informational only.
- 5.) The subject site has a street frontage of over 100' along South End Rd. and Amanda Ct. The proposed building is oriented so that the front yard setback is along the frontage at South End Rd. Per this section, at least 60% of the site frontage width shall be occupied by buildings placed within 5' of the property line; unless a greater setback is accepted under the provisions of Section 17.62.055D (see below).
- D. Relationship of buildings to streets and parking:
  - 1.) A larger front yard setback may be approved through the site plan and design review if the setback area incorporates at least (1) element for every 5' of setback increase from the list provided under Section 17.62.055D. The proposed building front facing facade is 98' wide. 60% of this facade (approx. 58.8') is setback 30' from the front property line along South End Rd. A total of (6) elements from the list in Section 17.62.055D.1 are required for this setback. The following (7) items are incorporated into the proposal from the list and (2) additional items have been incorporated:
  - **Tables, benches or other approved seating area:** Bistro style tables and chairs will be provided in the "Outdoor Café Area" along the south east side of the front of the building.
  - **Cobbled, patterned or paved stone or enhanced concrete:** Stamped concrete at the porte-cochere and pedestrian access will be provided. Also, the use of porous concrete will be used for the driveway and parking area.
  - **Pedestrian scale lighting:** The use of pedestrian scale lighting along the walkways, landscaped areas and the outdoor areas will be utilized to enhance the pedestrian experience, building and landscape architecture, and the overall safety of the site.
  - **Fountains / Water feature:** A water feature is proposed along the southeast portion of the site frontage that will be visible from the intersection and of South End Rd. and Amanda Ct.
  - **Outdoor Café:** An outdoor café area is proposed that will be visible from South End Rd. and Amanda Ct. A walkway will connect the outdoor café area with the sidewalk and the outdoor area will be used for recreational purposes. The outdoor café area will utilize bistro style tables and chairs, planting pots, and lighting to create a patio-like environment.
  - **At least 20 square feet of landscaping or planter boxes for each tenant facade fronting the activity area:**

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- 1200+ square feet of landscaped area between the building façade and front property line is proposed. See landscape plan for details.
- **Enhanced landscaping and additional landscaping:** The landscape plan has been designed to maximize the visual interest, buffering to nearby properties, and to create a lively atmosphere. The landscape design proposed exceed the minimum requirements and was designed this way as to not just meet minimum standards but to really create a nice landscape for the proposed building and for South End Rd. and Amanda Ct. See landscape plan Sheet DR.L1
  - **Additional elements incorporated into the design:**
    - A porte-cochere that extends out from the building creating a covered walkway area for pedestrians and covered drop of area. The porte-cochere is setback 8' from the street fronting property line.
    - Enhanced architectural elements to the façade of the building to create a more dynamic appearance by breaking up the façade wall, large windows, and variation in roof planes create more visual interest. The use of different materials, textures, trim, and finishes also enhances the street presence.
- Note: because of the more residential feel of the proposed use and structure; and because of the existing setting of the surrounding properties, by having the building setback further from the street keeps it in line with the overall appearance of the surrounding properties. Most of the development along South End Rd. in this area is residential – single family and multi-family, a couple of churches, and a gas station. Most of the properties have large sites and have greater setbacks from the street. Landscaping and parking is incorporated much like the proposal as well. By placing the building to close to the street will set it out and awkwardly placed in reference to the surrounding neighborhood. A larger setback with enhanced screening, and pedestrian areas, creates a softer and more subtle appearance to the street; allowing it to blend more efficiently with the surrounding properties and uses.
- 2.) The front most architecturally significant façade is oriented toward the street and is accessed from the proposed sidewalk. The building entrance is clearly defined by a porte-cochere and building volume that extends out where the main entrance doors and lobby are located. The porte-cochere provides shelter from the elements for pedestrians as well as vehicles loading and unloading passengers. Because the majority of the residents will be handicapped or of advanced age, the porte-cochere is a must for vehicles that load and unload passengers with disabilities because they require a more extended period exposed to the elements during such operations.



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3.) The following items are incorporated into the main street facing building entrance (See Sheets DR.1-DR.2 and DR.L1):

- Porte-cochere
- Overhangs
- Recesses / projections
- Arches
- Outdoor patios (plaza area)
- Large windows
- Details such as columns, trim, shutters, vents that are integrated into the architecture of the building
- Planters and landscaping that provide vegetation and seating

4.) N/A  
5.) N/A

E. Corner Lots: The site is a corner lot and the main entrance is located within 25' of the corner of the building that is located at the 30' increased setback line. This is the main front portion of the building and incorporates one of the required additional items: Prominent architectural elements have been incorporated such as increased building height and massing (The front portion of the building is where the 2-story portion is incorporated and the various difference in the roof lines.). Extended weather protection through the use of a Porte Cochere has also been incorporated into the design.

F. Commercial first floor frontage:

N/A

G. Variation in massing (See elevations on Sheets DR.2 and DR.3):

- 1.) The building is designed to have several articulated building masses, roof lines and heights, projections, bays, and other architectural elements to add interest to the building.

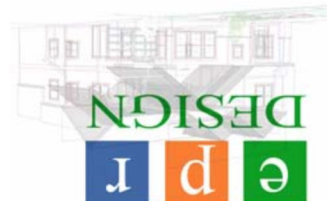
2.) Variation in massing, wall heights, roof lines, and gutter lines, provide ample variation in the building design. Along each façade the building wall has changes in wall plane (projecting or recessing) of at least 3' in depth, and a variation in roof lines, heights, and massing of projecting building volumes.

3.) The changes in mass reflect the interior spaces and the overall massing of the interior spaces and their layout. The massing also articulates the building entrance and elements which are part of the buildings function (i.e. the covered vehicle loading and unloading area).

H. Minimum wall articulation (See elevations on Sheets DR.2 and DR.3):

- 1.) The building facades have the following articulations in addition to changing roof lines, gutter heights, wall heights, etc. None of the façade walls facing a street or connecting walkway have a length of more than 30' without including one of the following elements (see building elevations for details):

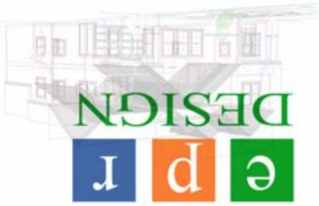
- Change in plane
- Change in texture or material
- Windows



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- Columns
  - 2.) The north, south, and west building facades have buildings walls that are in excess of 100'. The north and south walls measure 199'-4" horizontally. In this length there are various wall projects, roof lines, changing wall heights, different material finishes, textures, colors, and windows. The minimum wall plane projection or recess is 3' and up to 32'+ with no walls that have an uninterrupted length greater than 39'-6" on either side. The wall variations run at least 35%-40% of the total wall length on either side. The west building facade (rear of the building) has a length of 104'-1". This wall also has differences in wall projections, roof lines, materials, textures, colors, and windows. There are no walls in excess of 20' that are uninterrupted by a change in wall plane, either through a recessed wall or a projecting wall. The differences in wall plane run 49% of the total wall length. 3.) The facades of the building facing the public streets (South End Rd. and Amanda Ct.) have at least one or more of the these items repeating along the facade at no less than 60% of the total length of the facade: entry and exit areas, windows, a porte-cochere, awnings, change in roof line, change in wall heights, change in massing, change in materials, outdoor sitting areas. The longest street facing facade is the Amanda Ct. facade which measures 199'-4". This requires a minimum of about 120' of length for such elements. The total length for the items along this facade is proposed at 130'+ with much of this attributed to awnings over windows, change in wall / roof massing and heights, and windows. The facade facing South End Rd. is much smaller in length and incorporates all of the items listed above for a minimum of 75% of the wall length. See building elevations for details.
  - 4.) Building facades include a repeating pattern that includes the following elements:
    - Texture change
    - Material module change
  - 5.) The building facades have an expression of bays and change in plane of minimum 12" offset.
  - 6.) The elements listed in section 4 and 5 above repeat on every building elevation.
- 1. Facade Transparency (See elevations on Sheets DR.2 and DR.3):
  - 1.) The street facing facades do not meet the 60% windows or transparency at the pedestrian level.
  - Street facade facing South End Rd: The length of this facade measures 98'. The lineal feet of glazing along this facade measures 52' or 53%. However, as articulated in the front elevation, the 52 lineal feet of ground level windows or door glazing proposed, based on the wall articulations, massing, and projections, still meet the purpose and intent of the standard. The proposed glazing provides an excess of transparency in correlation to the interior spaces and the facade

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architecture. Because the façade has so many changes in plane and massing elements, the glazing still remains a dominating architectural element on the façade of the building.

Street façade facing Amanda Ct: The length of this façade measures 199'-4". The lineal feet of glazing along this façade measures 74' or 37%. However, as similar with the South End Rd. facing façade, the wall articulations and each window size in relationship to the wall its placed on make it so that the overall intent of the standard is not jeopardized. The glazing is still a prominent feature in the architecture and the size of the windows relate directly with the room and function of the room for which it is serving. The vast majority of the spaces along the Amanda Ct. façade are bedroom sleeping units and private baths. The bedroom sleeping units are more than adequately sized for the purpose of these rooms in order to create light, views to the outside, egress, and ventilation. To upsize these windows further would reduce privacy, and create openings to large when compared to the size of the spaces they are in.

All other sides provide an excess of the 30% windows or transparency. The use of tinted or mirrored glass is not proposed in this development.

2.) No false windows are proposed

J. Roof treatments:

1.) All facades have a recognizable "top" consisting of the following elements:

- Cornice treatment
- Sloping roofs with overhangs
- Bay windows, entry roofs and features

2.) N/A

3.) N/A

K. Drive-through facilities:

N/A

**17.62.056 Additional Standards for Large Retail Establishments**

N/A

**17.62.057 Multi-family Standards**

N/A

**17.62.059 Cottage Housing**

N/A

**17.62.065 Outdoor Lighting**

A. Reference site lighting plan for details on this section. See Sheet DR.1A.

1.) Informational only

2.) Informational only

3.) Informational only

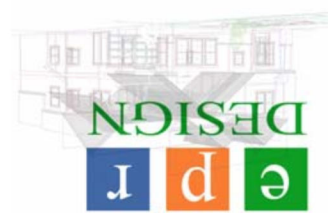
**17.62.080 Special Development Standards Along Transit Streets**  
A. Informational only

- 4.) Informational only  
5.) Informational only  
B. Applicability:  
1.) Informational only  
2.) Lighting plan is provided. See Sheet DR.1A. Cut sheets of specific light fixtures also provided.  
3.) The proposed development does not propose the use of any lighting that is not on the excepted lighting list.  
C. General review standard. Informational only.  
D. Design and illumination standards:  
1.) Reference the site lighting plan on Sheet DR.1A for details. The site lighting plan specifies lighting for security and safety use for the site using fixtures that have appropriate measures to shield glare and maintain a light level of 0.5 foot candles or less at the property line for less impact on the surrounding neighbors.  
2.) The proposed light fixtures are LED lamps and designed to be cutoff lights as to avoid excess lighting on the adjoining neighbors.  
3.) There are (2) existing light poles that are near the site. There are no proposed light poles on the subject site but the light pole along at the east end of Amanda Ct. near the intersection of Amanda Ct. and South End Rd. will need to be moved because of the proposed driveway ext. The existing light poles are mounted 25' high and maintained by PGE.  
4.) Lighting levels: See site lighting plan on Sheet DR.1A for lighting levels and details.  
5.) Informational only  
6.) Informational only  
7.) Informational only  
8.) Informational only  
9.) N/A  
10.) Informational only  
11.) The proposed lighting plan does not reflect any light greater than 1 foot candle at any point off site.  
12.) All security outdoor lights will have motion sensors.  
13.) N/A  
14.) See landscape plan for landscape directional lighting. These light fixtures are small and reflect only enough light to accent a landscape feature. The light levels will not reach any roof top height.  
15.) No flickering or flashing lights are proposed.  
16.) N/A  
17.) N/A



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B. This section applies to the proposal because it is a new building along a transit street. (South End Rd.).

C. Development standards:

- 1.) The proposed building has the main entrance oriented towards South End Rd.
  - a. N/A
  - b. N/A
- 2.) The main building entrance shall be lit to a minimum of 3 foot candles and shall be visible from the street. See site lighting plan on Sheet DR.1A for details.
  - 3.) Informational only
  - D. Exemptions. N/A

### 17.62.085 Refuse and Recycling Standards for Commercial, Industrial, and Multi-Family Developments

A. The garbage and recycling area is designed to accommodate the needs of the facility based on full occupancy. The garbage and recycling area is a total of approx. 119 square feet.

B. The garbage and recycling area is designed as part of the primary structure and is located on the north side of the building towards the front and adjacent to the parking area. It is not a separate structure therefore it will not be noticeable as being a garbage refuse area.

C. The garbage area is fully enclosed by walls and a roof and has fully obscured doors. D. The garbage area is located adjacent to the parking area and easily accessible to the staff for dropping off garbage and recycling. The containers can easily be moved out for collection days from this location.

E. The garbage area is designed as part of the building itself. It does not obstruct any parking, vehicle area, walkways, or adjacent properties.  
F. The garbage enclosure area will have a concrete slab floor with a floor drain that will be piped to the sanitary sewer. The slab will be sloped slightly as to avoid standing water.

G. The garbage and recycling refuse area will be maintained by the property owner and maintenance crew.  
H. The garbage area is for the use of solid waste and recyclable materials.  
I. Informational only

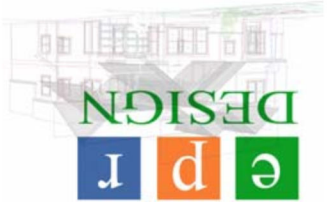
### 17.62.090 Enforcement

- A. Informational only
- B. Informational only

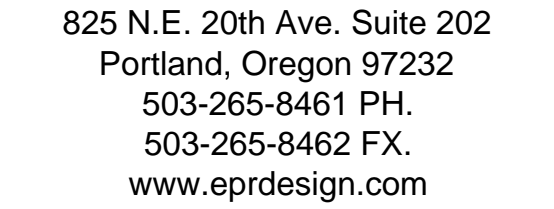
### 17.62.095 Performance Guarantees

- A. Informational only
- B. Informational only
- C. Informational only

D. Informational only  
**17,62,0100 Fees**  
Informational only

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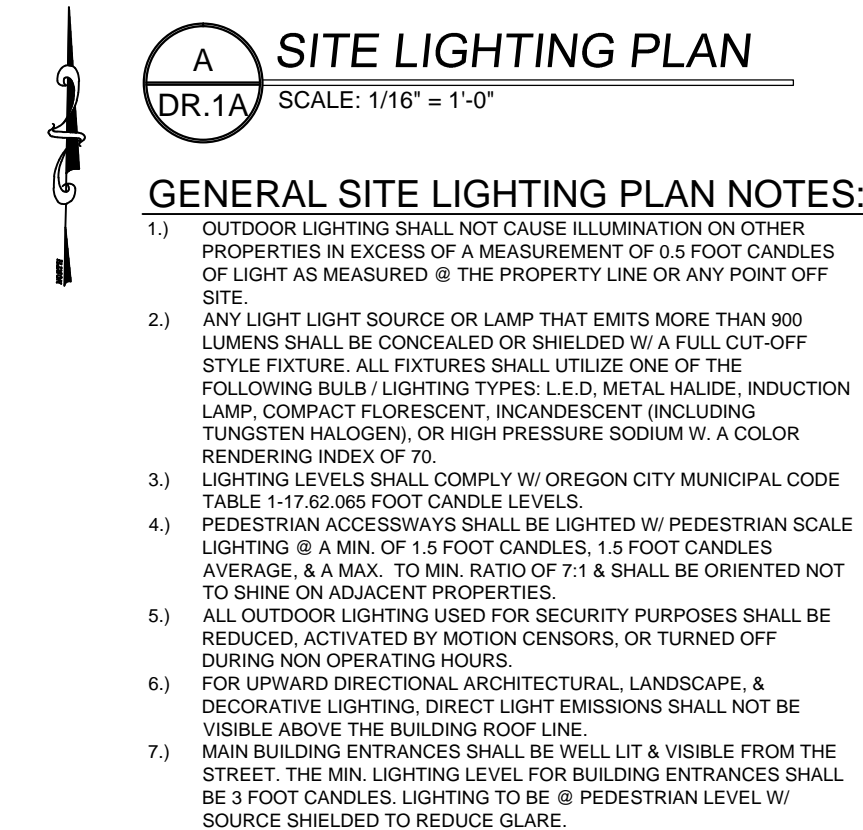




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General Contractor:  
Empire Building Company, Inc.

## -SITE LIGHTING PLAN

DR.1A





# D-Series Size 1 LED Wall Luminaire



DESIGNLIGHTS  
CONSORTIUM



Catalog  
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

d-series

## Specifications Luminaire

**Width:** 13-3/4" (34.9 cm) **Weight:** 12 lbs (5.4 kg)

**Depth:** 10" (25.4 cm)

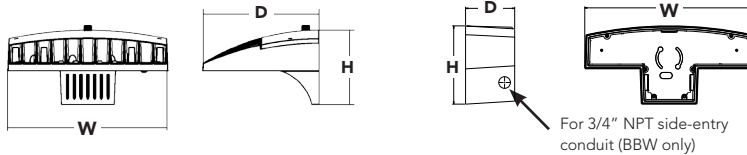
**Height:** 6-3/8" (16.2 cm)

## Back Box (BBW, ELCW)

**Width:** 13-3/4" (34.9 cm) **BBW Weight:** 5 lbs (2.3 kg)

**Depth:** 4" (10.2 cm) **ELCW Weight:** 10 lbs (4.5 kg)

**Height:** 6-3/8" (16.2 cm)



## Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

## Ordering Information

**EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD**

DSXW1 LED								
Series	Performance Package	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)	
DSXW1 LED	<b>LEDs</b>	T2S Type II Short	MVOLT <sup>1</sup>	<b>Shipped included</b>	<b>Shipped installed</b>	<b>Shipped installed</b>	DDBXD Dark bronze	
	10C 10 LEDs (one engine)	T2M Type II Medium	120 <sup>1</sup>	(blank) Surface mounting bracket	PE Photoelectric cell, button type <sup>3</sup>	SF Single fuse (120, 277V) <sup>8</sup>	DBLXD Black	
	20C 20 LEDs (two engines)	T3S Type III Short	208 <sup>1</sup>	BBW Surface-mounted back box (for conduit entry) <sup>2</sup>	DMG 0-10V dimming driver (no controls)	DF Double fuse (208, 240V) <sup>8</sup>	DNAXD Natural aluminum	
		T3M Type III Medium	240 <sup>1</sup>		PIR 180° motion sensor, <15' mtg ht <sup>4,6</sup>	HS House-side shield <sup>9</sup>	DWHXD White	
		T4M Type IV Medium	277 <sup>1</sup>		PIRH 180° motion sensor, 15-30' mtg ht <sup>4,6</sup>		DSSXD Sandstone	
		TFTM Forward Throw Medium			ELCW Emergency battery backup (includes external component enclosure) <sup>7</sup>		DDBTXD Textured dark bronze	
	<b>Drive current</b>					<b>Shipped separately</b>	DBLBXD Textured black	
	350 350 mA					BSW Bird-deterrent spikes <sup>9</sup>	DNATXD Textured natural aluminum	
	530 530 mA					WG Wire guard <sup>9</sup>	DWHGXD Textured white	
	700 700 mA					VG Vandal guard <sup>9</sup>	DSSTXD Textured sandstone	
	1000 1000 mA (1 A)							
	<b>Color temperature</b>							
	30K 3000K							
	40K 4000K							
	50K 5000K							

### NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240 or 277 voltage option.
- Specifies the *Sensor Switch SBR-10-ODP* control; see *Motion Sensor Guide* for details. Dimming driver standard.
- Specifies the *Sensor Switch SBR-6-ODP* control; see *Motion Sensor Guide* for details. Dimming driver standard.
- Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Not compatible with conduit entry applications. Not available with BBW mounting option.
- Single fuse (SF) requires 120 or 277 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- Also available as a separate accessory; see Accessories information.

### Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



## Performance Data

### Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	Performance Package	System Watts	Dist. Type	40K (4000K, 70 CRI)					50K (5000K, 65 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530	10C 530 --K	20 W	T2S	1724	1	0	1	86	1807	1	0	1	90
				T2M	1729	1	0	1	86	1812	1	0	1	91
				T3S	1709	1	0	1	85	1792	1	0	1	90
				T3M	1753	1	0	1	88	1838	1	0	1	92
				T4M	1753	1	0	1	88	1837	1	0	1	92
	700	10C 700 --K	27 W	TFTM	1766	1	0	1	88	1851	1	0	1	93
				T2S	2234	1	0	1	83	2341	1	0	1	87
				T2M	2241	1	0	1	83	2349	1	0	1	87
				T3S	2216	1	0	1	82	2322	1	0	1	86
				T3M	2272	1	0	1	84	2381	1	0	1	88
	1000	10C 1000 --K	40 W	T4M	2272	1	0	1	84	2381	1	0	1	88
				TFTM	2289	1	0	1	85	2399	1	0	1	89
				T2S	2992	1	0	1	75	3136	1	0	1	78
				T2M	3001	1	0	1	75	3146	1	0	1	79
				T3S	2967	1	0	1	74	3110	1	0	1	78
20C (20 LEDs)	530	20C 530 --K	36 W	T3M	3043	1	0	1	76	3189	1	0	1	80
				T4M	3043	1	0	1	76	3189	1	0	1	80
				TFTM	3066	1	0	1	77	3213	1	0	1	80
				T2S	3545	1	0	1	98	3715	1	0	1	103
				T2M	3556	1	0	1	99	3727	1	0	1	104
	700	20C 700 --K	47 W	T3S	3515	1	0	1	98	3685	1	0	1	102
				T3M	3606	1	0	2	100	3779	1	0	2	105
				T4M	3605	1	0	1	100	3779	1	0	1	105
				TFTM	3632	1	0	1	101	3807	1	0	1	106
				T2S	4357	1	0	1	93	4566	1	0	1	97
	1000	20C 1000 --K	75 W	T2M	4370	1	0	1	93	4580	1	0	1	97
				T3S	4320	1	0	1	92	4528	1	0	1	96
				T3M	4431	1	0	2	94	4644	1	0	2	99
				T4M	4430	1	0	1	94	4644	1	0	2	99
				TFTM	4464	1	0	1	95	4678	1	0	1	100
				T2S	5745	2	0	2	77	6020	2	0	2	80
				T2M	5763	1	0	2	77	6039	2	0	2	81
				T3S	5697	1	0	1	76	5970	1	0	2	80
				T3M	5843	1	0	2	78	6123	2	0	2	82
				T4M	5843	1	0	2	78	6123	1	0	2	82
				TFTM	5887	1	0	2	78	6169	1	0	2	82
				TFTM	5887	1	0	2	78	6169	1	0	2	82

### Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

### Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

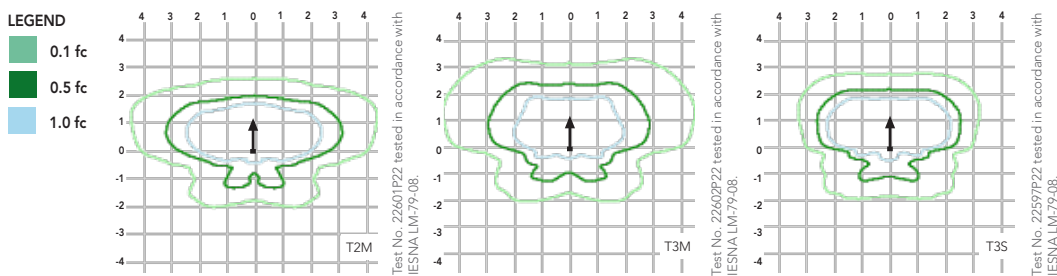
### Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	-	-
	1000	75 W	0.69	0.40	0.35	0.30	-	-

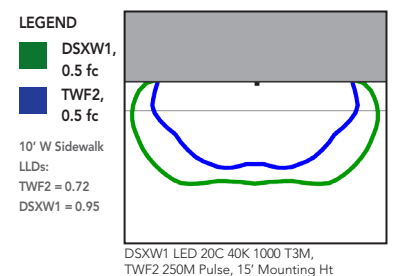
## Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1](#) homepage.

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Distribution overlay comparison to 250W metal halide.



## FEATURES & SPECIFICATIONS

### INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

### CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants.

### FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

### OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000K (80 min. CRI),

4000K (70 min. CRI) or 5000K (65 min. CRI) configurations.

### ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours. Surge protection device meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

### INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

### LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

### WARRANTY

Five year limited warranty. Full warranty terms located at [www.acuitybrands.com/CustomerResources/Terms\\_and\\_conditions.aspx](http://www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx).

**Note:** Specifications subject to change without notice.





# D-Series Size 2 LED Wall Luminaire



DESIGNLIGHTS  
CONSORTIUM



Catalog  
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

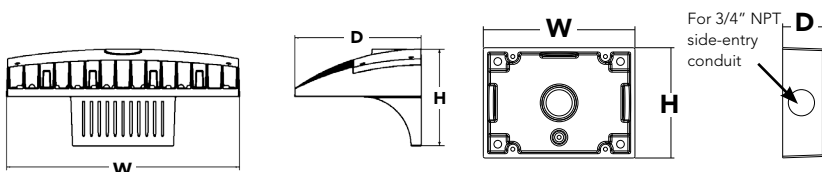
d-series

## Specifications Luminaire

**Width:** 18-1/2" (47.0 cm)  
**Weight:** 21 lbs (9.5 kg)  
**Depth:** 10" (25.4 cm)  
**Height:** 7-5/8" (19.4 cm)

## Back Box (BBW)

**Width:** 5-1/2" (14.0 cm)  
**BBW Weight:** 1 lbs (0.5 kg)  
**Depth:** 1-1/2" (3.8 cm)  
**Height:** 4" (10.2 cm)



## Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 76% in energy savings over comparable 400W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

## Ordering Information

**EXAMPLE: DSXW2 LED 30C 700 40K T3M MVOLT DDBTXD**

DSXW2 LED							
Series	Performance Package <sup>1</sup>	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW2 LED	<b>LEDs</b> 20C 20 LEDs (two engines) 30C 30 LEDs (three engines) <b>Drive current</b> 350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) <b>Color temperature</b> 30K 3000K 40K 4000K 50K 5000K	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT <sup>1</sup> 120 <sup>1</sup> 208 <sup>1</sup> 240 <sup>1</sup> 277 <sup>1</sup> 347 <sup>2</sup> 480 <sup>2</sup>	<b>Shipped included</b> (blank) Surface mounting bracket <b>BBW</b> Surface-mounted back box (for conduit entry)	<b>Shipped installed</b> PE Photoelectric cell, button type <sup>3</sup> PER NEMA twist-lock receptacle only (no controls) DMG 0-10V dimming driver (no controls) DCR Dimmable and controllable via ROAM® (no controls) <sup>4</sup> PIRH 180° motion sensor, 15-30' mtg ht <sup>5</sup>	<b>Shipped installed</b> SF Single fuse (120, 277, 347V) <sup>6</sup> DF Double fuse (208, 240, 480V) <sup>6</sup> HS House-side shield <sup>7</sup> <b>Shipped separately</b> BSW Bird-deterrent spikes <sup>7</sup> WG Wire guard <sup>7</sup> VG Vandal guard <sup>7</sup>	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

### NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), photocontrol (PE option) or motion sensor (PIRH option).
- Available with 30 LED/700mA options only (DSX2 LED 30C 700).
- Photocontrol (PE) requires 120, 208, 240 or 277 voltage option.
- Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347 or 480V. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net.
- Specifies the Sensor Switch SBR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard.
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Also available as a separate accessory; see Accessories information.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.

## Accessories

Ordered and shipped separately.

DSX124N 1.5 TJJE U	Photocell - SSL twist-lock (120-277V) <sup>8</sup>
REN277-NM1 U	ROAM® node (277V) <sup>8</sup>
SC U	Shorting cap <sup>8</sup>
DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW2WG U	Wire guard accessory
DSXW2VG U	Vandal guard accessory



One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • [www.lithonia.com](http://www.lithonia.com)  
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## Performance Data

### Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	Performance Package	System Watts	Dist. Type	40K (4000K, 70 CRI)					50K (5000K, 65 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530	20C 530 --K	36 W	T2S	3533	1	0	1	98	3860	1	0	1	107
				T2M	3437	1	0	1	95	3755	1	0	1	104
				T3S	3489	1	0	1	97	3811	1	0	1	106
				T3M	3545	1	0	2	98	3873	1	0	2	108
				T4M	3498	1	0	1	97	3822	1	0	1	106
	700	20C 700 --K	47 W	TFTM	3495	1	0	1	97	3819	1	0	1	106
				T2S	4371	1	0	1	93	4776	1	0	1	102
				T2M	4252	1	0	1	90	4647	1	0	2	99
				T3S	4316	1	0	1	92	4716	1	0	1	100
				T3M	4386	1	0	2	93	4793	1	0	2	102
	1000	20C 1000 --K	73 W	T4M	4328	1	0	1	92	4729	1	0	2	101
				TFTM	4324	1	0	1	92	4725	1	0	2	101
				T2S	5914	1	0	1	81	6462	1	0	1	89
				T2M	5754	1	0	2	79	6287	2	0	2	86
				T3S	5839	1	0	1	80	6380	1	0	2	87
30C (30 LEDs)	530	20C 530 --K	54 W	T3M	5935	1	0	2	81	6484	1	0	2	89
				T4M	5855	1	0	2	80	6398	1	0	2	88
				TFTM	5851	1	0	2	80	6393	1	0	2	88
				T2S	5280	1	0	1	98	5769	1	0	1	107
				T2M	5137	1	0	2	95	5613	1	0	2	104
	700	20C 700 --K	71 W	T3S	5214	1	0	1	97	5696	1	0	1	105
				T3M	5298	1	0	2	98	5789	1	0	2	107
				T4M	5228	1	0	2	97	5712	1	0	2	106
				TFTM	5223	1	0	2	97	5707	1	0	2	106
				T2S	6513	1	0	1	92	7118	2	0	2	100
	1000	20C 1000 --K	109 W	T2M	6337	2	0	2	89	6925	2	0	2	98
				T3S	6431	1	0	2	91	7028	1	0	2	99
				T3M	6536	1	0	2	92	7143	2	0	3	101
				T4M	6449	1	0	2	91	7047	1	0	2	99
				TFTM	6444	1	0	2	91	7042	1	0	2	99
				T2S	8697	2	0	2	80	9501	2	0	2	87
				T2M	8462	2	0	2	78	9244	2	0	2	85
				T3S	8588	1	0	2	79	9381	2	0	2	86
				T3M	8728	2	0	3	80	9534	2	0	3	87
				T4M	8611	1	0	2	79	9407	2	0	2	86
				TFTM	8604	2	0	2	79	9399	2	0	2	86

### Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

### Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW2 LED 30C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.92	0.87

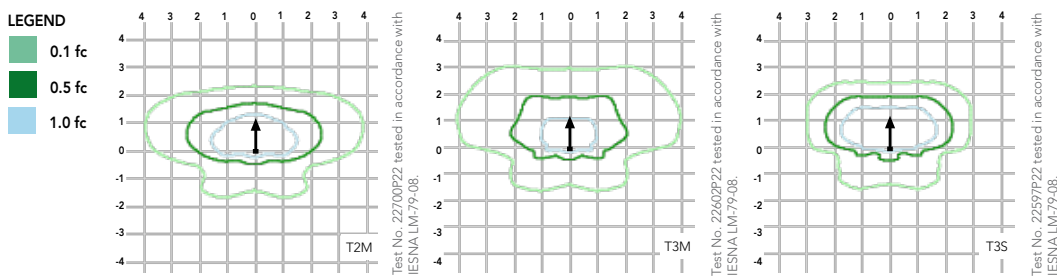
### Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	-	-
	1000	73 W	0.68	0.39	0.34	0.29	-	-
30C	350	36 W	0.33	0.19	0.17	0.14	-	-
	530	54 W	0.50	0.29	0.25	0.22	-	-
	700	71 W	0.66	0.38	0.33	0.28	0.23	0.16
	1000	109 W	1.01	0.58	0.50	0.44	-	-

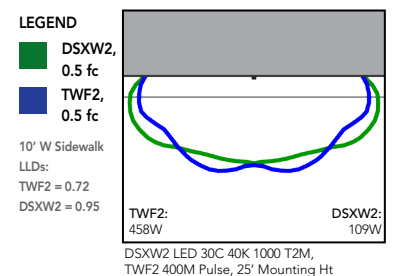
## Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 2 homepage](#).

Isofootcandle plots for the DSXW2 LED 30C 1000 40K. Distances are in units of mounting height (25').



Distribution overlay comparison to 400W metal halide.



## FEATURES & SPECIFICATIONS

### INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 2 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

### CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants.

### FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

### OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000K (80 min. CRI),

4000K (70 min. CRI) or 5000K (65 min. CRI) configurations.

### ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L87/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours. Surge protection device meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

### INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

### LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

### WARRANTY

Five year limited warranty. Full warranty terms located at [www.acuitybrands.com/CustomerResources/Terms\\_and\\_conditions.aspx](http://www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx).

**Note:** Specifications subject to change without notice.





## Oregon City RCF

950 Southend Rd.

Oregon City, OR 97045

### Roof

IKO 30yr. Architectural Series

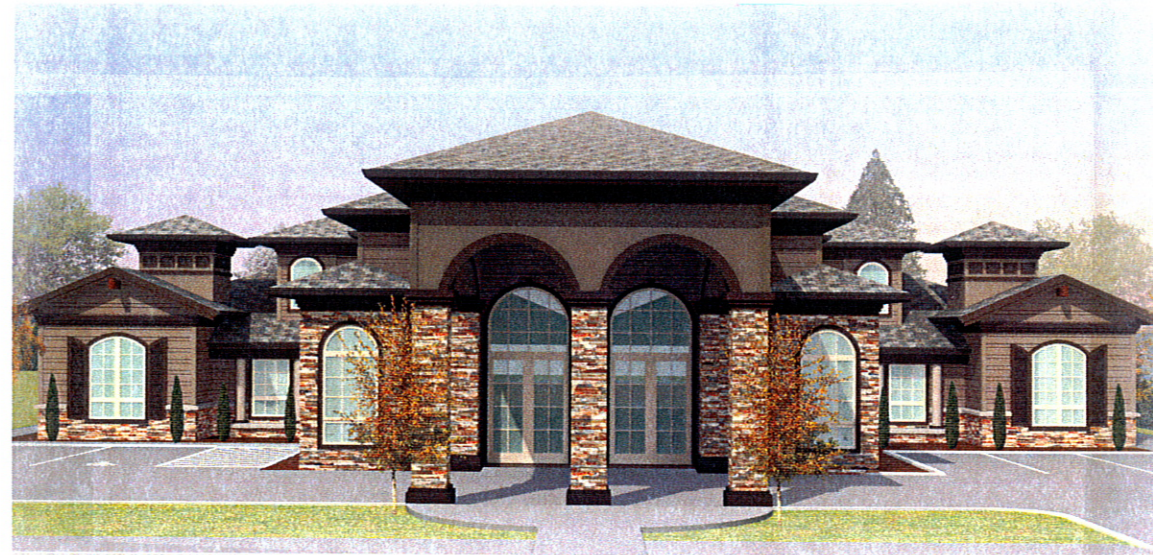
Asphalt, Slate Black



### Siding

7" Hardiplank Cementitious Siding

Sides and rear of building



### Stone

Owens Corning Cultured Stone

Suede Drystack Ledgestone

Front of building columns and splash skirt



### Stucco

Fiber reinforced stucco, fine texture

Front of building





**TRAFFIC ANALYSIS LETTER**

**FOR**

**SOUTH END ROAD MEMORY CARE FACILITY**

**SOUTH END ROAD**

**CITY OF OREGON CITY**

**SUBMITTED BY**



**December 2013**

**Project 13-31**

# TRAFFIC ANALYSIS LETTER

FOR

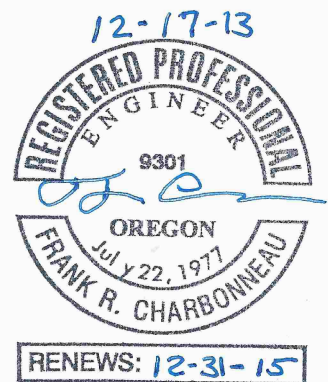
## SOUTH END ROAD MEMORY CARE FACILITY

SOUTH END ROAD

CITY OF OREGON CITY

Prepared By

CHARBONNEAU Engineering LLC



December 2013

Project 13-31



## MEMORANDUM

Date: December 17, 2013

To: Edward Radulescu, B.S. Arch  
epr Design  
825 NE 20<sup>th</sup> Avenue  
Suite 202  
Portland OR 97232

From: Frank Charbonneau, PE, PTOE

Subject: Transportation Analysis Letter FL13113  
**South End Road Memory Care Facility**  
City of Oregon City

This letter has been prepared for the South End Road Memory Care Facility development in the City of Oregon City. Development of South End Road Memory Care Facility does not exceed the City of Oregon City's trip generation threshold of 25 AM & PM peak hour trips or 250 daily trips and as a result a transportation analysis letter (TAL) has been prepared. Capacity analysis of nearby public intersections and the site driveways is not required. The transportation analysis letter includes a description of the site, trip generation documentation, verification of the street spacing standards, sight distance assessment, and review of the traffic safety conditions.

### Site Development

The South End Road Memory Care Facility will be located on residential property on the west side of South End Road at 950 South End Road. The attached vicinity map (Figure 'a') highlights the project location. Development of the site will include demolition of an existing house and construction of a memory care building facility totaling 16,108 square feet and providing for 31 beds. Figure 'b' represents the project site plan. On-site there will be five parking spaces plus one van-accessible handicap space and one bike parking space as required by City code.

### Trip Generation

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, eighth edition, were utilized to estimate the site's trip generation. Assisted Living (ITE code #254) trip rates were applied to estimate the trips generated by the proposed use. The following table presents the trip generation estimate for the memory care center.

#### **Trip Generation Summary**

ITE Land Use	Beds (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Assisted Living (#254) Generation Rate <sup>1</sup>	31	2.66	0.14	65%	35%	0.22	44%	56%
Site Trips		<b>82</b>	<b>4</b>	3	1	<b>7</b>	3	4

<sup>1</sup> Source: *Trip Generation*, 8th Edition, ITE, 2008, average rates.

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.

### **Access Spacing**

The spacing of the existing driveways and the proposed site access on South End Road between Pinewood Court and Amanda Court was reviewed for conformance to the City's spacing standards. South End Road is classified by the City of Oregon City as a minor arterial. Pinewood Court and Amanda Court are classified as local streets.

Table 4 in the City of Oregon City Draft Design Standards identifies the spacing between local streets along a minor arterial as 150 feet. A copy of Table 4 is attached. Currently, the City of Oregon City does not have a spacing standard for single-family residential driveways. Based on the spacing measurements the proposed site access will be located 140 feet north of Amanda Court and approximately across the street (15 foot offset) from the existing access to the United Pentecostal Church. The nearest driveway north of the proposed site access is a single-family access with a separation distance of 50 feet. The proposed access will be located as far north as possible based on the property's available frontage length.

### **Sight Distance**

Sight distance along South End Road was reviewed in accordance with AASHTO standards. The speed along South End Road is posted for 35MPH. Based on the posted speed AASHTO recommends a minimum sight distance of 390 feet be available.

From the South End Road site access point currently there are no obstructions to the sight distance and the required sight distance standards will be exceeded as the available sight distance exceeds 400 feet in both directions. With development of South End Road Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded.

### **Safety Review**

Accident data for the three-year period between 01/01/10 and 12/31/12 for South End Road at nearest intersections to the site (Amanda Court and at Pinewood Court) was obtained from the Oregon Department of Transportation staff and was reviewed to help identify any traffic safety problems. No accidents were reported for the period reviewed. Copies of the accident reports are attached.

### **Conclusion**

The transportation analysis letter for South End Road Memory Care Facility has been prepared to document the trip generation, access spacing, and the sight distance availability. Development of South End Road Memory Care Facility will consist of a 31 bed unit building that is projected to generate 82 daily trips, four AM peak hour trips, and seven PM peak hour trips.

The spacing of streets and private driveways along South End Road was reviewed for comparison to the City's spacing standards. South End Road is classified by the City of Oregon City as a minor arterial and Amanda Court and Pinewood Court are classified as local streets with 365 feet of separation. The City's standard identifies the spacing between local streets on a minor arterial as 150 feet. Currently, the City of Oregon City does not have a spacing standard for single-family residential driveways.

The proposed site access will be located 140 feet north of Amanda Court across the street (15 foot offset) from the existing access to the United Pentecostal Church. The nearest driveway north of the proposed site access is a single-family access with a separation distance of 50 feet. Noting that proposed access will be located as far north as possible based on the property's available frontage length and considering the site's low trip generation it is recommended that the 140 foot separation to Amanda Court be permitted by the City.

From the South End Road site access point currently there are no obstructions to the sight distance and the required sight distance standards will be exceeded as the available sight distance exceeds 400 feet in both directions. With development of South End Road Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded. Obstruction by landscaping, signing, parking, buildings, or other objects would be unsafe.

Accident data for the intersections on South End Road at Pinewood Court and at Amanda Court was obtained from the Oregon Department of Transportation. The data documented that no crashes were reported during the three-year period reviewed. Therefore, no safety mitigation is necessary on South End Road near the project site vicinity.

#### **Attachments**

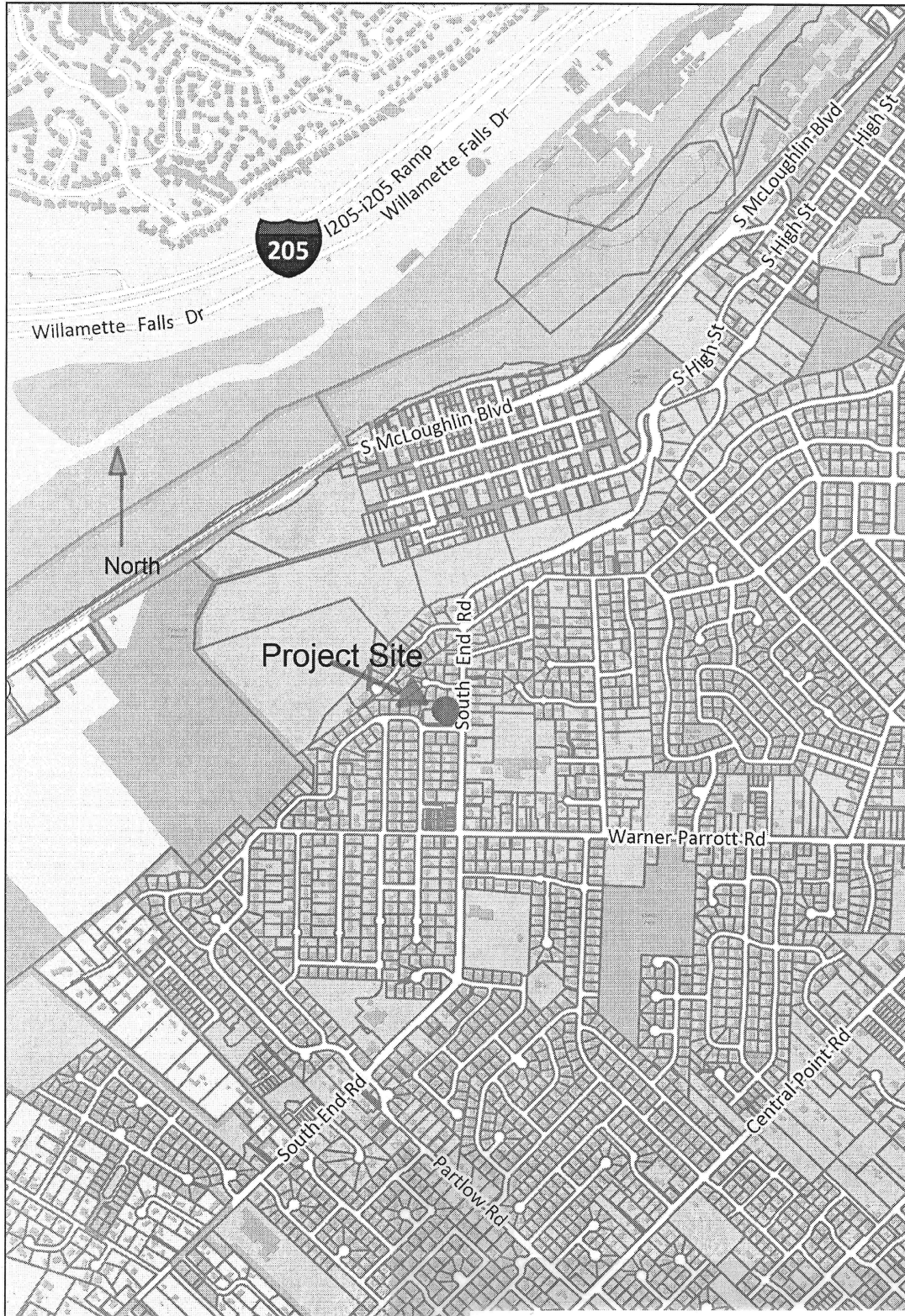
Figure 'a'      Vicinity Map

Figure 'b'      Site Plan

City of Oregon City Draft Design Standards – Table 4

Safety - Accident History Report (furnished by ODOT)

# Oregon City GIS Map



**Legend**

- Taxlots
- Unimproved ROW
- City Limits
- UGB

**Notes**

**Overview Map**

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



Map created 12/6/2013

VICINITY MAP SOUTH END ROAD MEMORY CARE FACILITY	FIGURE
	a

Project No. 13-31



Table 4 - Minimum Public Intersection Spacing Standards

	Distance in Feet between Streets of Various Classifications									
	Between Minor Arterial and Minor Arterial	Between Minor Arterial and Collector	Between Minor Arterial and Neighbor hood Collector	Between Minor Arterial and Local Street	Between Collector Street and Collector Street	Between Collector Street and Neighbor hood Collector	Between Collector and Local Street	Between Neighbor hood Collector and Local Street	Between two adjacent Local Streets	Figure Number
Measured along a Minor Arterial Street	1320	800	600	300	600	300	150	150	150	1
Measured along a Collector Street	800	800	600	300	600	300	150	150	150	2
Measured along a Neighborhood Collector Street	800	600	300	300	300	150	150	150	150	3
Measured along a Local Street	600	600	300	300	300	150	150	150	150	4

Source: City of Oregon City Draft Design Standards.



OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
CRASH SUMMARIES BY YEAR BY COLLISION TYPESouth End Road & Amanda Court  
January 1, 2010 through December 31, 2012

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
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YEAR:

TOTAL

FINAL TOTAL

*Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.*

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
CRASH SUMMARIES BY YEAR BY COLLISION TYPESouth End Road & Pinewood Court  
January 1, 2010 through December 31, 2012

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
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YEAR:

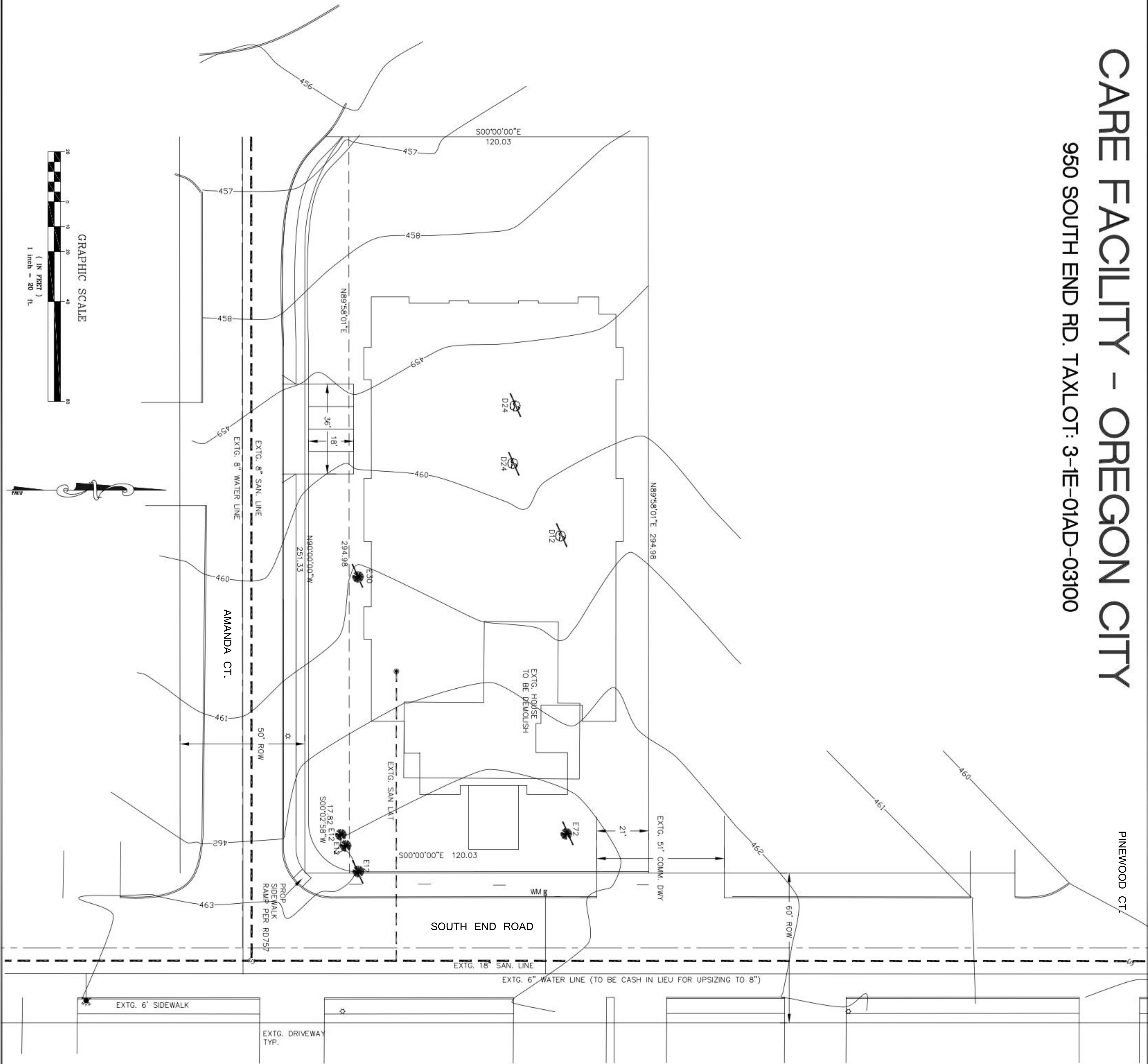
TOTAL

FINAL TOTAL

*Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.*



CARE FACILITY - OREGON CITY  
950 SOUTH END RD. TAXLOT: 3-1E-01AD-03100



VICINITY MAP N.T.S.

- LEGEND:
- EXTG. BOUNDARY LINE
  - 461 EXTG. CONTOUR LINE
  - E24 EXTG. 24" EVERGREEN
  - D24 EXTG. 24" DECIDUOUS
  - EXTG. FIRE HYDRANT
  - EXTG. WATER METER
  - EXTG. CLEAN OUT
  - EXTG. TREE TO BE CUT
  - EXTG. POWER POLE WITH STREET LIGHT TO BE RELOCATED BY OTHERS

- SHEET INDEX:
- EXISTING SITE TOPOGRAPHY AND COVER SHEET
  - PRELIMINARY SITE PLAN
  - PRELIMINARY GRADING AND EROSION CTRL PLAN

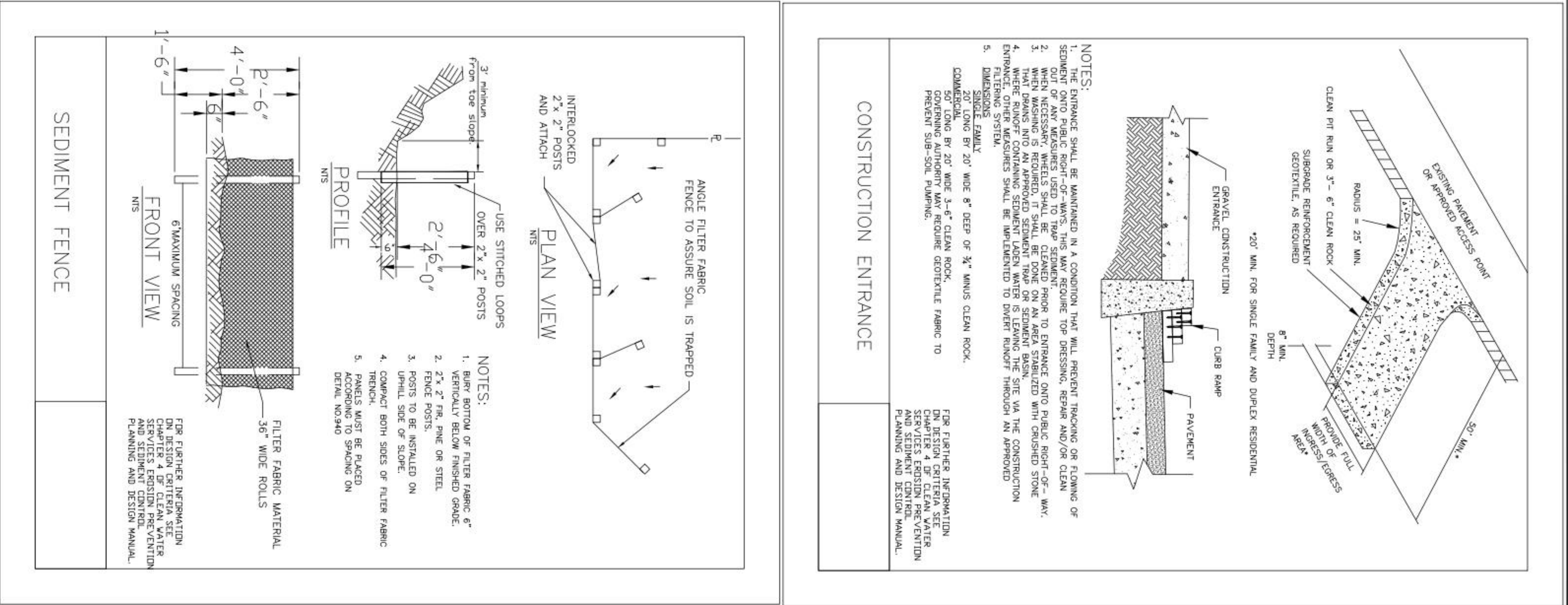
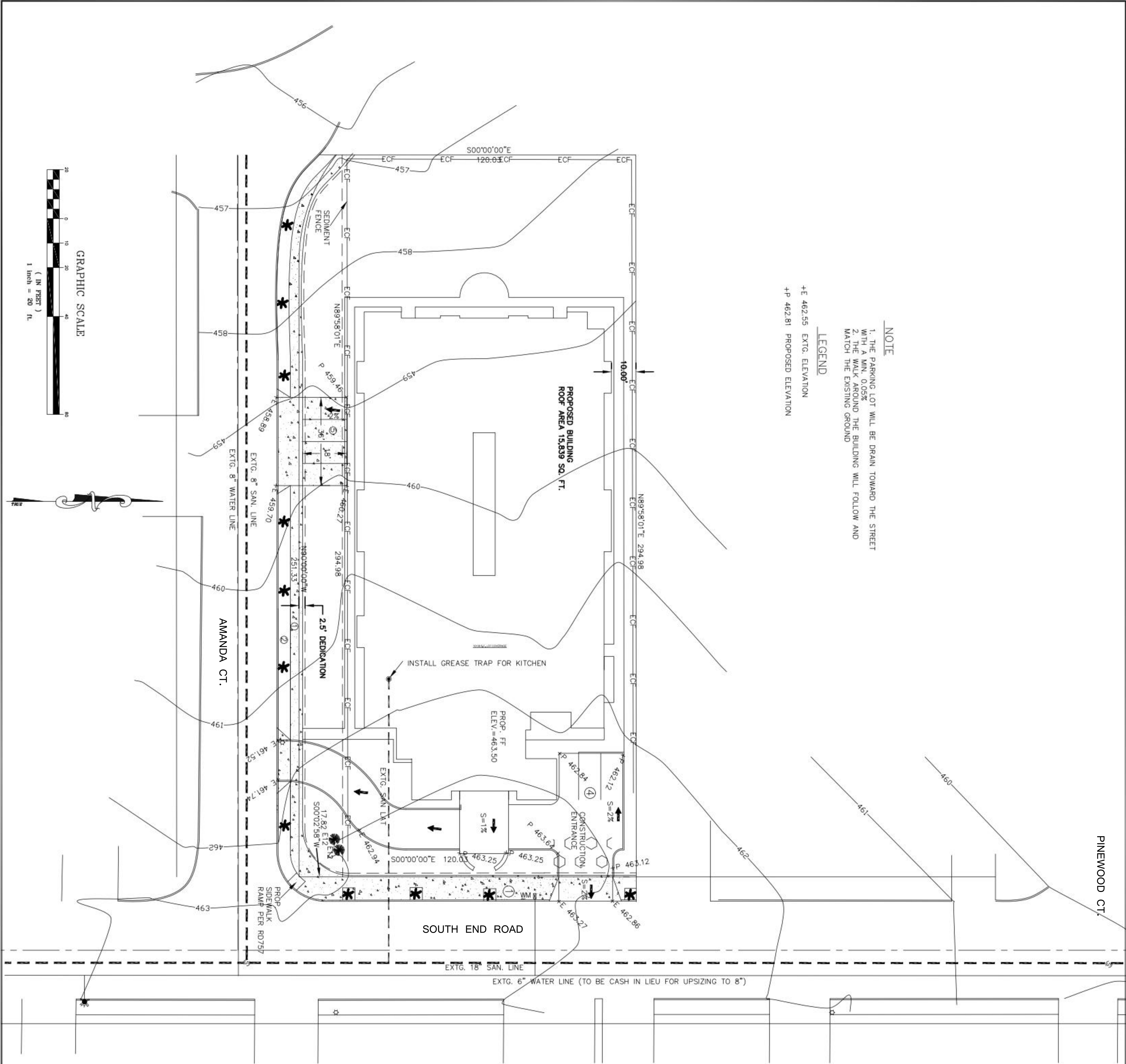


1. PROP. 15' SIDEWALK WITH 5' X5' TREE WELL AT EVERY 30'
2. PROP. 5' PLANTER WITH
3. PROP. 5' PLANTER WITH
4. ALL ON SITE PAVEMENT WILL BE POROUS
5. 4 PARKING SPOTS 9' X 18'



			
3, rue de la Technologie 13700 GIGNAC FRANCE		3, rue de la Technologie 13700 GIGNAC FRANCE	
PHONE: 04 89 68 04 01 FAX: 04 89 68 04 00		PHONE: 04 89 68 04 01 FAX: 04 89 68 04 00	
EMAIL: <a href="mailto:info@stomtecht.com">info@stomtecht.com</a>		EMAIL: <a href="mailto:info@stomtecht.com">info@stomtecht.com</a>	
WEBSITE: <a href="http://www.stomtecht.com">www.stomtecht.com</a>		WEBSITE: <a href="http://www.stomtecht.com">www.stomtecht.com</a>	
SCALE: MTS		SCALE: MTS	
DATE: 08-22-12		DATE: 08-22-12	
DRAWN BY: JLM		DRAWN BY: JLM	
CHECKED:		CHECKED:	







DESIGN REVIEW DRAWING INDEX:

- ARCHITECTURAL (10 SHEETS TOTAL):  
DR.0 COVER SHEET  
DR.1 SITE PLAN  
DR.1A SITE LIGHTING PLAN  
DR.T1 TREE REMOVAL PLAN  
DR.2 EAST & SOUTH BUILDING ELEVATIONS  
DR.3 NORTH & WEST BUILDING ELEVATIONS  
DR.4 GROUND LEVEL FLOOR PLAN  
DR.5 2ND LEVEL FLOOR PLAN  
DR.L1 LANDSCAPE PLAN  
DR.L2 LANDSCAPE DETAILS  
CIVIL (3 SHEETS TOTAL):  
1 EXISTING CONDITIONS SURVEY  
2 PROPOSED SITE PLAN  
3 GRADING & EROSION CONTROL PLAN

CONTACT:

OWNER:  
DONOVAN INVESTMENTS  
DANIEL & PETRONELLA DONOVAN  
182 WARNER PARROTT RD.  
OREGON CITY, OR. 97045  
503.810.9045

APPLICANT / CONTACT:  
EPR DESIGN, LLC.  
EDWARD RADULESCU, B. ARCH.  
JOHN MACKINNON, R. ARCH.  
MICHAEL JOHNSON, P.E.  
825 NE 20TH AVE. SUITE 202  
PORTLAND, OR. 97232  
503.265.8461  
EDDIE@EPRDESIGN.COM

GENERAL CONTRACTOR:  
EMPIRE BUILDING CO. LLC  
CHAD VALLELY  
4040 SE INTERNATIONAL WAY STE.  
E205  
MILWAUKIE, OR. 97222  
503.610.3220  
CHAD@EMPIRE-BUILDING-CO.COM

LANDSCAPE ARCHITECTURE:  
FROEBER LAND  
JEFF FROEBER  
9527 SW BROOKLYN LANE  
TIGARD, OR. 97224  
503.799.7555  
JEFF@FROEBERLAND.COM

CIVIL ENGINEER:  
RSG ENGINEERING, LLC.  
RICHARD S. GEORGESCU, P.E.  
16802 NE 152ND AVE.  
BRUSH PRAIRE, WA. 98606  
503.380.6179  
RSGENG@COMCAST.NET

SITE LIGHTING:  
HARRY L. STEARNS, INC.  
KAREN WILEY, CPMR  
7305 NE GLISAN ST.  
PORTLAND, OR. 97213  
503.704.1280

SITE NOTES:

SITE ADDRESS:  
950 SOUTH END RD.  
OREGON CITY, OR. 97045 &  
VACANT LOT DIRECTLY SOUTH OF 950 SOUTH END RD.

EXISTING USE:  
SINGLE FAMILY HOME - R3 OCCUPANCY  
(DEMOLISHED)

CLACKAMAS COUNTY MAP:  
3-1E-01AD, TAX LOT 3100 (950 SOUTH END RD.)  
3-1E-01AD, TAX LOT 3202

PRE-APPLICATION FILE #:  
PA-14-15

SITE ZONING:  
R-10 / SINGLE-FAMILY DWELLING DISTRICT

PROPOSED USE:  
31 BED RESIDENTIAL CARE FACILITY W/  
MEMORY CARE ENDORSEMENT

LAND USE PROCESSES REQUIRED:  
CONDITIONAL USE  
MAJOR VARIANCE (LOCATION OF DRIVEWAY)  
SITE PLAN & DESIGN REVIEW  
LOT LINE ADJUSTMENT

SITE DENSITY PROPOSED:  
31 TOTAL UNITS (31 RESIDENT BEDS)

TOTAL SITE AREA:  
ALLOWED BUILDING COVERAGE:  
PROPOSED BUILDING COVERAGE:

39,343 S.F. (.91 ACRE)  
15,737 S.F. (40%)  
15,323 S.F. (39%)

BUILDING SETBACKS REQUIRED:  
FRONT: 5' MAX. ACTUAL: APPROX. 10' TO 32'  
FRONT PORCH: 15' MIN. ACTUAL: APPROX. 10'  
SIDES: 10' MIN. ACTUAL: APPROX. 10'-0" TO 24'-8"  
REAR: 20' MIN. ACTUAL: 62'-1"

ALLOWABLE MAX BUILDING HEIGHT:  
PROPOSED BUILDING HEIGHT:

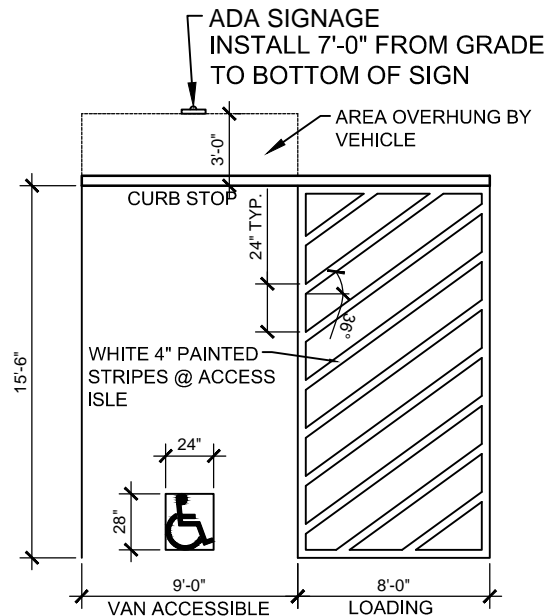
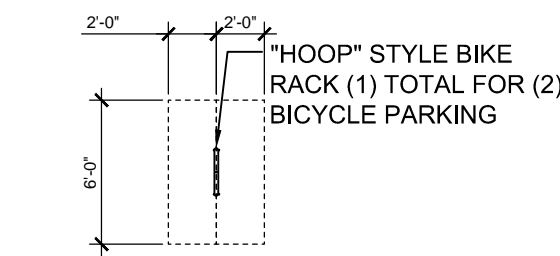
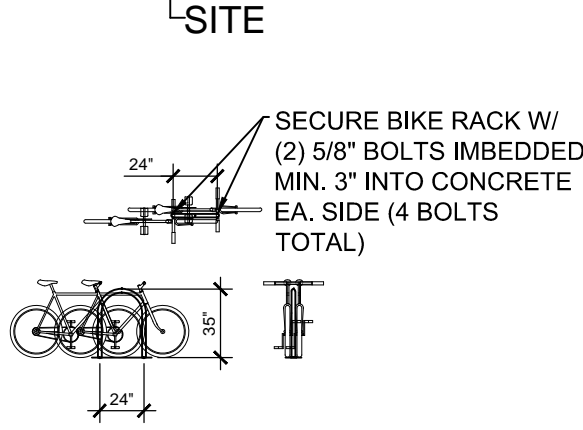
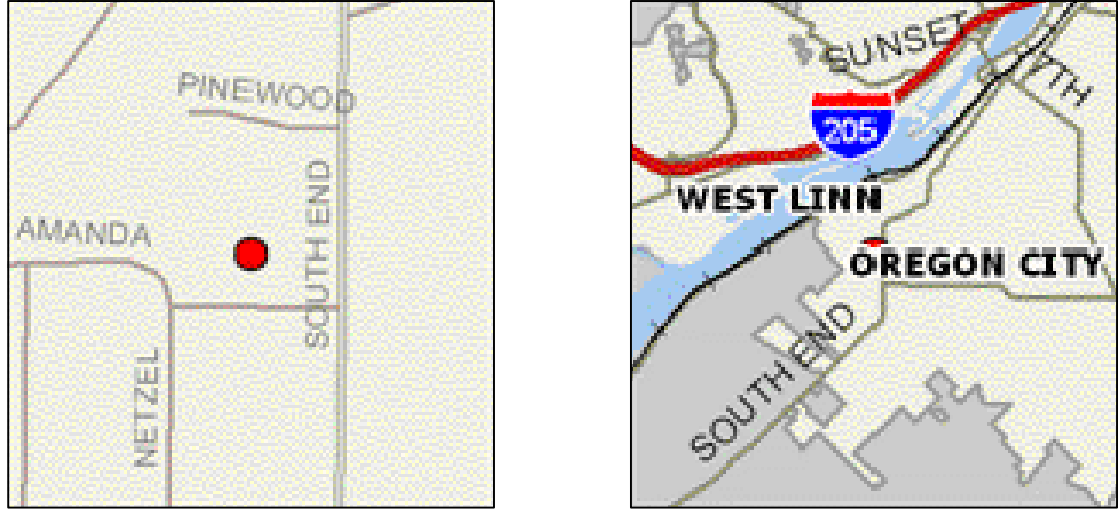
35'  
APPROX. 29'

TOTAL LANDSCAPE AREA:  
15,909 S.F. (40%)

TOTAL PAVED AREA:  
8,111 S.F. (21%) PERVIOUS  
INCLUDING COVERED AREAS

REQUIRED VEHICLE PARKING:  
MINIMUM: 1 PER 7 BEDS (4 SPACES TOTAL) (TABLE 17.25.020)  
MAXIMUM: 1 PER 5 BEDS (6 SPACES TOTAL) (TABLE 17.25.020)

PROPOSED VEHICLE PARKING:  
REQUIRED BIKE PARKING:  
PROPOSED BIKE PARKING:  
6 ON-SITE, W/ 1 HANDICAP VAN ACCESSIBLE SPACE (OSSC. TABLE 1106.1)  
1 PER 30 AUTO SPACES (17.52.040 TABLE A)  
1 (SEE SITE PLAN FOR LOCATION)



CODE SUMMARY:

APPLICABLE CODES:  
2010 OREGON STRUCTURAL SPECIALTY CODE (OSSC.)  
ICC/ANSI A117.1-2003  
ADA ACCESSIBILITY STANDARDS  
OREGON ADMINISTRATIVE RULES 411-054-0200  
(RESIDENTIAL CARE FACILITY REQUIREMENTS)  
OREGON CITY MUNICIPAL CODE  
OREGON CITY MULTI FAMILY DESIGN GUIDELINES & STANDARDS

PROPOSED BUILDING AREAS:  
GROUND FLOOR AREA: 14,845 S.F.  
2ND LEVEL FLOOR AREA: 215 S.F. FINISHED  
1,765 S.F. UNFINISHED  
TOTAL FINISHED BUILDING AREA: 15,060 S.F.

PROPOSED # OF STORIES: 2

ELEVATOR: NO (NO RESIDENTS RECEIVING CARE ON 2ND LEVEL)

TOTAL NUMBER OF UNITS: 31 RESIDENT BEDROOMS  
W/ 1 BED IN EA. UNIT

PROPOSED OCCUPANCY GROUP: I-2 & APPENDIX SR-2  
(OSSC. SEC. 308.2)

CONSTRUCTION TYPE: VA

ALLOWABLE AREAS: 9,500 S.F. PER FLOOR  
(OSSC. TABLE 503)

SPRINKLERS: NFPA 13 THROUGHOUT

ALLOWABLE AREA INCREASE: 200% FOR A TOTAL OF  
28,500 S.F. PER FLOOR  
(OSSC. SEC. 506.3)

ALLOWABLE HEIGHT: 35' (PER R-10 ZONING REQ.)

ALLOWABLE # OF STORIES: 2

ALLOWABLE INCREASE IN # OF STORIES: 1 FOR A TOTAL OF 2 STORIES  
(OSSC. SEC. 504.2)

**epr**  
DESIGN

825 N.E. 20th Ave. Suite 202  
Portland, Oregon 97232  
503-265-8461 PH.  
503-265-8462 FX.  
www.eprdesign.com

PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, Ilc.

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copyrighted under Federal Law by:  
EPR DESIGN llc.

COVER SHEET

REV. NO. DATE:

DATED: 5/28/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.0



# DR.1



825 N.E. 20th Ave. Suite 202  
Portland, Oregon 97232  
503-265-8461 PH.  
503-265-8462 FX.  
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HARRY L. STEARNS, INC.  
2305 NE GLISAN ST.  
PORTLAND, OR. 97213  
503-262-2640

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
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General Contractor:  
Empire Building Company, llc.

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## -SITE LIGHTING PLAN

REV. NO. DATE:

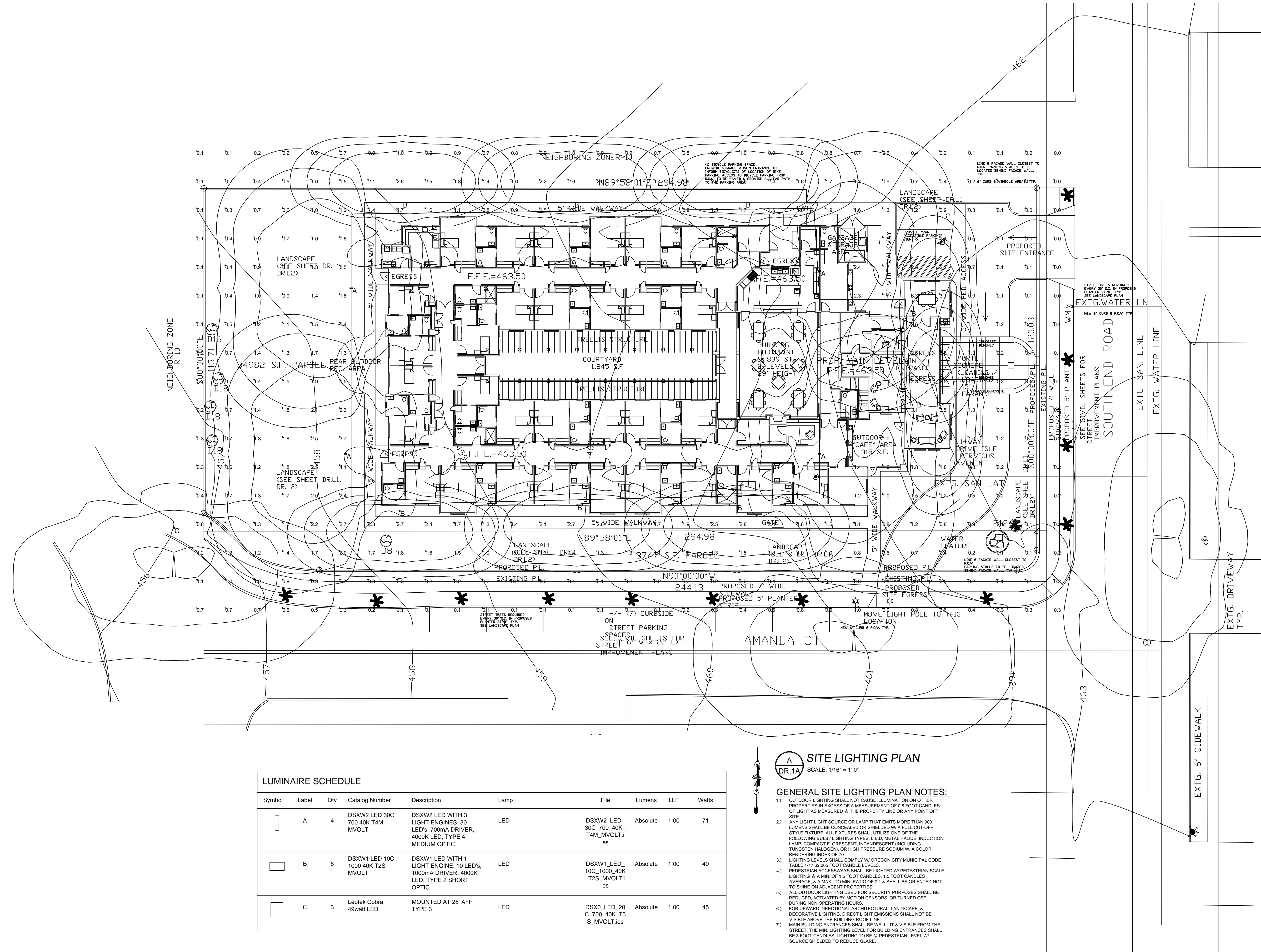
DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.1A





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503-265-8462 FX.  
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-TREE REMOVAL  
PLAN

REV. NO. DATE:

DATE: 4/4/2014

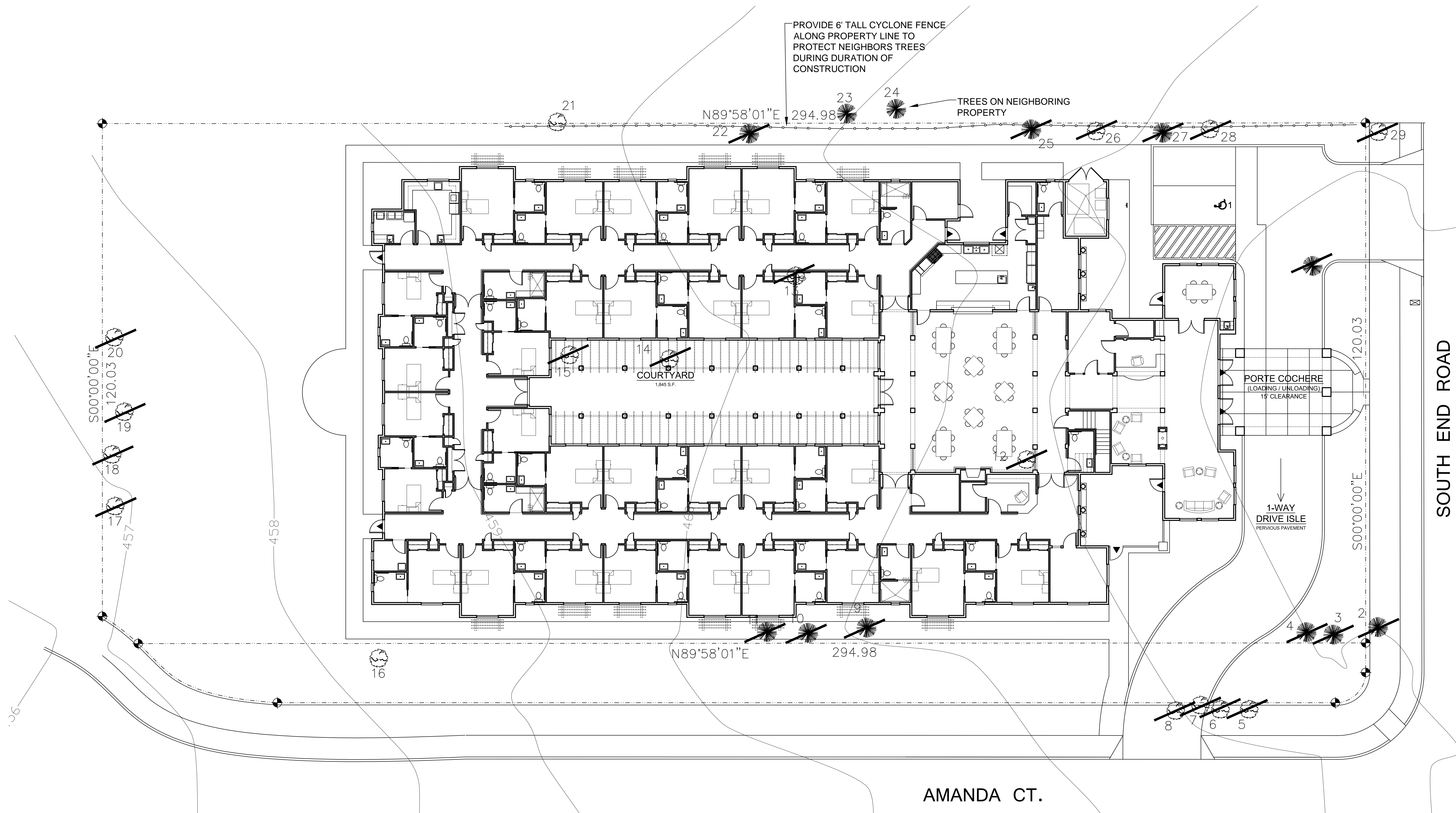
DRAWN BY:

REVIEWED BY:

SHEET:

DR.T1

A  
DR T1  
TREE REMOVAL PLAN  
SCALE: 3/32" = 1'-0"

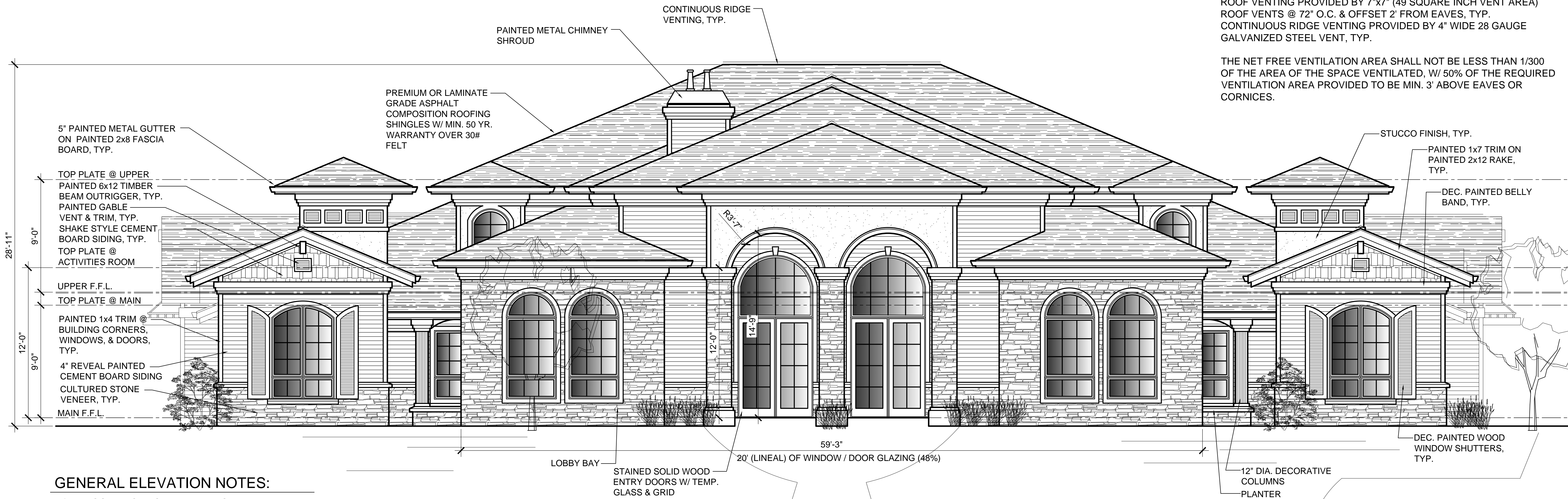




35' MAX. HEIGHT LIMIT

epr  
DESIGN

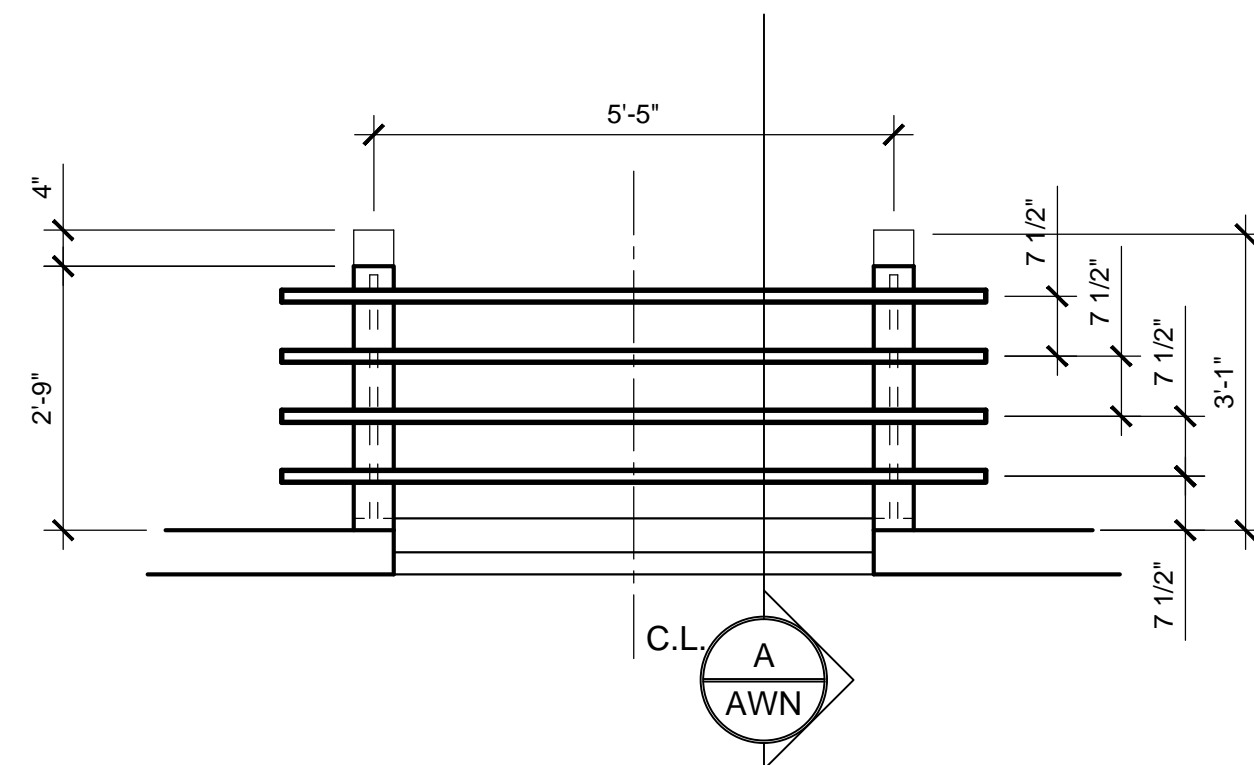
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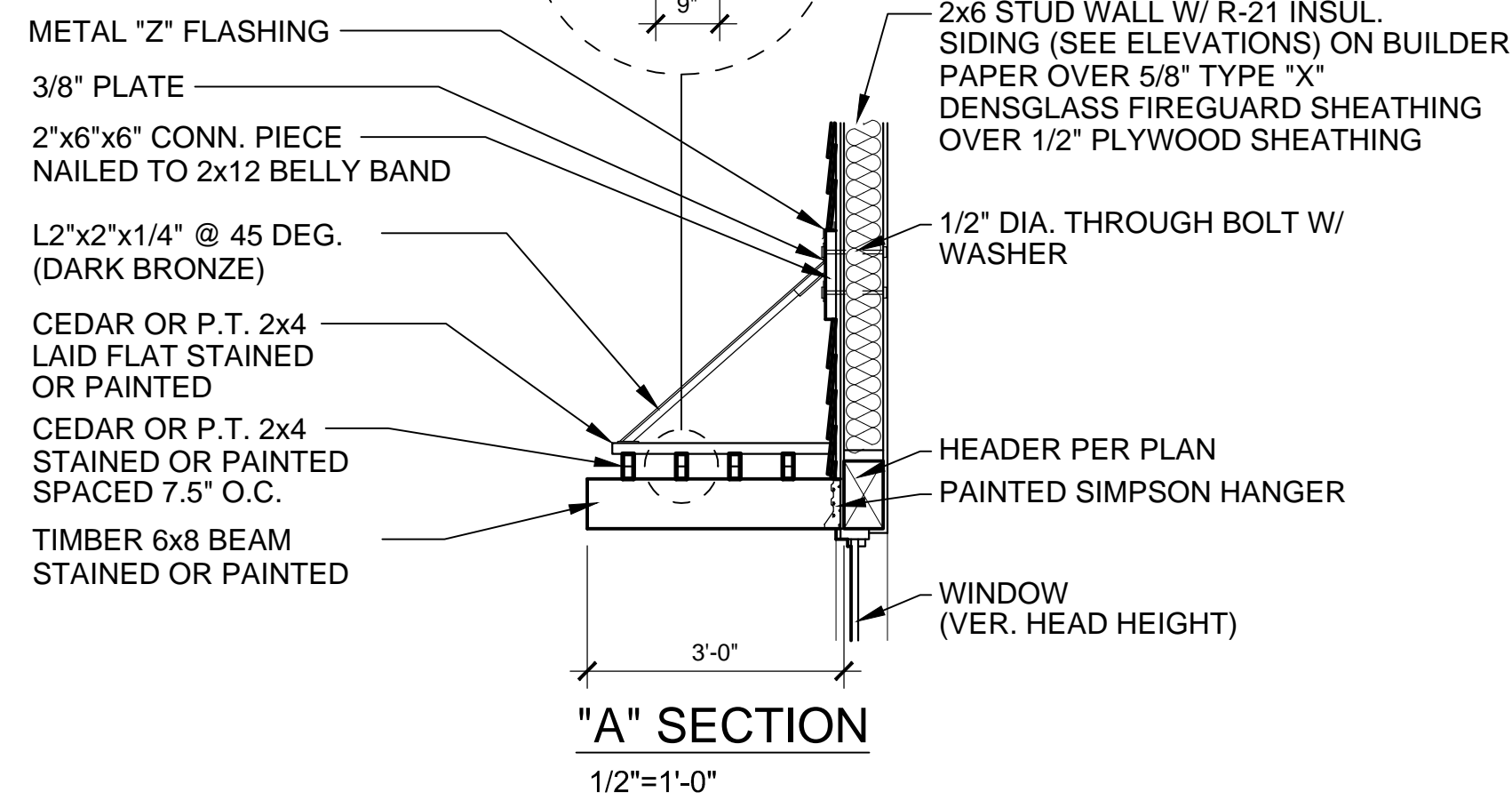
GENERAL ELEVATION NOTES:

- 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**  
SCALE: 1/4" = 1'-0"



**AWN WINDOW AWNING**  
1/2"=1'-0"



**B LEFT SIDE (SOUTH) ELEVATION**  
SCALE: 1/8" = 1'-0"

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Oregon City, Oregon 97045  
New Construction  
General Contractor:  
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-FRONT (EAST)  
ELEVATION  
-LEFT SIDE  
(SOUTH) ELEV.

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.2



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503-265-8462 FX.  
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PRELIMINARY

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

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

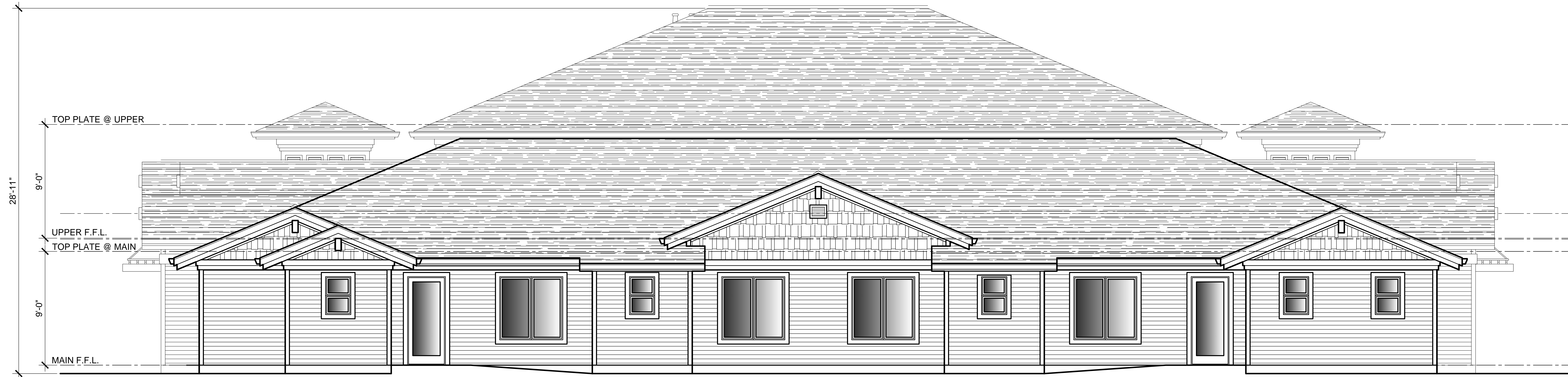
SHEET:

DR.3



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

35' MAX. HEIGHT LIMIT



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



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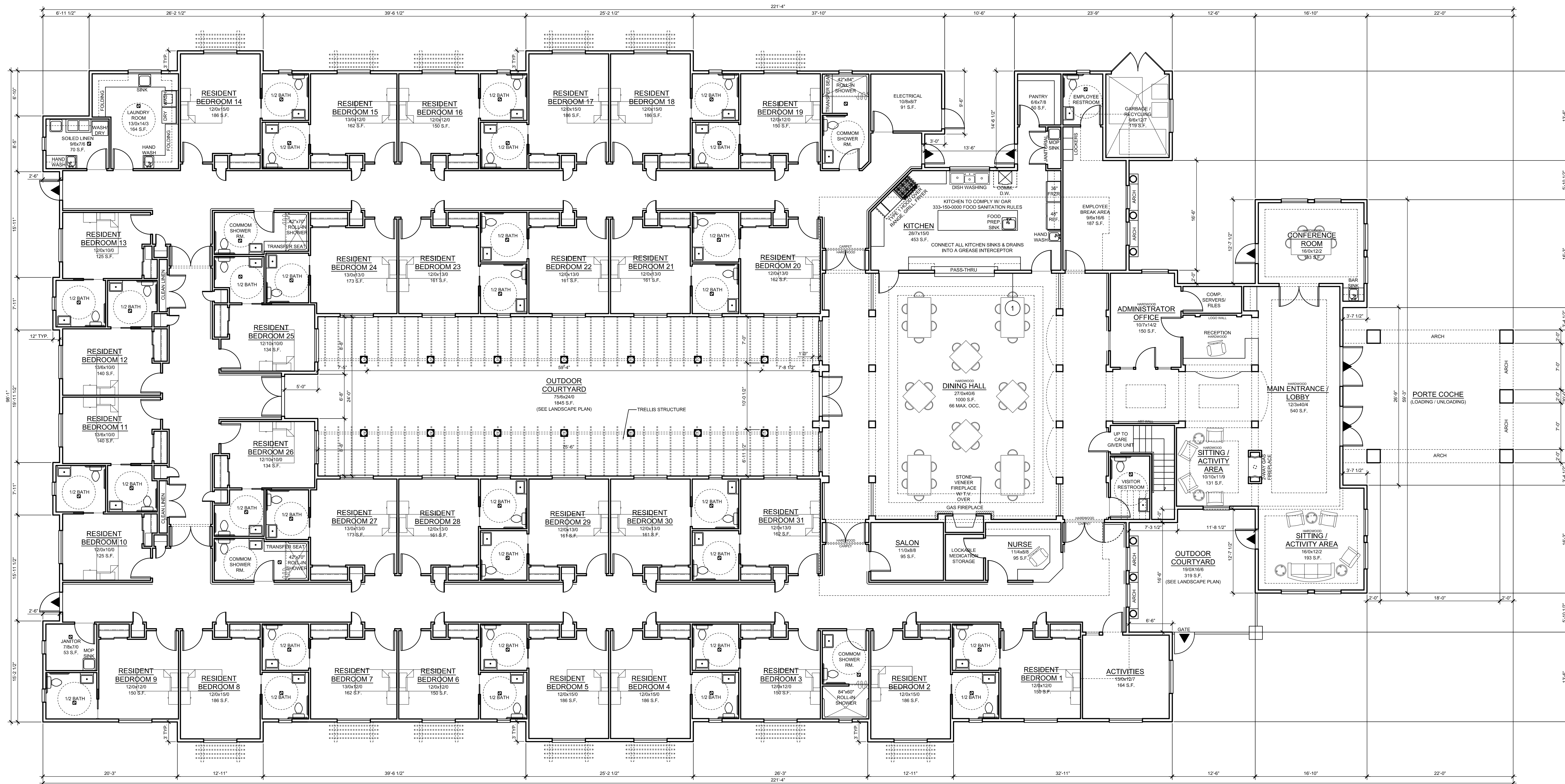
PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, Inc.

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EPR DESIGN, LLC.

## GROUND LEVEL FLOOR PLAN

REV. NO. DATE:



**A**  
**DR.4**  
**GROUND LEVEL FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
GROUND LEVEL RESIDENT BEDS: 31  
GROUND LEVEL AREA: 14,845 S.F.  
TOTAL LIVING AREA (G+2ND): 15,060 S.F.

### KEYNOTES:

- 1 PROVIDE COMBINATION EXIT ILLUMINATION & EXIT SIGN WITH BATTERY BACKUP. (MIN. 1 FOOT CANDLE)
- 2 PROVIDE ADA COMPLIANT HANDRAIL.

### LEGEND:

- (118) SEE DOOR SCHEDULE
- (4) SEE WINDOW SCHEDULE
- (F) FIRE EXTINGUISHER
- (E) BUILDING EGRESS
- 2x6 SOUND INSULATED WALL

### GENERAL NOTES:

ALL CORRIDOR DOORS TO BE MIN. 20 MINUTE RATED PER TABLE 715.4 FIRE PARTITIONS.  
EXCEPTION: RESIDENT BEDROOM DOORS NOT REQUIRED TO BE RATED.

MIN. (3) RESIDENT SLEEPING UNITS TO BE ACCESSIBLE UNITS W/ ACCESSIBLE RESTROOMS. ALL OTHER RESIDENT SLEEPING UNITS TO BE TYPE "B" UNITS W/ ACCESSIBLE RESTROOMS.

RESIDENT BEDROOM DOORS ACCESSING THE CORRIDOR TO BE EQUIPPED WITH SMOKE GASKETS AND POSITIVE LATCHING.

RESIDENT AREAS TO BE ATTENDED BY STAFF ON A 24-HR. BASIS.

EXTERIOR SIDEWALKS & CONCRETE PATIO AREAS SHOWN FOR COORDINATION ONLY. SEE SITE PLAN FOR ADDITIONAL INFORMATION.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

KITCHEN TO COMPLY W/ OAR 333-150-0000 FOOD SANITATION RULES.

PROVIDE GREASE INTERCEPTORS AT KITCHEN FOOD PREPARATION & DISHWASHING SINKS

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

ALL WINDOW HEAD HEIGHTS TO BE 7'-0" U.N.O.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. (U.N.O.).

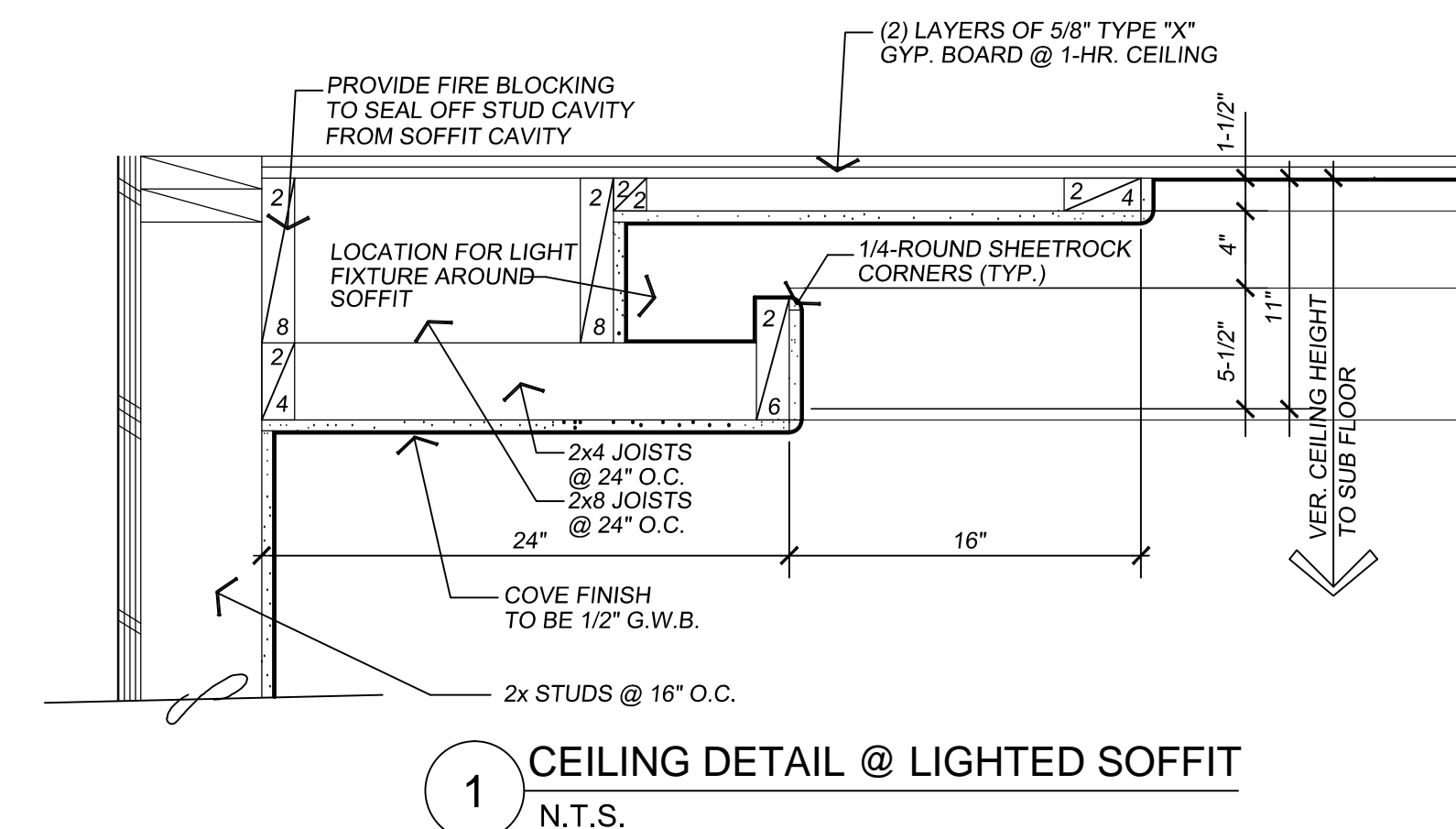
TYPICAL EXTERIOR SHEATHING:  
5/8" TYPE "X" DENSGLOSS FIREGUARD OVER 7/16" A.P.A. RATED PLYWOOD WALL SHEATHING (O.S.B. OK).

TYPICAL INTERIOR SHEATHING U.N.O.:  
5/8" TYPE "X" GYP. WALL BOARD.  
(2) LAYERS OF 5/8" TYPE "X" GYP. WALL BOARD @ CEILINGS. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN.

TYPICAL ROOF SHEATHING:  
7/16" A.P.A. RATED PLYWOOD SHEATHING.

TYPICAL 2x6 BEARING WALL WINDOW & DOOR HEADERS TO BE 6x10 DFL #2 U.N.O.

TYPICAL 2x4 BEARING WALL OPENING HEADERS TO BE 4x10 DFL #2 U.N.O.



DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.4





825 N.E. 20th Ave. Suite 202  
Portland, Oregon 97232  
503-265-8461 PH.  
503-265-8462 FX.  
www.eprdesign.com

PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.

These plans and the designs herein are  
copyrighted under Federal Law by:  
EPR DESIGN, LLC.

2ND LEVEL  
FLOOR PLAN

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.5

KEYNOTES:

- 1 PROVIDE COMBINATION EXIT ILLUMINATION & EXIT SIGN WITH BATTERY BACKUP. (MIN. 1 FOOT CANDLE)
- 2 PROVIDE ADA COMPLIANT HANDRAIL.

LEGEND:

- (11B) SEE DOOR SCHEDULE
- (4) SEE WINDOW SCHEDULE
- (F) FIRE EXTINGUISHER
- (V) BUILDING EGRESS
- 2x6 SOUND INSULATED WALL

GENERAL NOTES:

NO RESIDENTS RECEIVING CARE SHALL RESIDE ON THE 2ND LEVEL. STAFF & OWNER USE ONLY.

ALL GUARD RAILING TO BE MIN. 42" TALL W/ PICKETS SPACED SO 4" DIAMETER SPHERE WILL NOT PASS.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

ALL WINDOW HEAD HEIGHTS TO BE 7'-0" U.N.O.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. (U.N.O.).

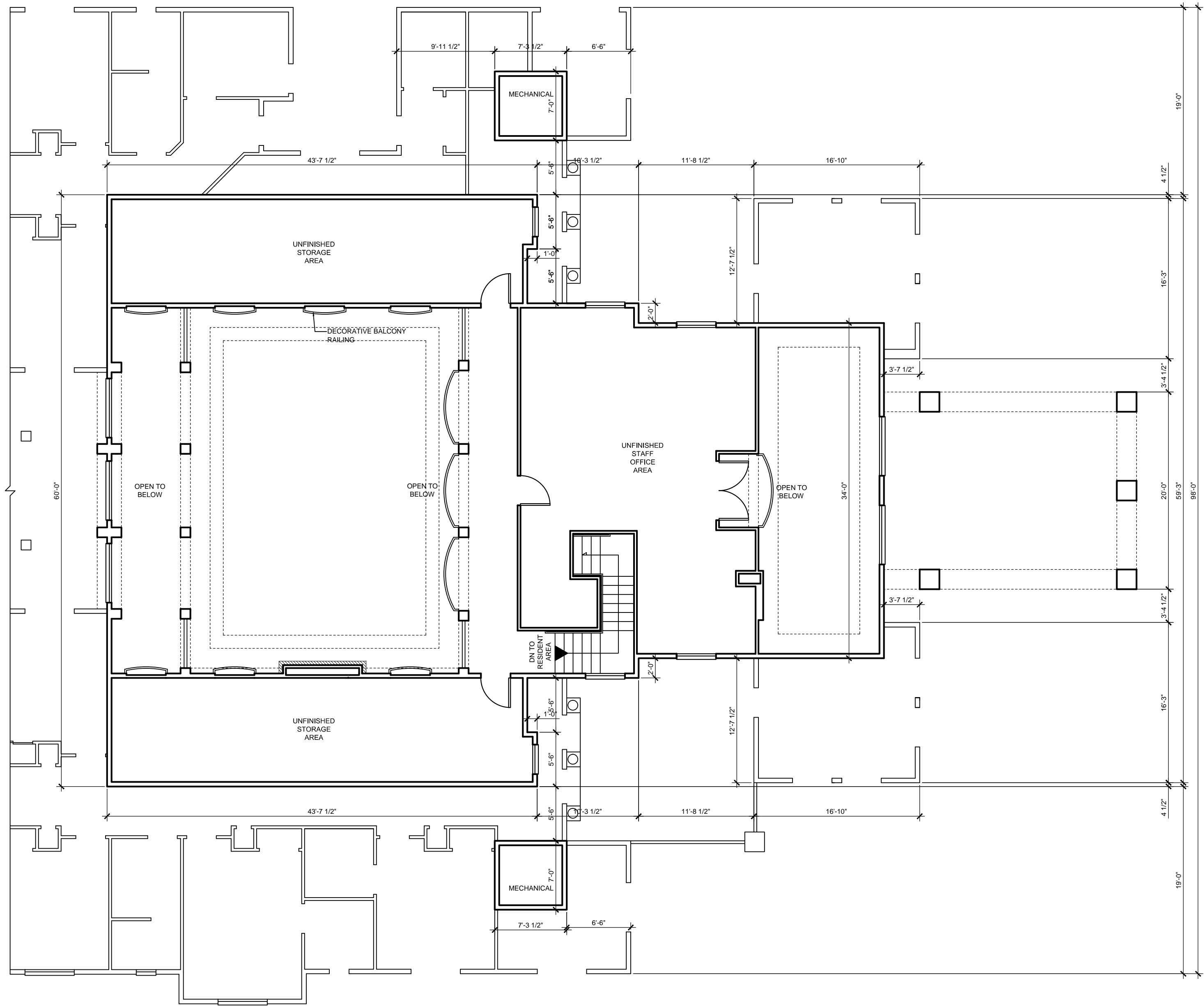
TYPICAL EXTERIOR SHEATHING:  
5/8" TYPE "X" DENSGLASS FIREGUARD OVER 7/16" A.P.A. RATED PLYWOOD WALL SHEATHING (O.S.B. OK).

TYPICAL INTERIOR SHEATHING U.N.O.:  
5/8" TYPE "X" GYP. WALL BOARD.  
(2) LAYERS OF 5/8" TYPE "X" GYP. WALL BOARD @ CEILINGS. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN.

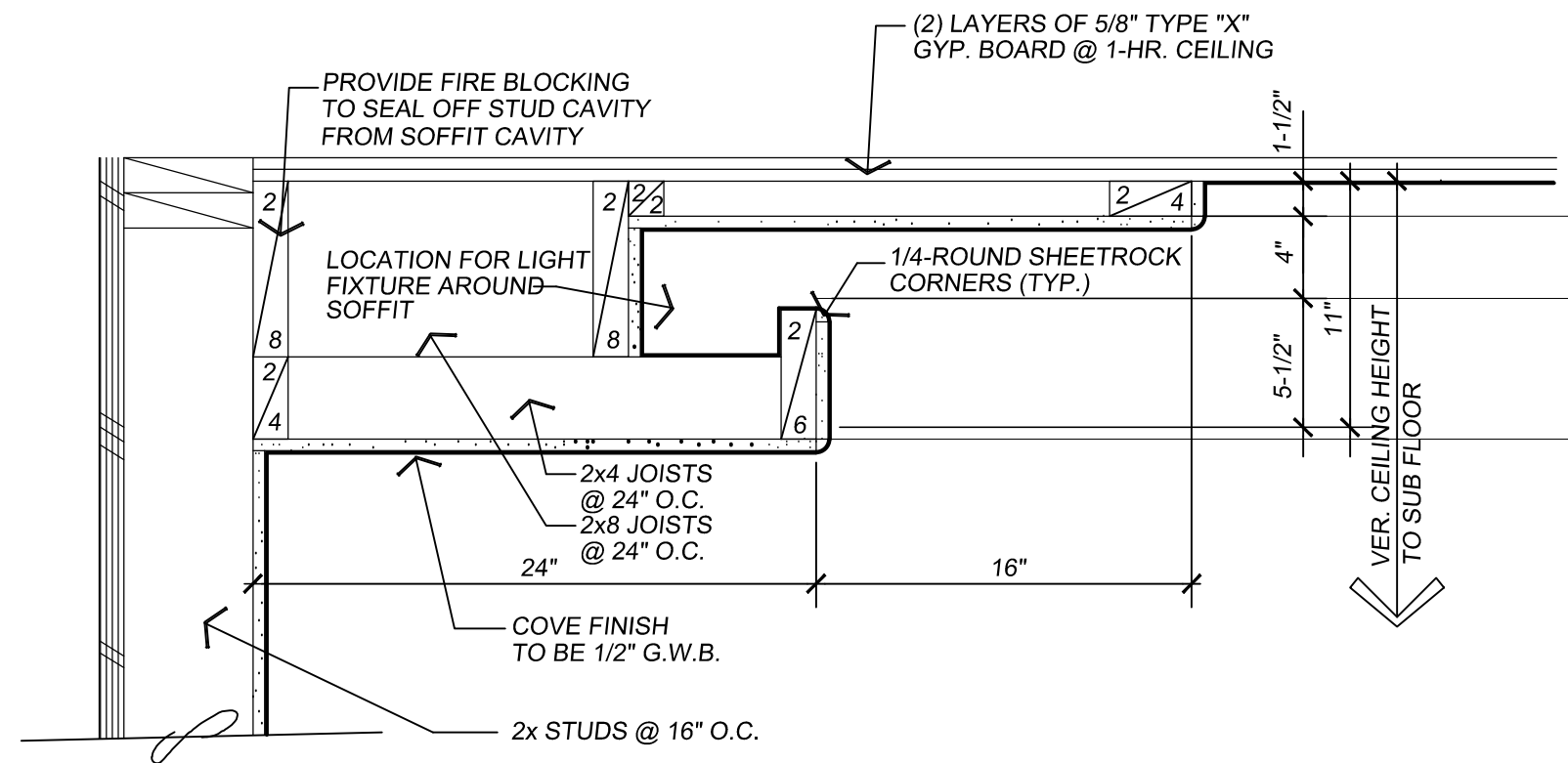
TYPICAL ROOF SHEATHING:  
7/16" A.P.A. RATED PLYWOOD SHEATHING.

TYPICAL 2x6 BEARING WALL WINDOW & DOOR HEADERS TO BE 6x10 DFL #2 U.N.O.

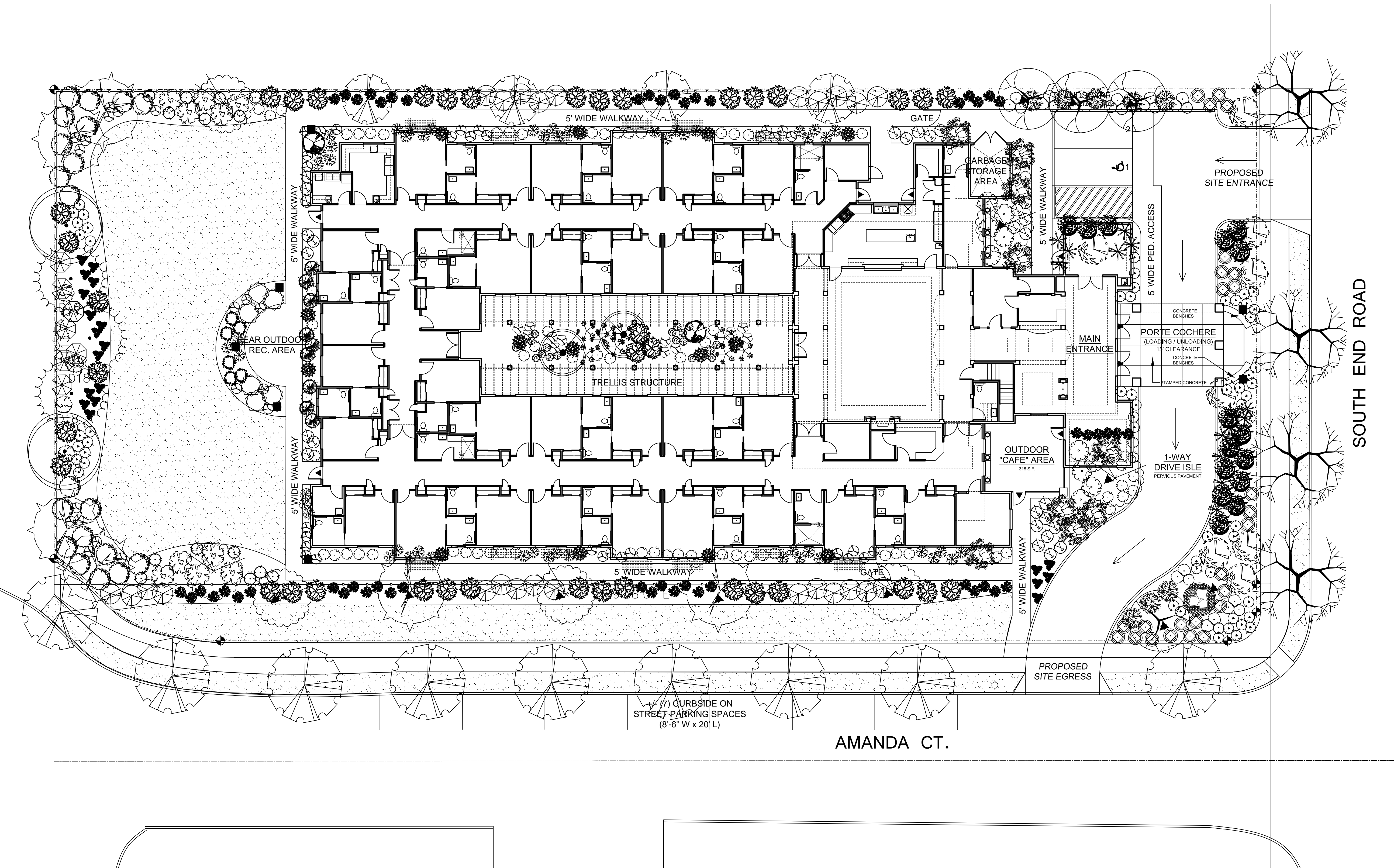
TYPICAL 2x4 BEARING WALL OPENING HEADERS TO BE 4x10 DFL #2 U.N.O.



A  
DR.5  
2ND LEVEL FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
NO RESIDENTS RECEIVING CARE ON THIS FLOOR  
2ND LEVEL AREA: 216 S.F.  
TOTAL LIVING AREA (G-2ND): 15,080 S.F.  
UNFINISHED AREA: 1,765 S.F.



1  
N.T.S.  
CEILING DETAIL @ LIGHTED SOFFIT



**epr**  
DESIGN

825 N.E. 20th Ave. Suite 202  
Portland, Oregon 97232  
503-265-8461 PH.  
503-265-8462 FX.  
www.eprdesign.com

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

**South End Road Memory Care Facility**  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.

**FROEBER LAND**  
LANDSCAPE ARCHITECTURE

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

## PLANTING PLAN

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

**DR.L1**

## 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	HELICTOTRICHON SEMPERVIRENS	1 gal
14		JAPAN. BLOODGRASS	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	SYRAX 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



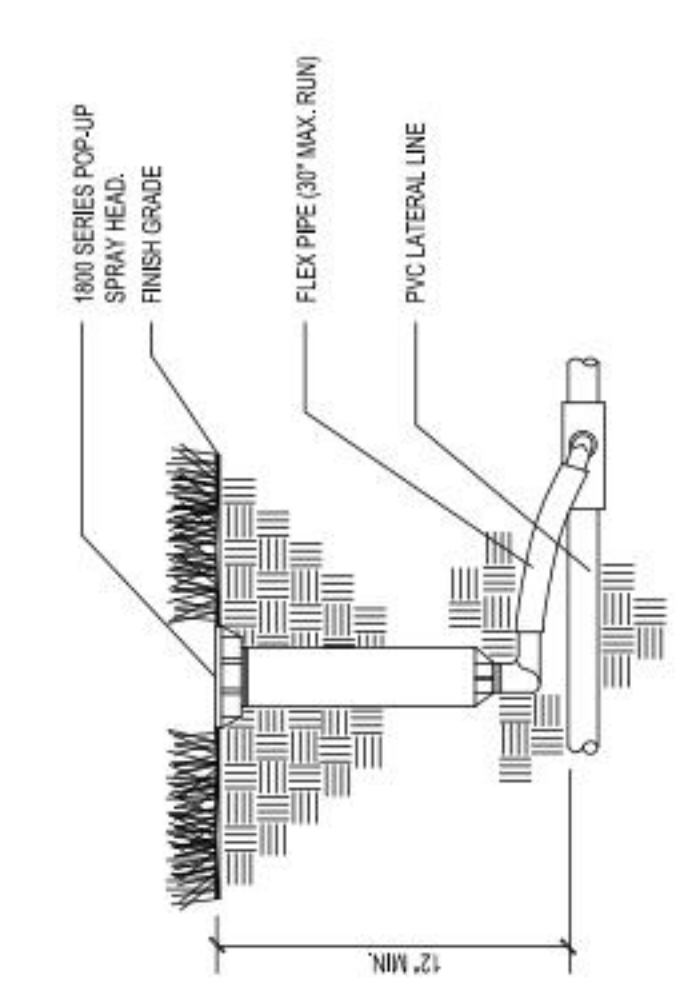
South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.

DETAILS SHEET

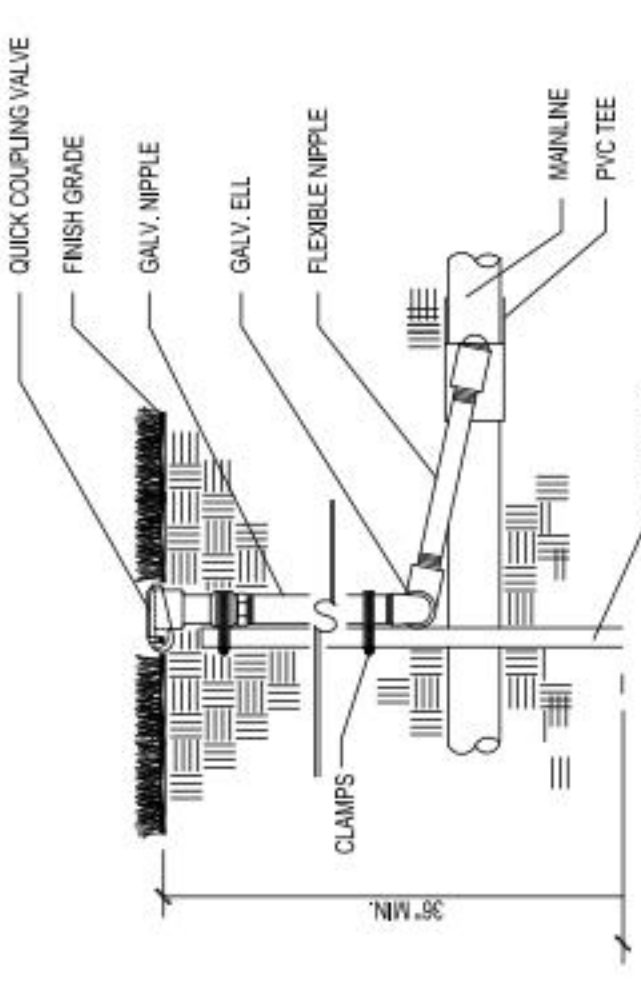
REV. NO. \_\_\_\_\_ DATE: \_\_\_\_\_

DATE: 4/4/2014  
DRAWN BY:  
REVIEWED BY:  
SHEET:

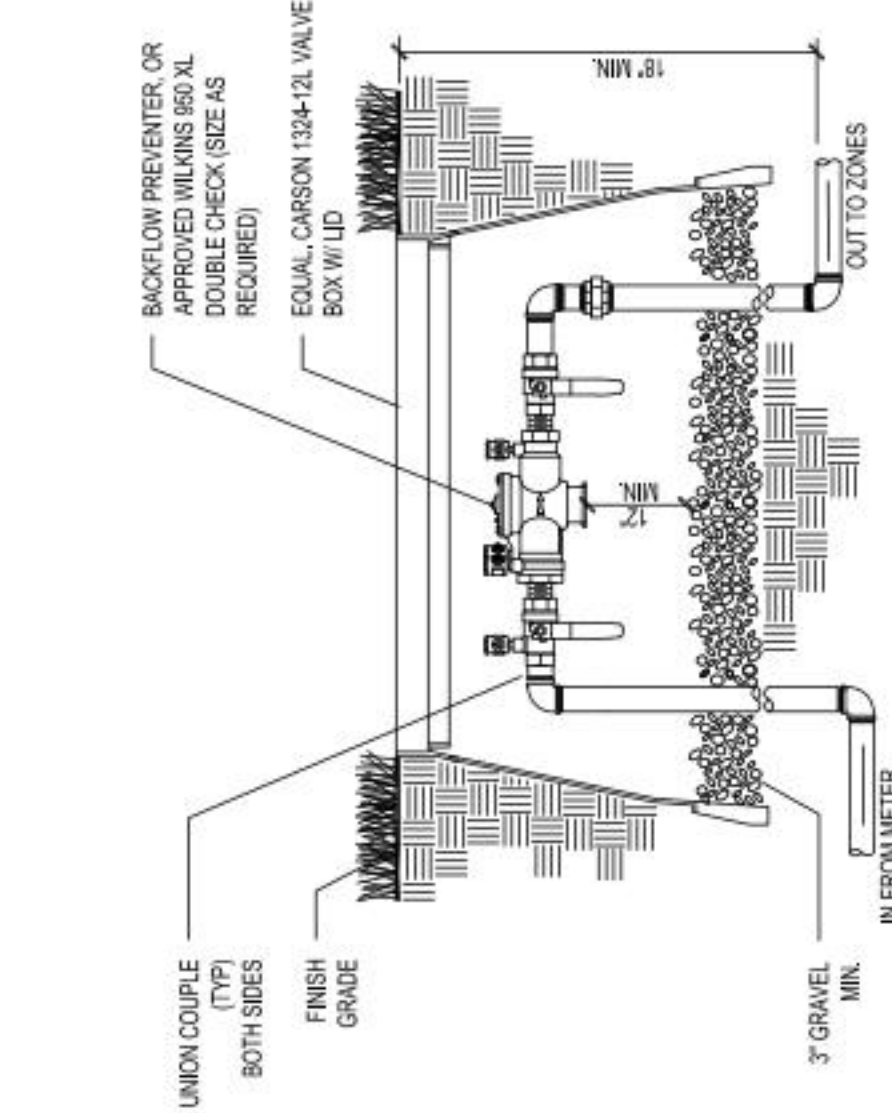
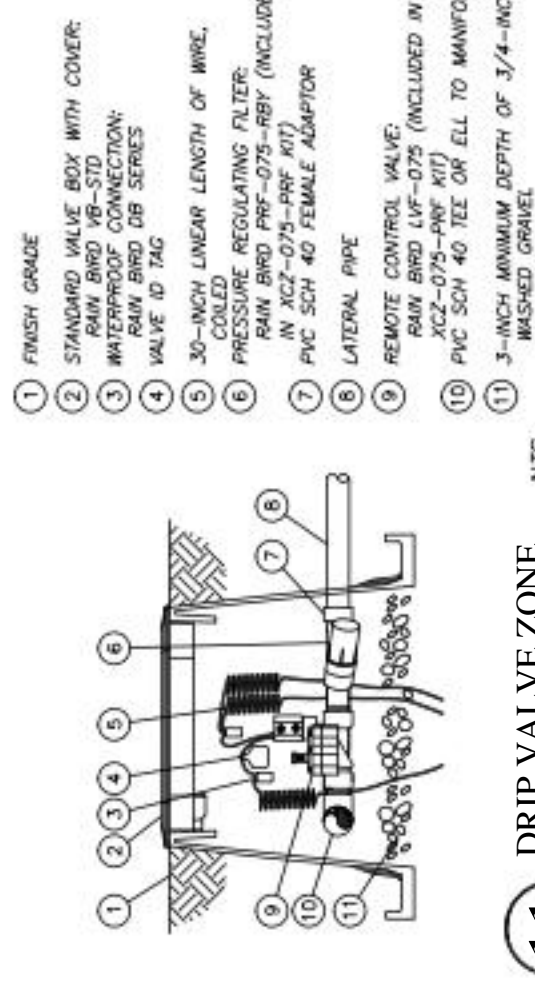
DR.L2



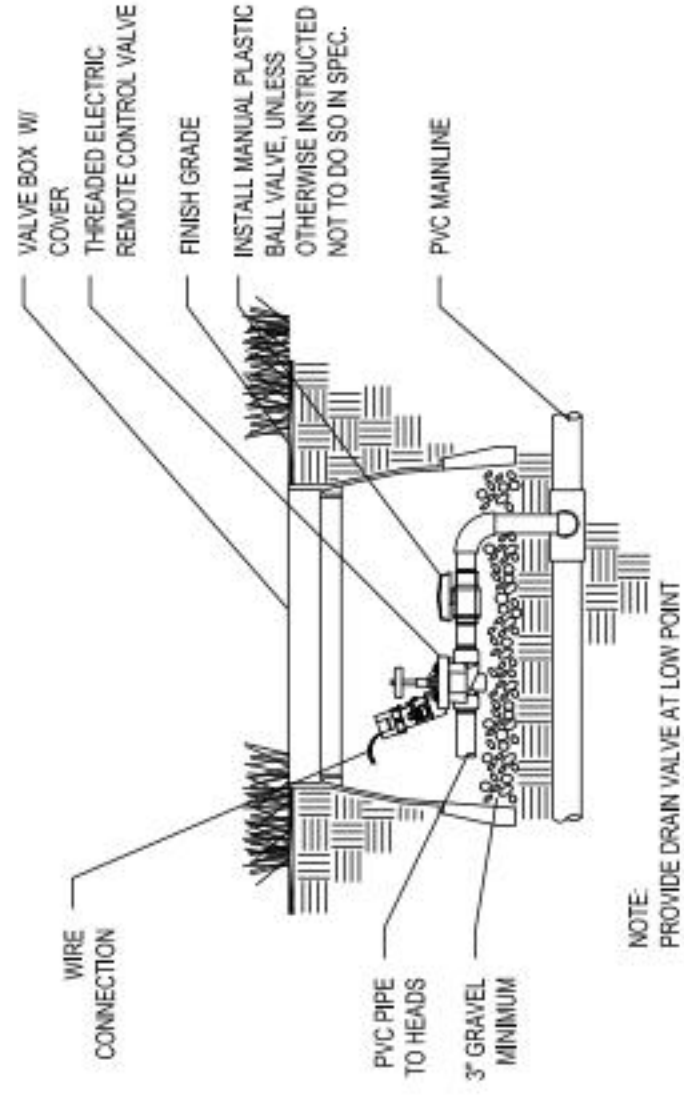
9 POP-UP SPRAY HEAD DETAIL NTS



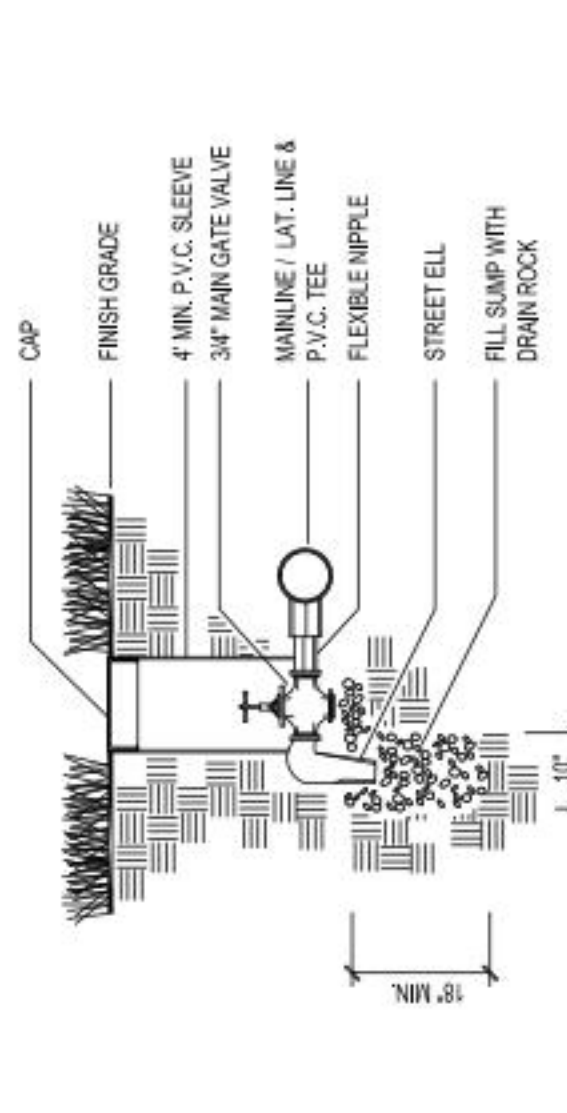
10 QUICK COUPLING VALVE DETAIL NTS



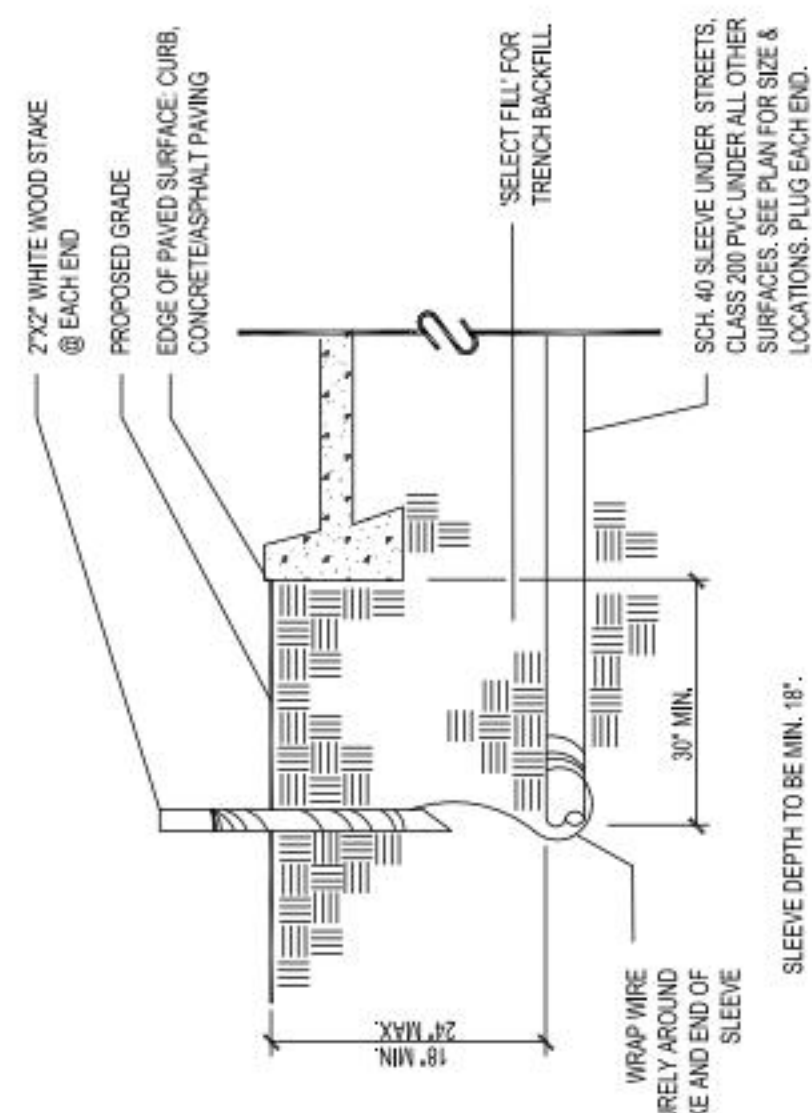
5 DOUBLE CHECK VALVE DETAIL NTS



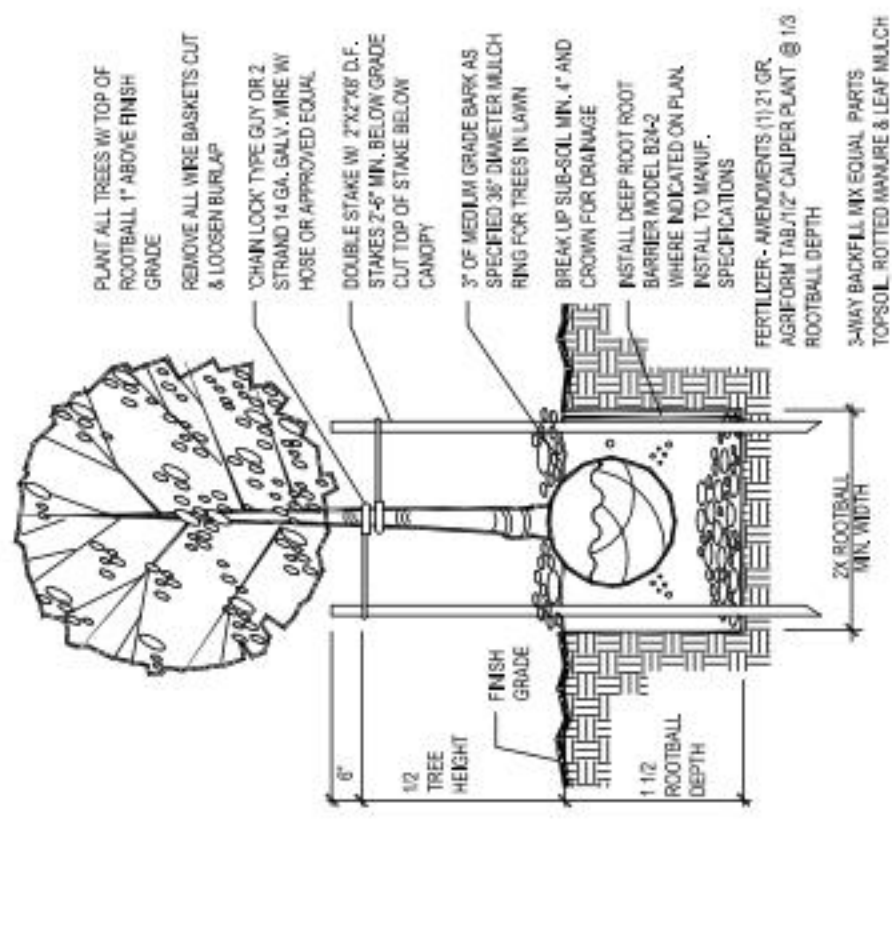
6 REMOTE CONTROL VALVE DETAIL NTS



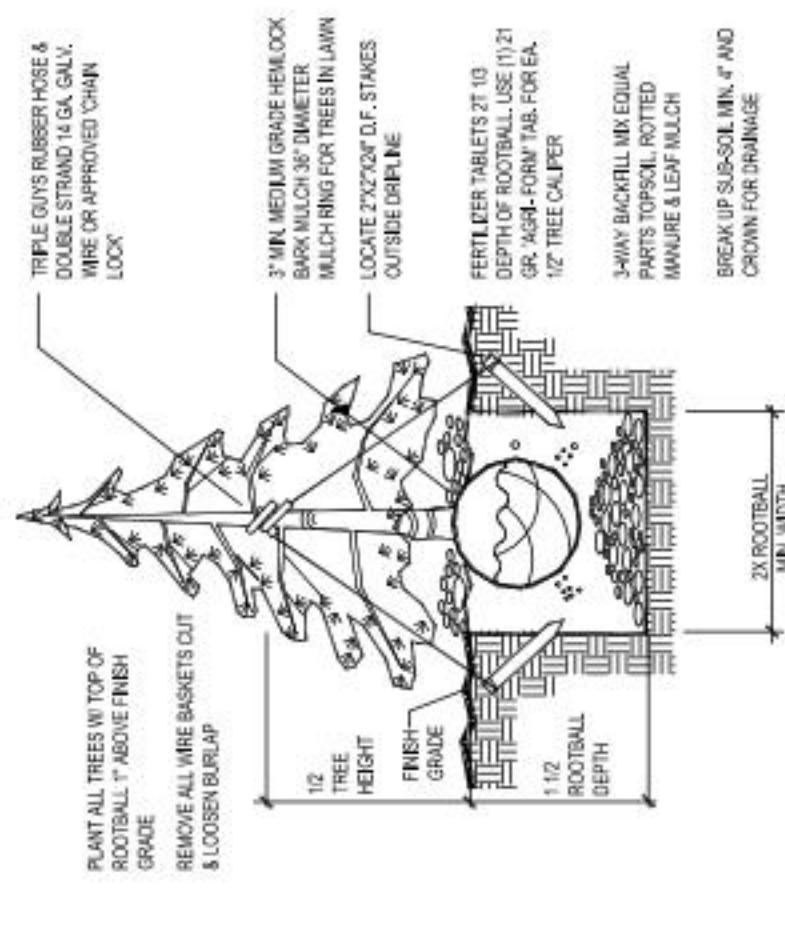
7 MANUAL DRAIN VALVE NTS



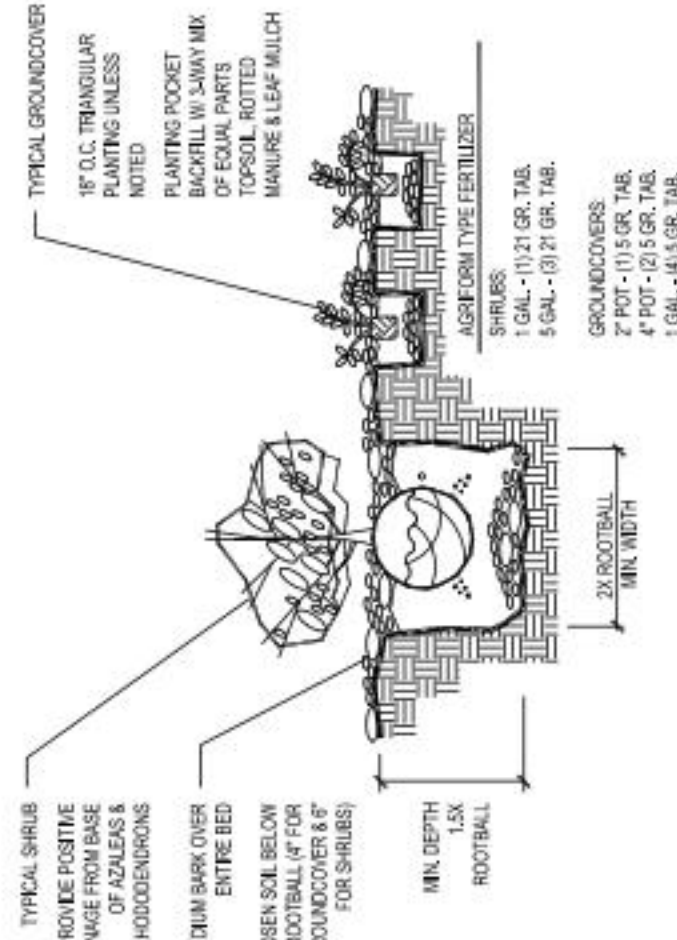
8 SLEEVE INSTALLATION DETAIL NTS



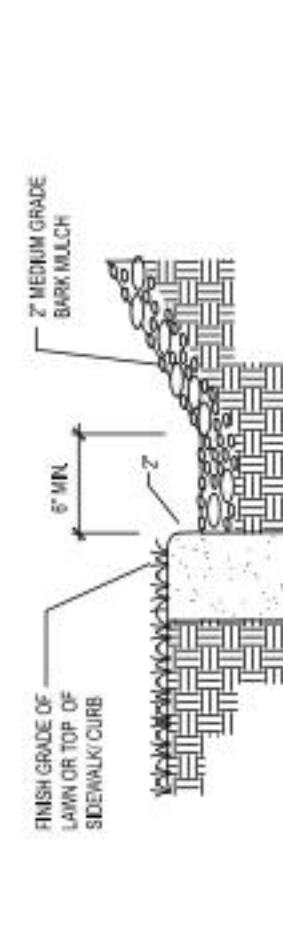
1 DECIDUOUS TREE PLANTING DETAIL NTS



2 EVERGREEN TREE PLANTING DETAIL NTS



3 SHRUB & GROUND COVER DETAIL NTS



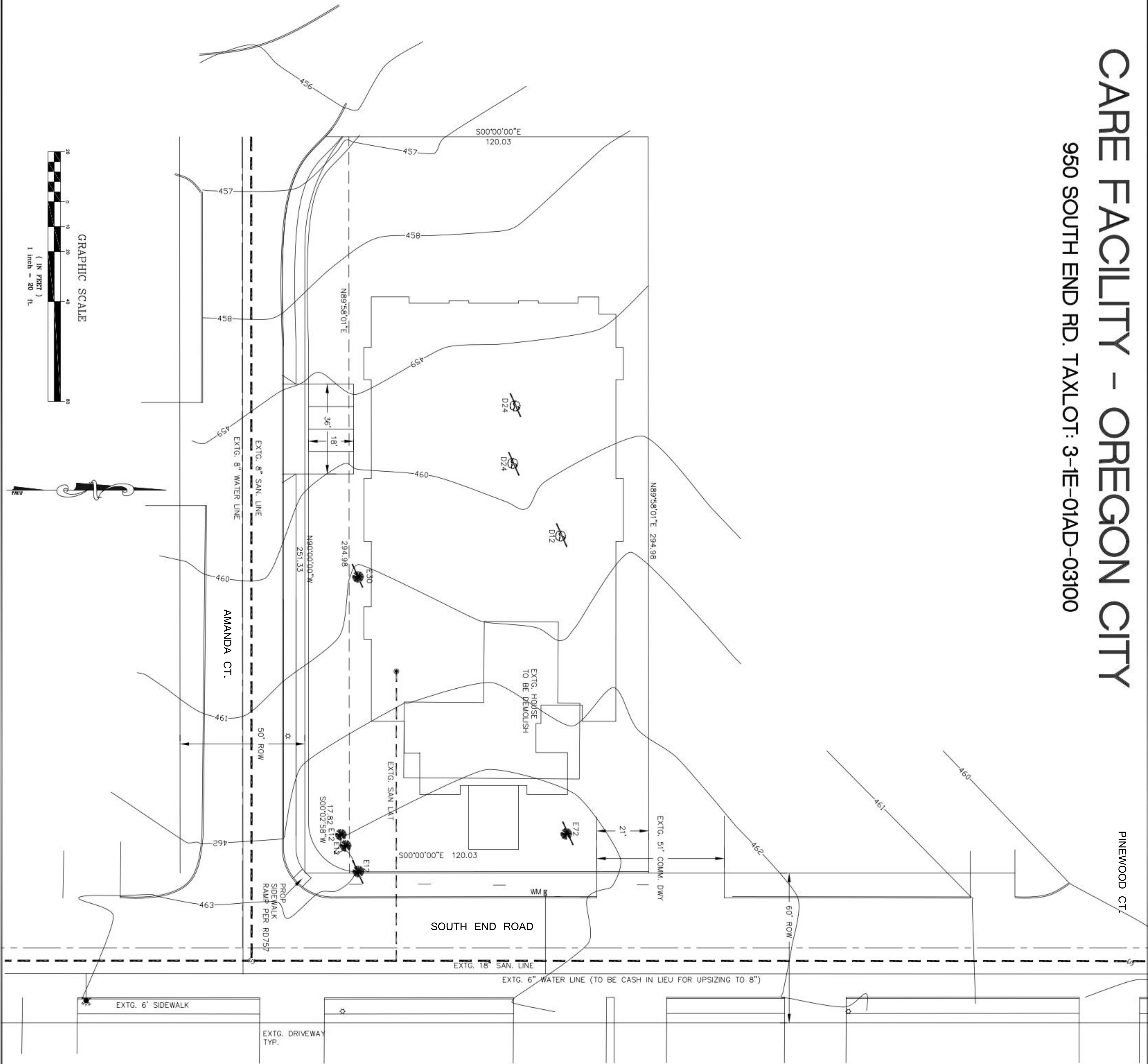
4 BARK CATCH DETAIL NTS

12 LOW-VOLTAGE DOWN/UP LIGHT DETAIL NTS

13 LOW-VOLTAGE PATH LIGHT DETAIL NTS



CARE FACILITY - OREGON CITY  
950 SOUTH END RD. TAXLOT: 3-1E-01AD-03100



VICINITY MAP N.T.S.

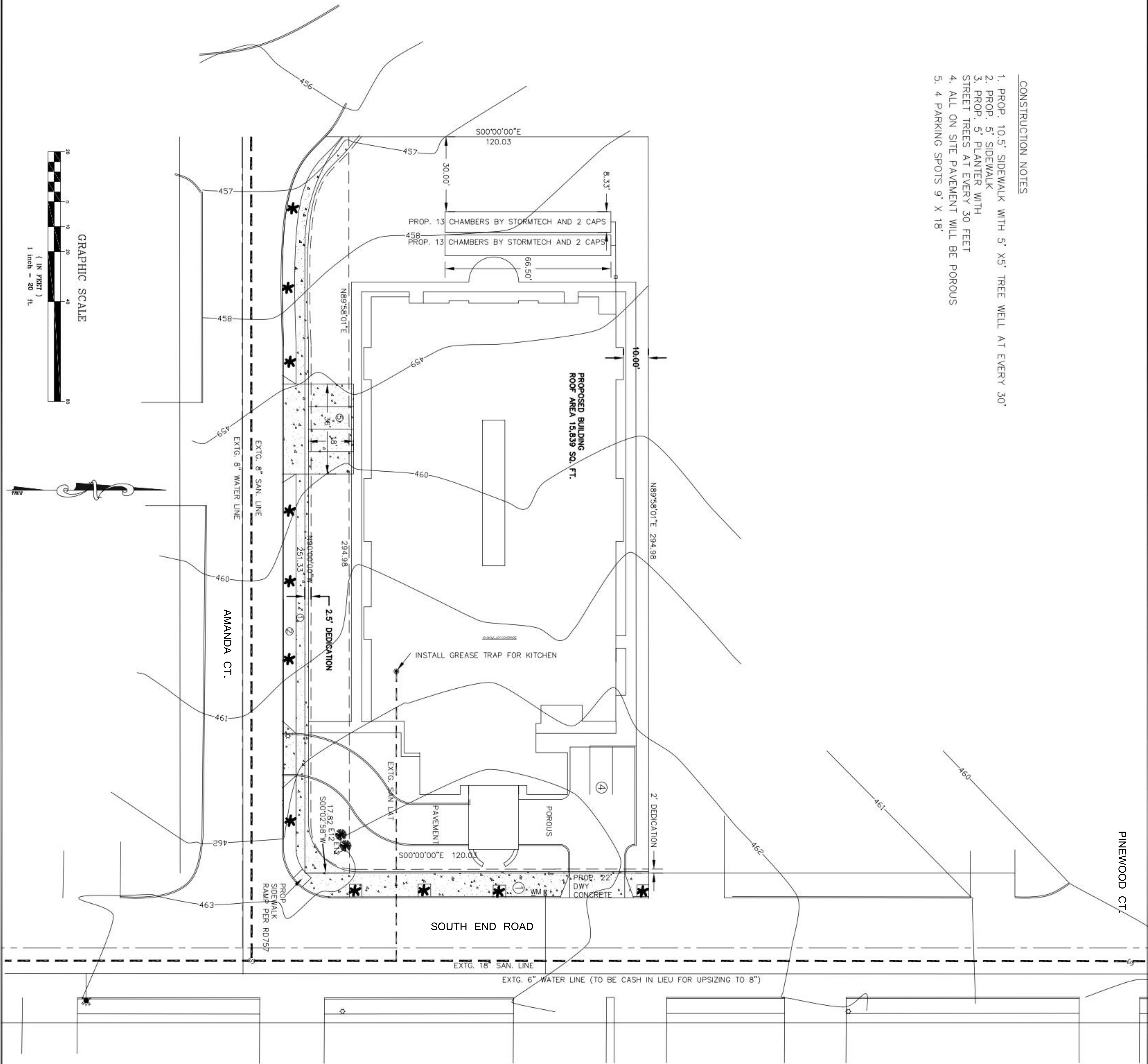
- LEGEND:
- EXTG. BOUNDARY LINE
  - 461 EXTG. CONTOUR LINE
  - E24 EXTG. 24" EVERGREEN
  - D24 EXTG. 24" DECIDUOUS
  - EXTG. FIRE HYDRANT
  - EXTG. WATER METER
  - EXTG. CLEAN OUT
  - EXTG. TREE TO BE CUT
  - EXTG. POWER POLE WITH STREET LIGHT TO BE RELOCATED BY OTHERS

- SHEET INDEX:
1. EXISTING SITE TOPOGRAPHY AND COVER SHEET
  2. PRELIMINARY SITE PLAN
  3. PRELIMINARY GRADING AND EROSION CTRL PLAN



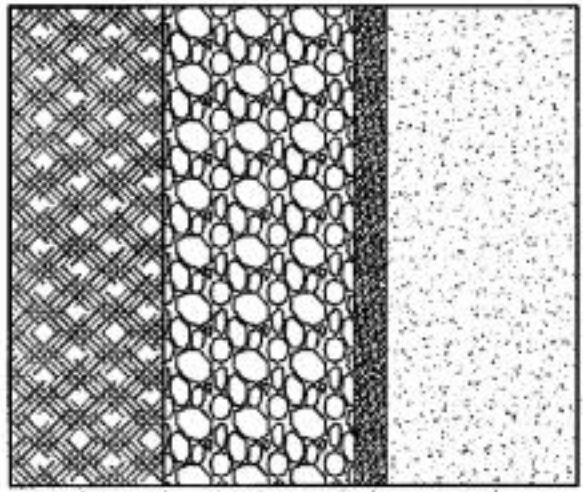
CONSTRUCTION NOTES

1. PROP. 10.5' SIDEWALK WITH 5' X5' TREE WELL AT EVERY 30'
2. PROP. 5' SIDEWALK
3. PROP. 5' PLANTER WITH STREET TREES AT EVERY 30 FEET
4. ALL ON SITE PAVEMENT WILL BE POROUS
5. 4 PARKING SPOTS 9' X 18'



DESIGNER	DATE	REVISION	BY
CONCRETE	4"	4"	7"
GRAVEL	2 1/2"	3"	6"
PAVEMENT	2 3/8"	3 3/8"	3 3/8"
FINISHING (EOT)	NO	YES	YES
CONCRETE (EOT)	NO	YES	YES

EXHIBIT 2.8  
PERVIOUS PAVEMENT REQUIREMENTS  
FOR TOP LIFT DEPTH, ENGINEERING,  
AND COMPACTION.

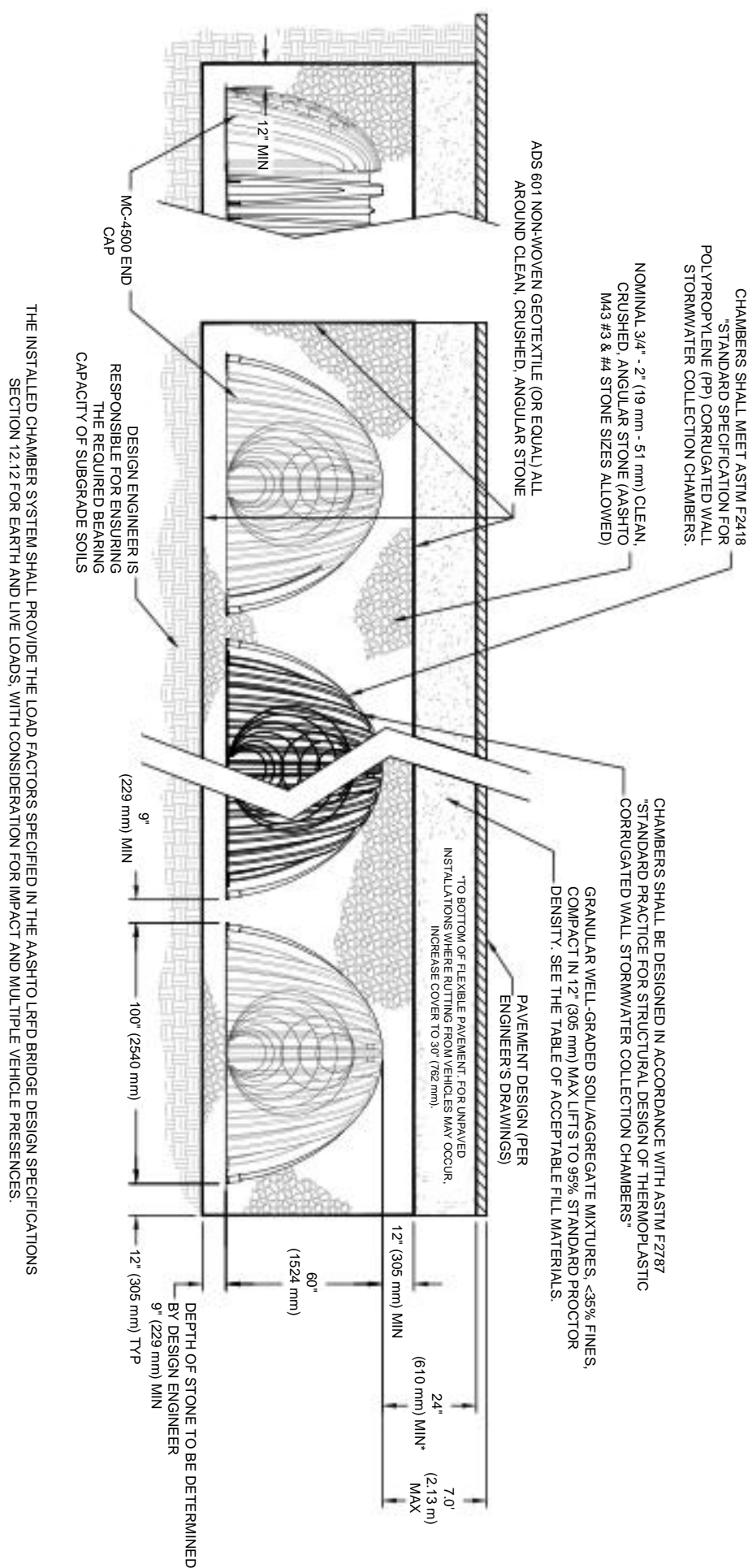


PERVIOUS (OPEN GRADED) CONCRETE  
AND ASPHALT SYSTEMS



STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS  
- Simplified / Prescriptive / Performance Design Approach -  
Pervious Pavement

NUMBER  
SW-110



PROJECT NAME: CARE FACILITY OREGON CITY  
PRELIMINARY SITE PLAN

CLIENT: CONTACT NAME EDDIE RADULESCU  
503-679-2493

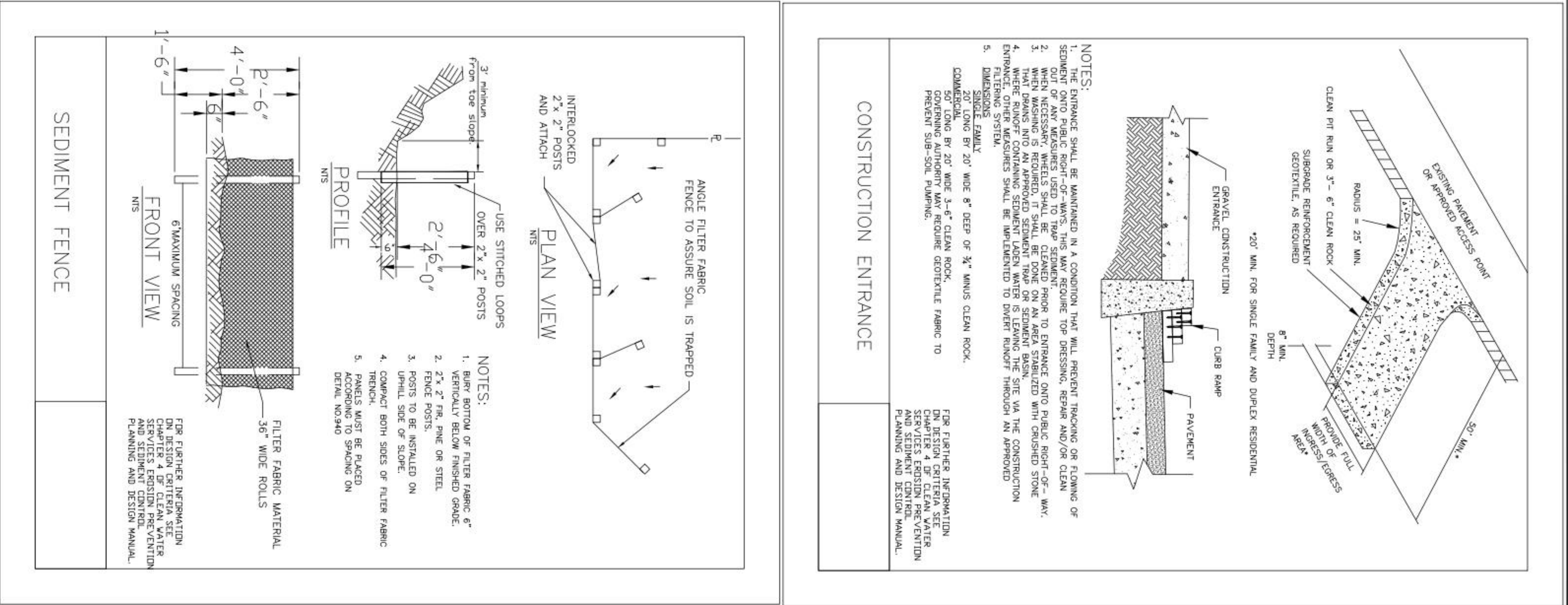
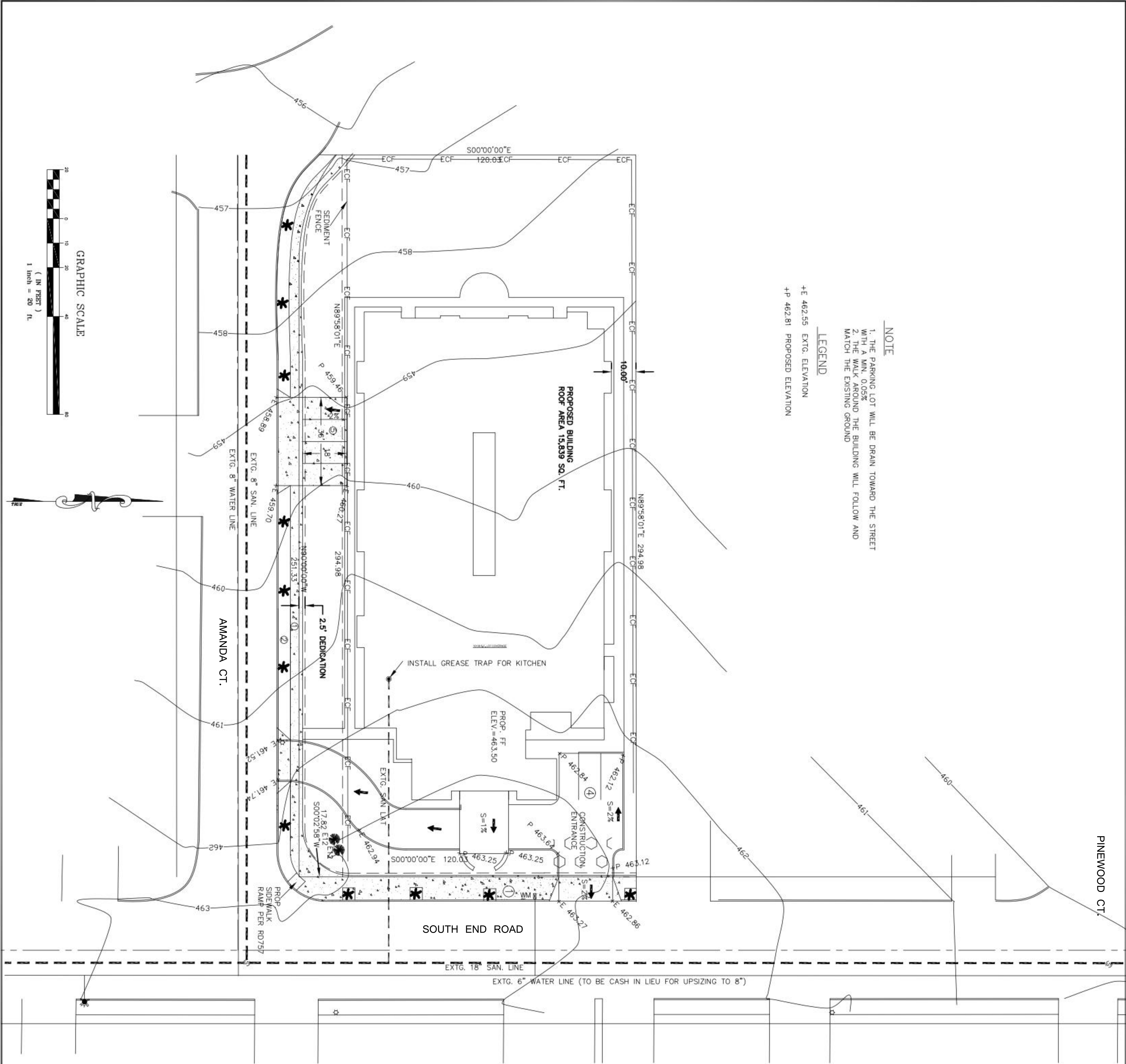
SCALE	VERT: 1"=2'	HORIZ: 1"=20'
DATE:	09-2013	
CASE FILE:		
LEGAL		
SW 1/4 OF	TWP.	RANGE
SECTION 1	3S	1 EAST



DATE	REVISION	BY
DESIGNED: RSG	SHEET	OF
DRAWN: RSG	2	3
CHECKED: RSG		
APPROVED:		

**RSG ENGINEERING, co.**  
CIVIL ENGINEERING / CONSTRUCTION MANAGEMENT  
16802 NE 152ND AVE, BRUSH PRAIRIE, WA 98606  
(360) 891-0070, (503) 380-6179  
E-MAIL: RSGENG@COMCAST.NET







DESIGN REVIEW DRAWING INDEX:

- ARCHITECTURAL (10 SHEETS TOTAL):  
DR.0 COVER SHEET  
DR.1 SITE PLAN  
DR.1A SITE LIGHTING PLAN  
DR.T1 TREE REMOVAL PLAN  
DR.2 EAST & SOUTH BUILDING ELEVATIONS  
DR.3 NORTH & WEST BUILDING ELEVATIONS  
DR.4 GROUND LEVEL FLOOR PLAN  
DR.5 2ND LEVEL FLOOR PLAN  
DR.L1 LANDSCAPE PLAN  
DR.L2 LANDSCAPE DETAILS  
CIVIL (3 SHEETS TOTAL):  
1 EXISTING CONDITIONS SURVEY  
2 PROPOSED SITE PLAN  
3 GRADING & EROSION CONTROL PLAN

CONTACT:

OWNER:  
DONOVAN INVESTMENTS  
DANIEL & PETRONELLA DONOVAN  
182 WARNER PARROTT RD.  
OREGON CITY, OR. 97045  
503.810.9045

APPLICANT / CONTACT:  
EPR DESIGN, LLC.  
EDWARD RADULESCU, B. ARCH.  
JOHN MACKINNON, R. ARCH.  
MICHAEL JOHNSON, P.E.  
825 NE 20TH AVE. SUITE 202  
PORTLAND, OR. 97232  
503.265.8461  
EDDIE@EPRDESIGN.COM

GENERAL CONTRACTOR:  
EMPIRE BUILDING CO. LLC  
CHAD VALLELY  
4040 SE INTERNATIONAL WAY STE.  
E205  
MILWAUKIE, OR. 97222  
503.610.3220  
CHAD@EMPIRE-BUILDING-CO.COM

LANDSCAPE ARCHITECTURE:  
FROEBER LAND  
JEFF FROEBER  
9527 SW BROOKLYN LANE  
TIGARD, OR. 97224  
503.799.7555  
JEFF@FROEBERLAND.COM

CIVIL ENGINEER:  
RSG ENGINEERING, LLC.  
RICHARD S. GEORGESCU, P.E.  
16802 NE 152ND AVE.  
BRUSH PRAIRE, WA. 98606  
503.380.6179  
RSGENG@COMCAST.NET

SITE LIGHTING:  
HARRY L. STEARNS, INC.  
KAREN WILEY, CPMR  
7305 NE GLISAN ST.  
PORTLAND, OR. 97213  
503.704.1280

950 SOUTH END RD.  
OREGON CITY, OR. 97045 &  
VACANT LOT DIRECTLY SOUTH OF 950 SOUTH END RD.

SINGLE FAMILY HOME - R3 OCCUPANCY  
(DEMOLISHED)

3-1E-01AD, TAX LOT 3100 (950 SOUTH END RD.)  
3-1E-01AD, TAX LOT 3202

PA-14-15

R-10 / SINGLE-FAMILY DWELLING DISTRICT

31 BED RESIDENTIAL CARE FACILITY W/  
MEMORY CARE ENDORSEMENT

CONDITIONAL USE  
MAJOR VARIANCE (LOCATION OF DRIVEWAY)  
SITE PLAN & DESIGN REVIEW  
LOT LINE ADJUSTMENT

31 TOTAL UNITS (31 RESIDENT BEDS)

39,343 S.F. (.91 ACRE)  
15,737 S.F. (40%)  
15,323 S.F. (39%)

FRONT: 5' MAX. ACTUAL: APPROX. 10' TO 32'  
FRONT PORCH: 15' MIN. ACTUAL: APPROX. 10'  
SIDES: 10' MIN. ACTUAL: APPROX. 10'-0" TO 24'-8"  
REAR: 20' MIN. ACTUAL: 62'-1"

35'  
APPROX. 29'

15,909 S.F. (40%)

8,111 S.F. (21%) PERVIOUS  
INCLUDING COVERED AREAS

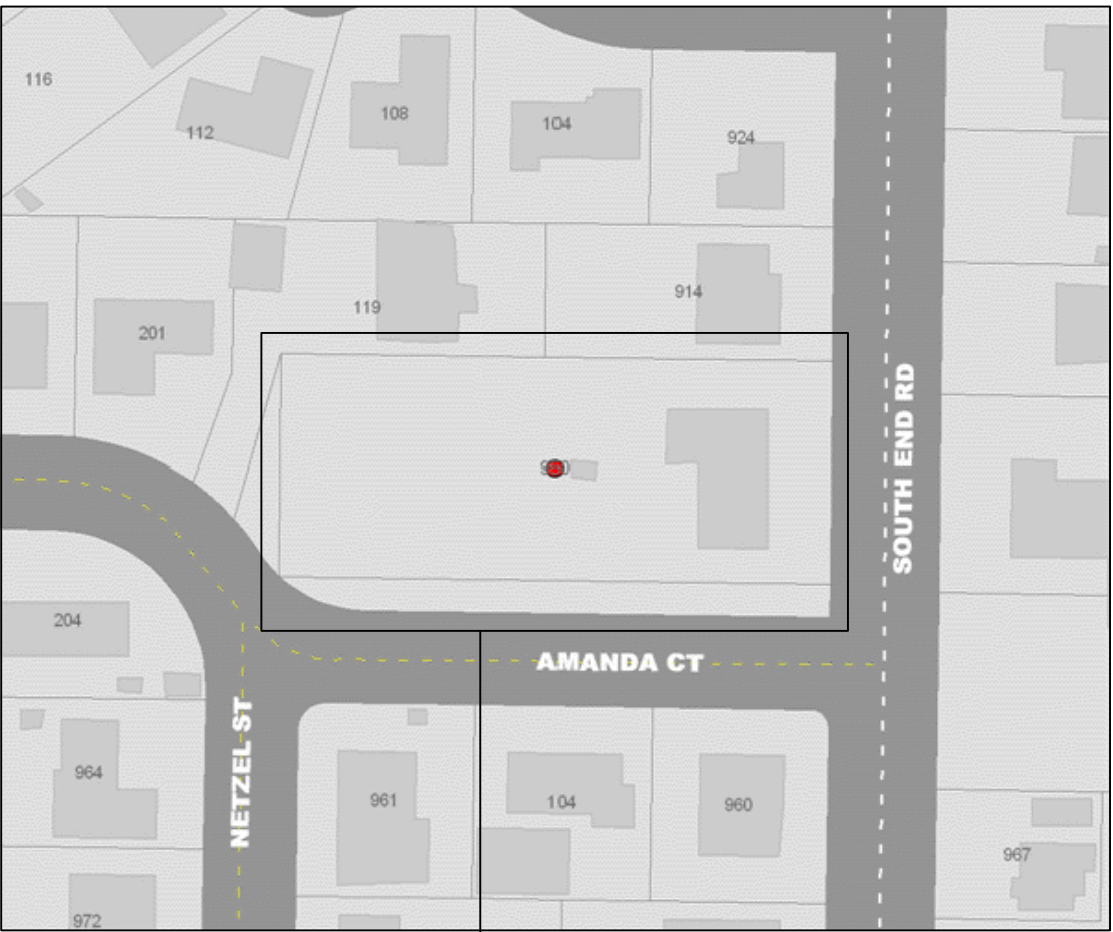
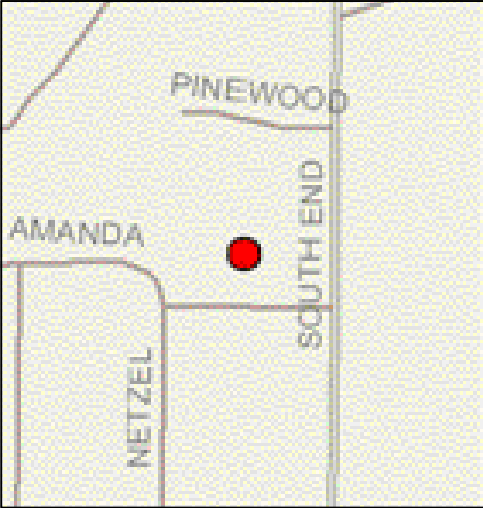
MINIMUM: 1 PER 7 BEDS (4 SPACES TOTAL) (TABLE 17.25.020)

MAXIMUM: 1 PER 5 BEDS (6 SPACES TOTAL) (TABLE 17.25.020)

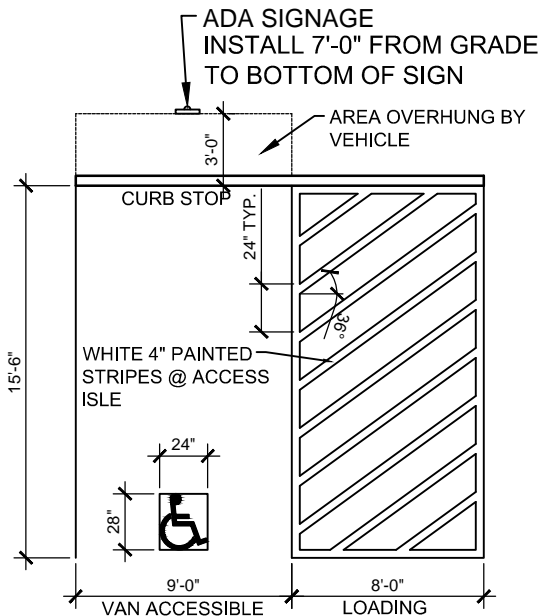
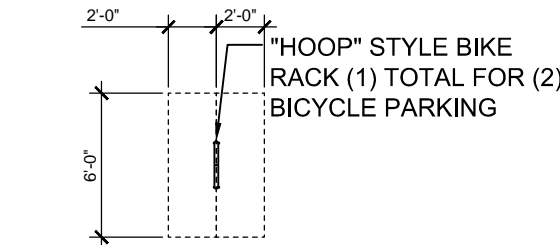
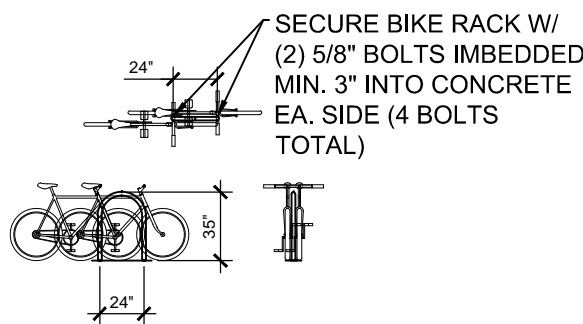
6 ON-SITE, W/ 1 HANDICAP VAN ACCESSIBLE SPACE (OSSC. TABLE 1106.1)

1 PER 30 AUTO SPACES (17.52.040 TABLE A)

1 (SEE SITE PLAN FOR LOCATION)



SITE



VAN-ACCESSIBLE



VAN ACCESSIBLE PARKING  
STALL W/ LOADING AREA

SCALE: 1/8" = 1'-0"



CODE SUMMARY:

APPLICABLE CODES:  
2010 OREGON STRUCTURAL SPECIALTY CODE (OSSC.)  
ICC/ANSI A117.1-2003  
ADA ACCESSIBILITY STANDARDS  
OREGON ADMINISTRATIVE RULES 411-054-0200  
(RESIDENTIAL CARE FACILITY REQUIREMENTS)  
OREGON CITY MUNICIPAL CODE  
OREGON CITY MULTI FAMILY DESIGN GUIDELINES & STANDARDS

PROPOSED BUILDING AREAS:  
GROUND FLOOR AREA: 14,845 S.F.  
2ND LEVEL FLOOR AREA: 215 S.F. FINISHED  
1,765 S.F. UNFINISHED  
TOTAL FINISHED BUILDING AREA: 15,060 S.F.

PROPOSED # OF STORIES: 2

ELEVATOR: NO (NO RESIDENTS RECEIVING  
CARE ON 2ND LEVEL)

TOTAL NUMBER OF UNITS: 31 RESIDENT BEDROOMS  
W/ 1 BED IN EA. UNIT

PROPOSED OCCUPANCY GROUP: I-2 & APPENDIX SR-2  
(OSSC. SEC. 308.2)

CONSTRUCTION TYPE: VA

ALLOWABLE AREAS: 9,500 S.F. PER FLOOR  
(OSSC. TABLE 503)

SPRINKLERS: NFPA 13 THROUGHOUT

ALLOWABLE AREA INCREASE: 200% FOR A TOTAL OF  
28,500 S.F. PER FLOOR  
(OSSC. SEC. 506.3)

ALLOWABLE HEIGHT: 35' (PER R-10 ZONING REQ.)

ALLOWABLE # OF STORIES: 2

ALLOWABLE INCREASE IN # OF STORIES: 1 FOR A TOTAL OF 2 STORIES  
(OSSC. SEC. 504.2)

epr  
DESIGN

825 N.E. 20th Ave. Suite 202  
Portland, Oregon 97232  
503-265-8461 PH.  
503-265-8462 FX.  
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PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, Ilc.

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COVER SHEET

REV. NO. DATE:

DATED: 5/28/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.0

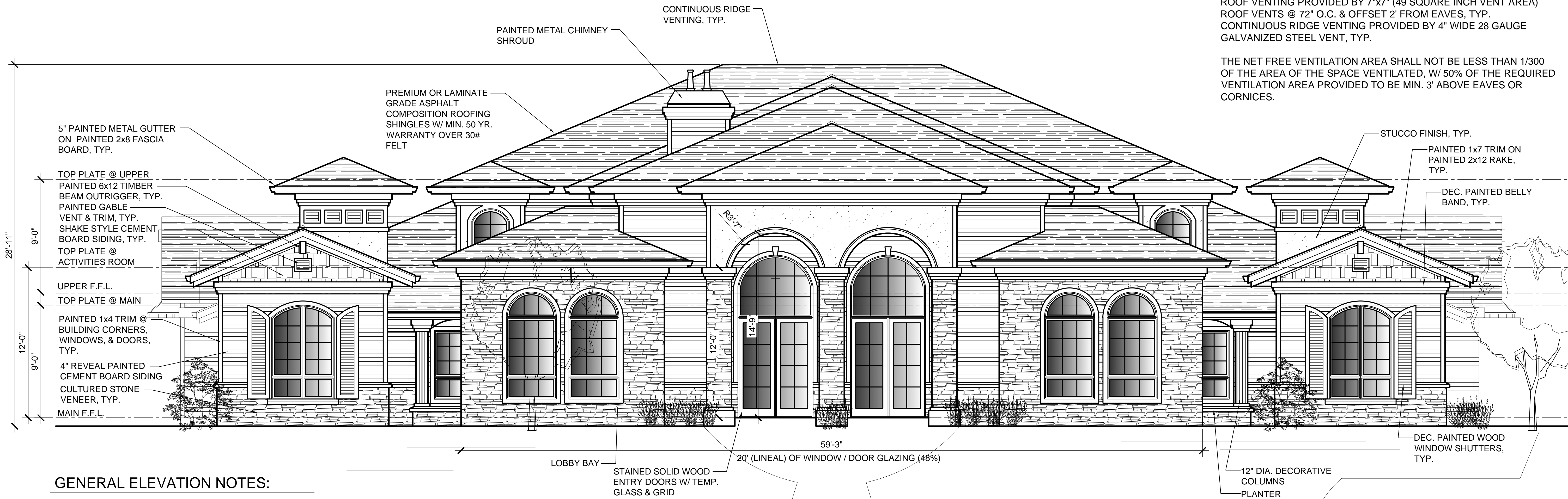


DR.1

35' MAX. HEIGHT LIMIT

epr  
DESIGN

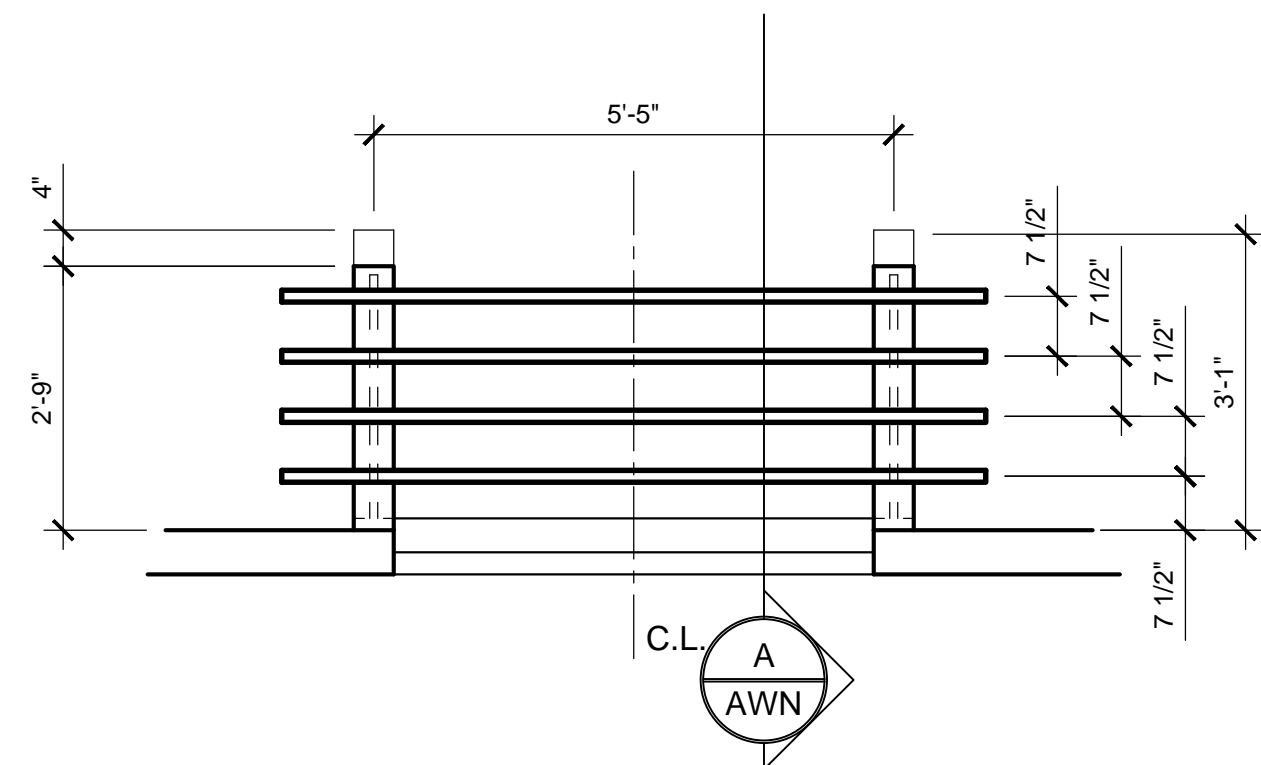
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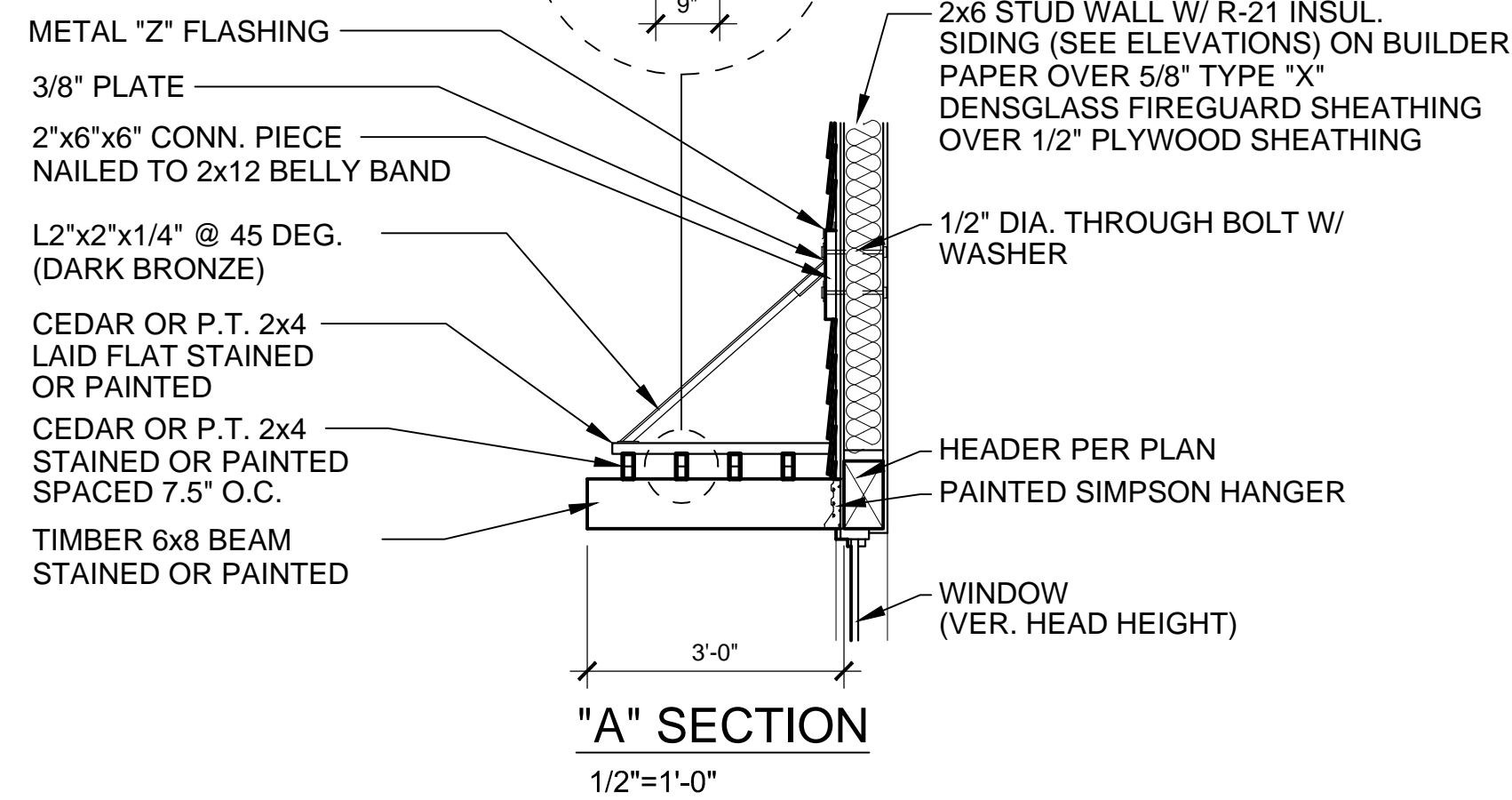
GENERAL ELEVATION NOTES:

- 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**  
SCALE: 1/4" = 1'-0"



**AWN WINDOW AWNING**  
1/2"=1'-0"



**B LEFT SIDE (SOUTH) ELEVATION**  
SCALE: 1/8" = 1'-0"

PRELIMINARY

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New Construction  
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**-FRONT (EAST)  
ELEVATION  
-LEFT SIDE  
(SOUTH) ELEV.**

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.2





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503-265-8461 PH.  
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PRELIMINARY

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

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

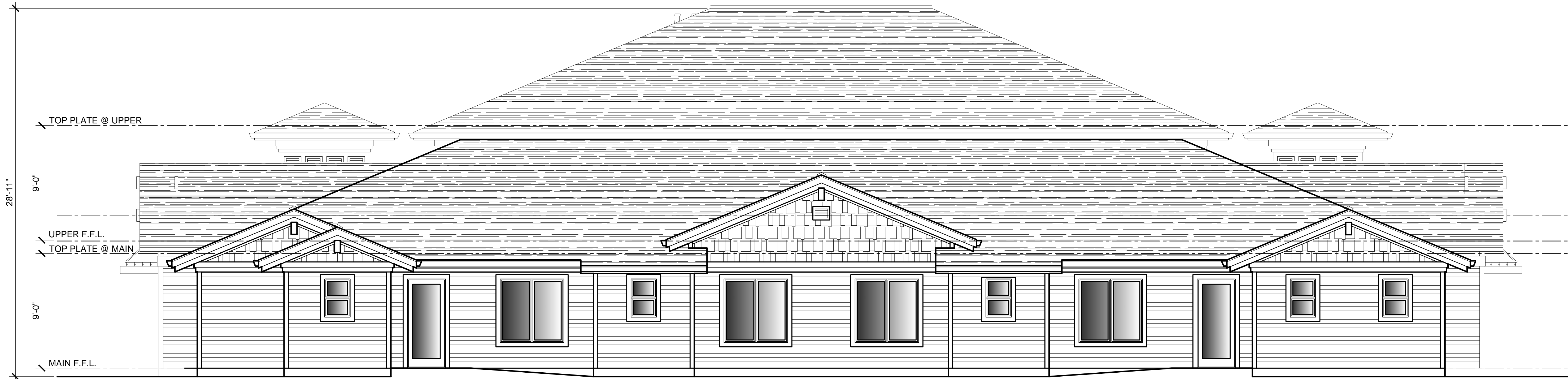
SHEET:

DR.3

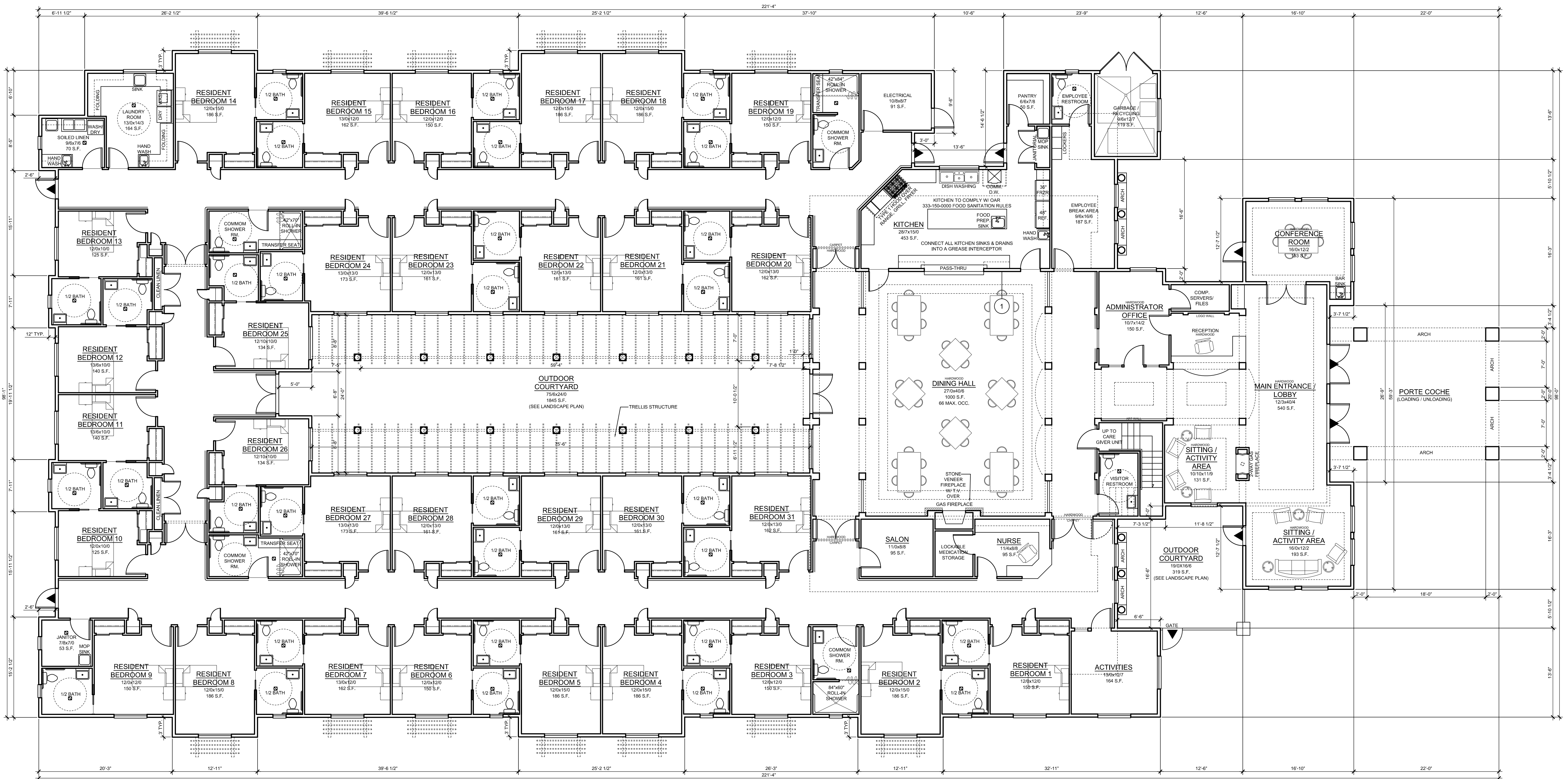


C RIGHT SIDE (NORTH) ELEVATION  
DR.3 SCALE: 1/8" = 1'-0"

35' MAX. HEIGHT LIMIT



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



A  
DR.4 GROUND LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"  
GROUND LEVEL RESIDENT BEDS: 31  
GROUND LEVEL AREA: 14,845 S.F.  
TOTAL LIVING AREA (G+2ND): 15,060 S.F.

KEYNOTES:

- 1 PROVIDE COMBINATION EXIT ILLUMINATION & EXIT SIGN WITH BATTERY BACKUP. (MIN. 1 FOOT CANDLE)
- 2 PROVIDE ADA COMPLIANT HANDRAIL.

LEGEND:

- (11B) SEE DOOR SCHEDULE
- (4) SEE WINDOW SCHEDULE
- (E) FIRE EXTINGUISHER
- (E) BUILDING EGRESS
- 2x6 SOUND INSULATED WALL

GENERAL NOTES:

ALL CORRIDOR DOORS TO BE MIN. 20 MINUTE RATED PER TABLE 715.4 FIRE PARTITIONS. EXCEPTION: RESIDENT BEDROOM DOORS NOT REQUIRED TO BE RATED.

MIN. (3) RESIDENT SLEEPING UNITS TO BE ACCESSIBLE UNITS W/ ACCESSIBLE RESTROOMS. ALL OTHER RESIDENT SLEEPING UNITS TO BE TYPE "B" UNITS W/ ACCESSIBLE RESTROOMS.

RESIDENT BEDROOM DOORS ACCESSING THE CORRIDOR TO BE EQUIPPED WITH SMOKE GASKETS AND POSITIVE LATCHING.

RESIDENT AREAS TO BE ATTENDED BY STAFF ON A 24-HR. BASIS.

EXTERIOR SIDEWALKS & CONCRETE PATIO AREAS SHOWN FOR COORDINATION ONLY. SEE SITE PLAN FOR ADDITIONAL INFORMATION.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

KITCHEN TO COMPLY W/ OAR 333-150-0000 FOOD SANITATION RULES.

PROVIDE GREASE INTERCEPTORS AT KITCHEN FOOD PREPARATION & DISHWASHING SINKS

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

ALL WINDOW HEAD HEIGHTS TO BE 7'-0" U.N.O.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. (U.N.O.).

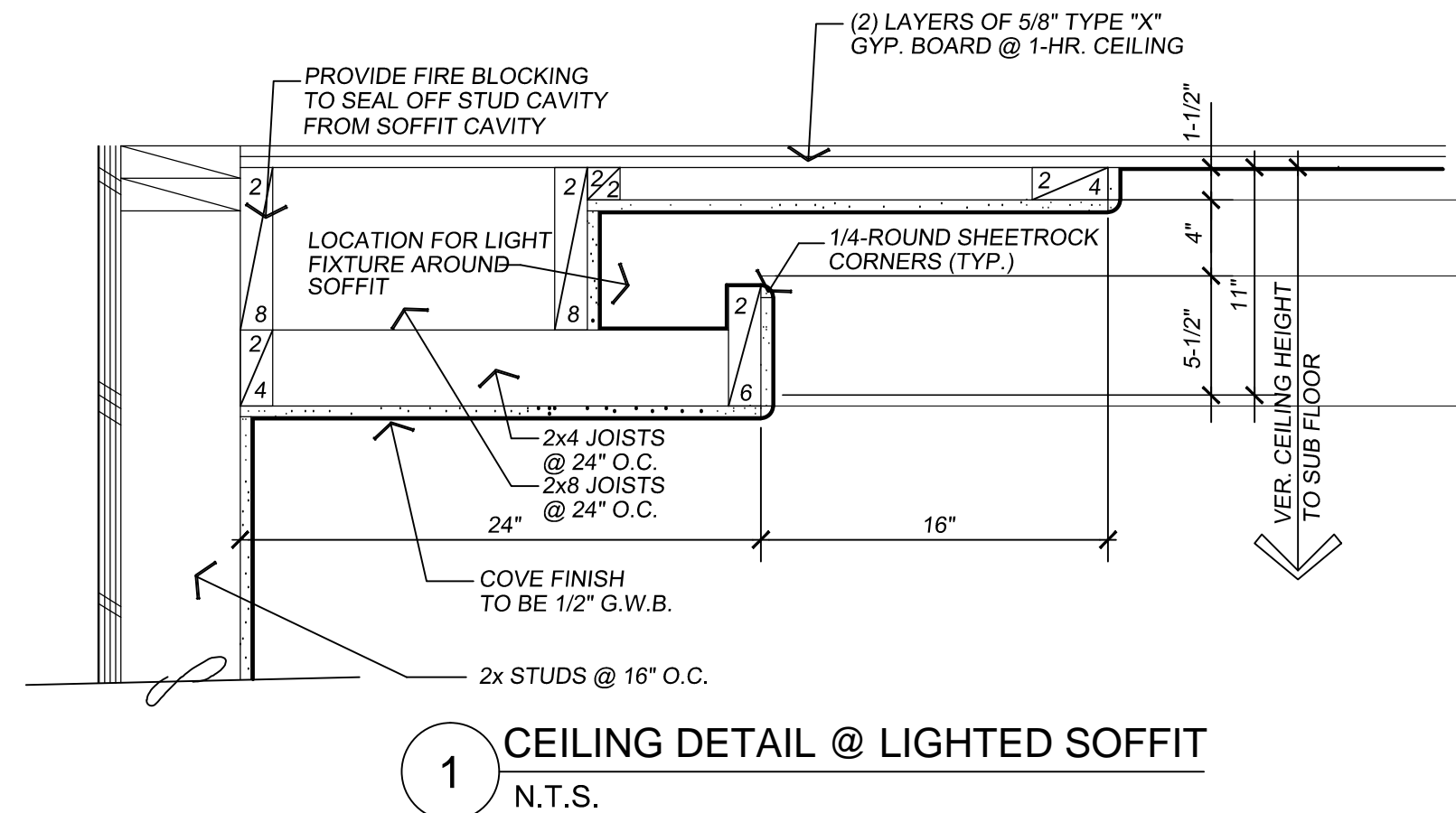
TYPICAL EXTERIOR SHEATHING:  
5/8" TYPE "X" DENSGLOSS FIREGUARD OVER 7/16" A.P.A. RATED PLYWOOD WALL SHEATHING (O.S.B. OK).

TYPICAL INTERIOR SHEATHING U.N.O.:  
5/8" TYPE "X" GYP. WALL BOARD.  
(2) LAYERS OF 5/8" TYPE "X" GYP. WALL BOARD @ CEILINGS. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN.

TYPICAL ROOF SHEATHING:  
7/16" A.P.A. RATED PLYWOOD SHEATHING.

TYPICAL 2x6 BEARING WALL WINDOW & DOOR HEADERS TO BE 6x10 DFL #2 U.N.O.

TYPICAL 2x4 BEARING WALL OPENING HEADERS TO BE 4x10 DFL #2 U.N.O.



1 CEILING DETAIL @ LIGHTED SOFFIT  
N.T.S.

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.4



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503-265-8462 FX.  
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PRELIMINARY

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New Construction  
General Contractor:  
Empire Building Company, llc.

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2ND LEVEL  
FLOOR PLAN

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.5

KEYNOTES:

- 1 PROVIDE COMBINATION EXIT ILLUMINATION & EXIT SIGN WITH BATTERY BACKUP. (MIN. 1 FOOT CANDLE)
- 2 PROVIDE ADA COMPLIANT HANDRAIL.

LEGEND:

- (11B) SEE DOOR SCHEDULE
- (4) SEE WINDOW SCHEDULE
- (F) FIRE EXTINGUISHER
- (V) BUILDING EGRESS
- 2x6 SOUND INSULATED WALL

GENERAL NOTES:

NO RESIDENTS RECEIVING CARE SHALL RESIDE ON THE 2ND LEVEL. STAFF & OWNER USE ONLY.

ALL GUARD RAILING TO BE MIN. 42" TALL W/ PICKETS SPACED SO 4" DIAMETER SPHERE WILL NOT PASS.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

ALL WINDOW HEAD HEIGHTS TO BE 7'-0" U.N.O.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. (U.N.O.).

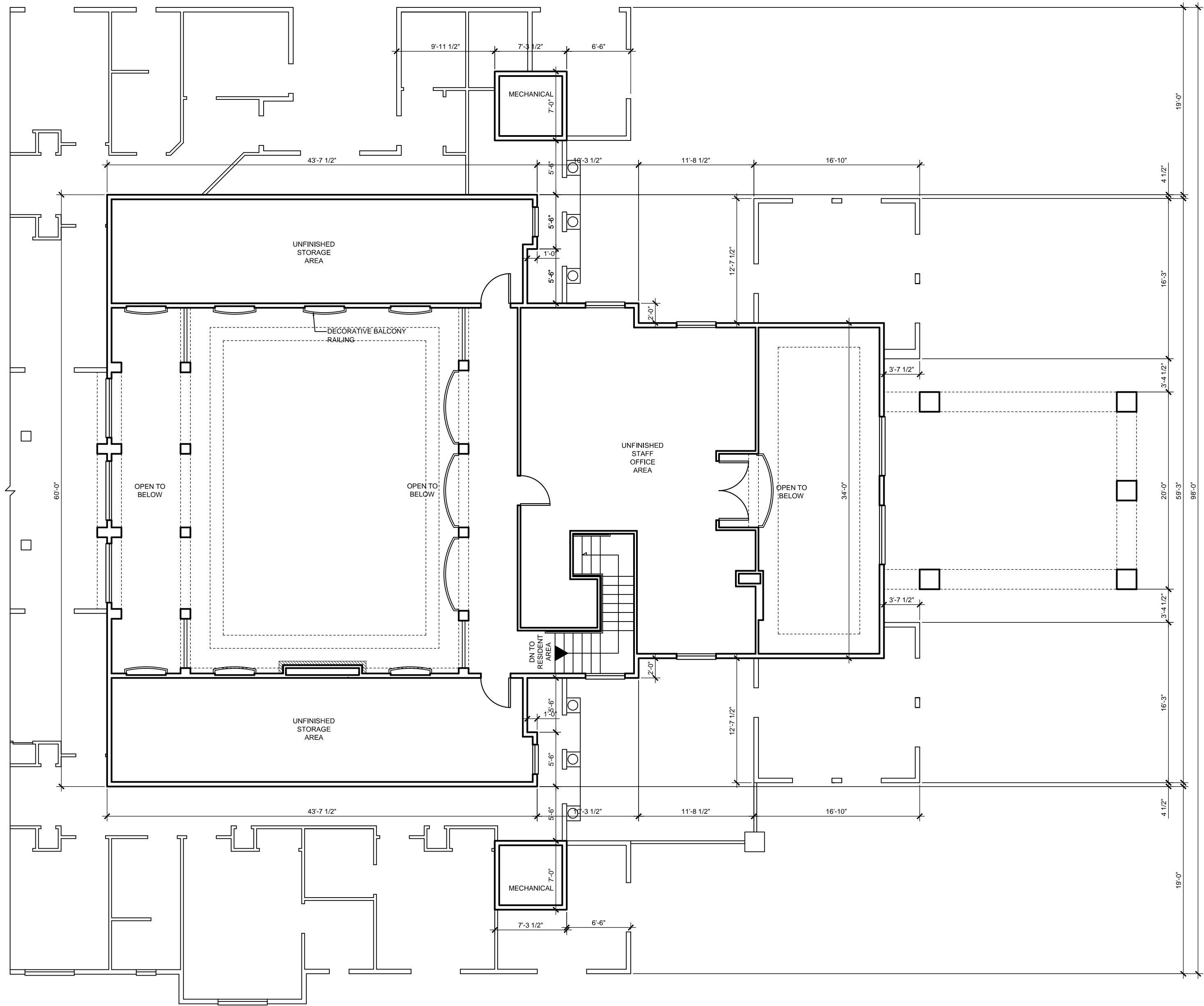
TYPICAL EXTERIOR SHEATHING:  
5/8" TYPE "X" DENSGLASS FIREGUARD OVER 7/16" A.P.A. RATED PLYWOOD WALL SHEATHING (O.S.B. OK).

TYPICAL INTERIOR SHEATHING U.N.O.:  
5/8" TYPE "X" GYP. WALL BOARD.  
(2) LAYERS OF 5/8" TYPE "X" GYP. WALL BOARD @ CEILINGS. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN.

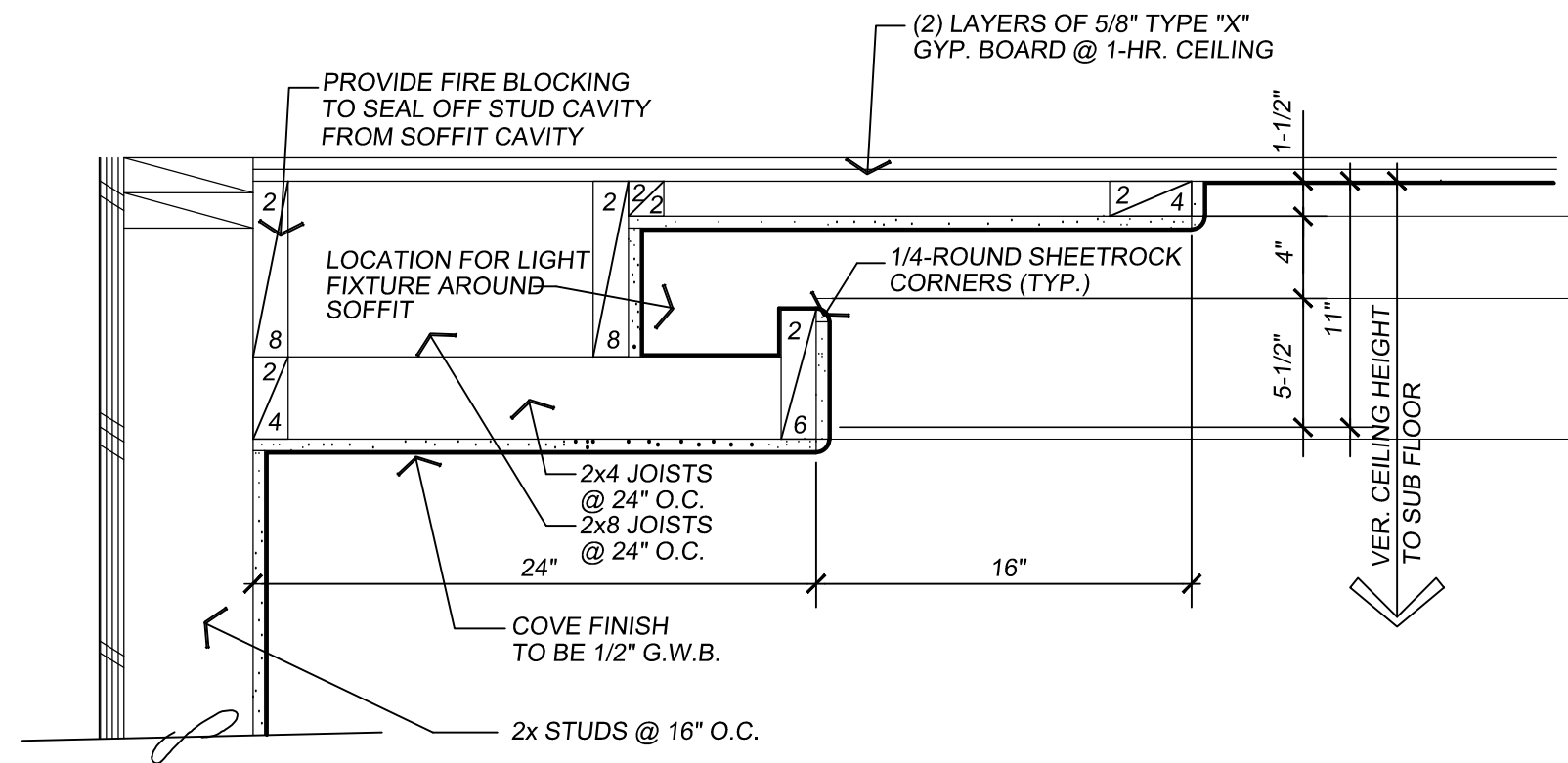
TYPICAL ROOF SHEATHING:  
7/16" A.P.A. RATED PLYWOOD SHEATHING.

TYPICAL 2x6 BEARING WALL WINDOW & DOOR HEADERS TO BE 6x10 DFL #2 U.N.O.

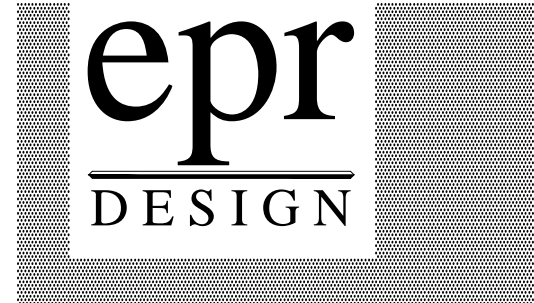
TYPICAL 2x4 BEARING WALL OPENING HEADERS TO BE 4x10 DFL #2 U.N.O.



A  
DR.5  
2ND LEVEL FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
NO RESIDENTS RECEIVING CARE ON THIS FLOOR  
2ND LEVEL AREA: 216 S.F.  
TOTAL LIVING AREA (G-2ND): 15,080 S.F.  
UNFINISHED AREA: 1,765 S.F.



1  
N.T.S.  
CEILING DETAIL @ LIGHTED SOFFIT



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-TREE REMOVAL  
PLAN

REV. NO. DATE:

DATE: 4/4/2014

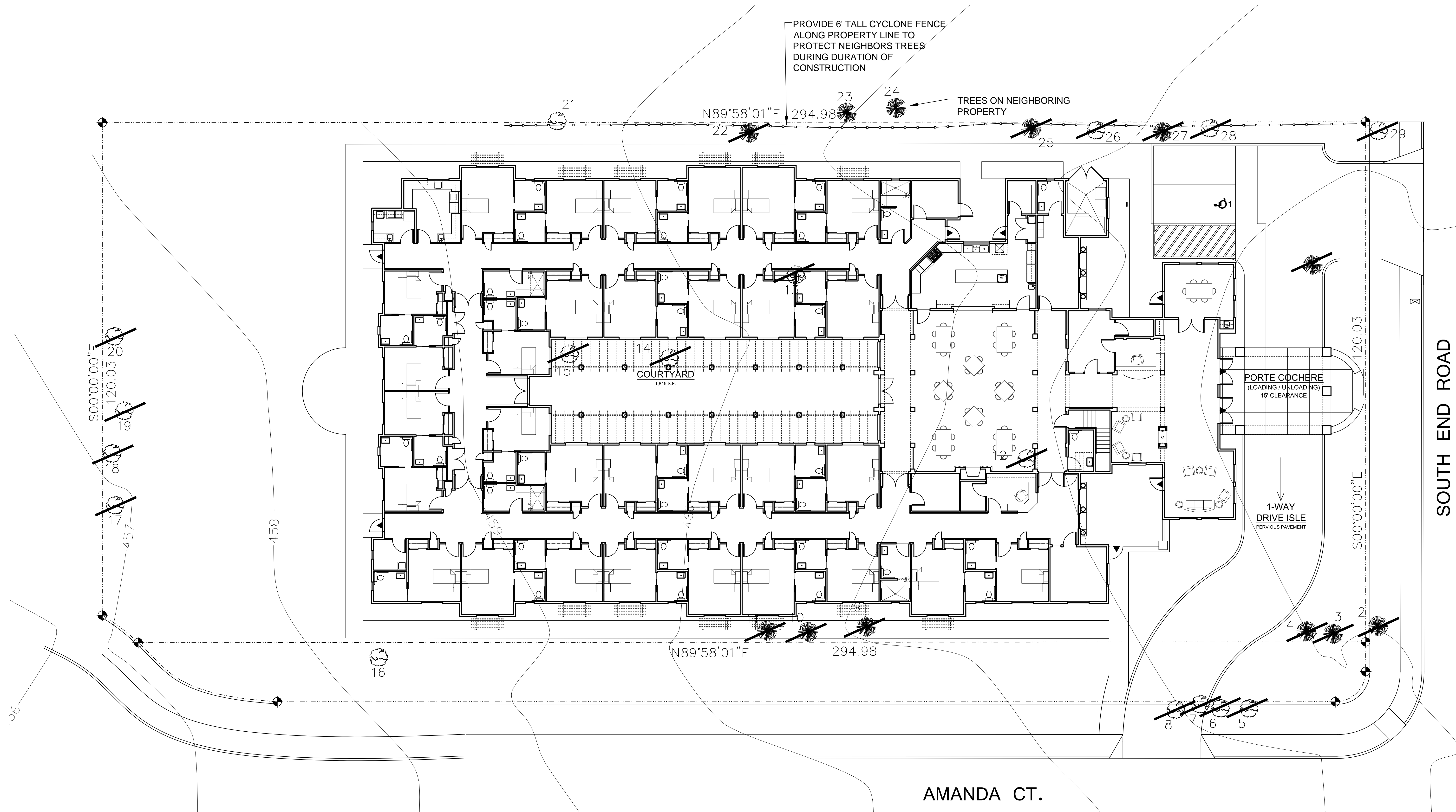
DRAWN BY:

REVIEWED BY:

SHEET:

DR.T1

A  
DR T1  
TREE REMOVAL PLAN  
SCALE: 3/32" = 1'-0"



AMANDA CT.





South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.



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

## PLANTING PLAN

REV. NO. \_\_\_\_\_ DATE: \_\_\_\_\_

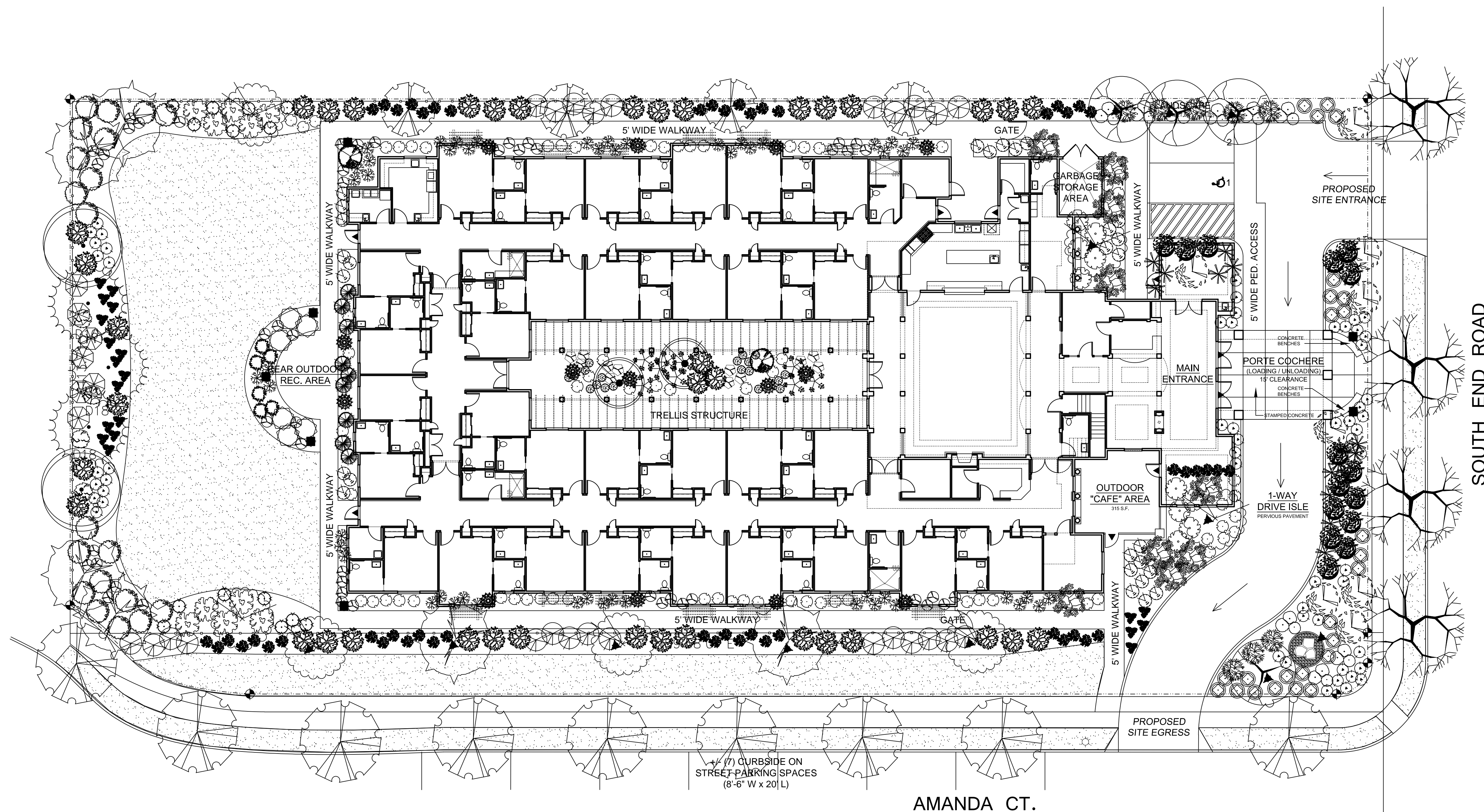
DATE: 4/4/2014

DRAWN BY:












REVIEWED BY:












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

DR.L1










PLANT & MATERIAL LEGEND:

Q#*	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
59		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 ANGLUSTIFOLIA	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	HELIOTRICHON SEMPERVIRENS	1 gal
14		JAPAN. BLOODGRASS	IMPERATA CYLINDRICA 'RED BARON'	1 gal
14		HINOKI CYPRESS	CHAMAECYPARIS 'GRACILIS'	4'-5'h
6		QUAKING ASPEN TREE	POPULUS TREMULOIDES	2" cal.

Q#	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	SYRAX 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

Q#	SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
7		ROSE OF SHARON	HYPERICUM CALYCLINUM	3 gal
12		AZALEAS 'EVEREST'	EVERGREEN AZALEA	2 gal
20		ASTILBE 'AUG. LIGHT'	ASTILBE ARENDsii 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	8,150 sq. ft.
125		BLUE STAR CREEPER	LAURENTIA FLUMINALIS	4" pots
44		VINCA GROUND COVER	VINCA MINOR 'BOWLES'	1 gal

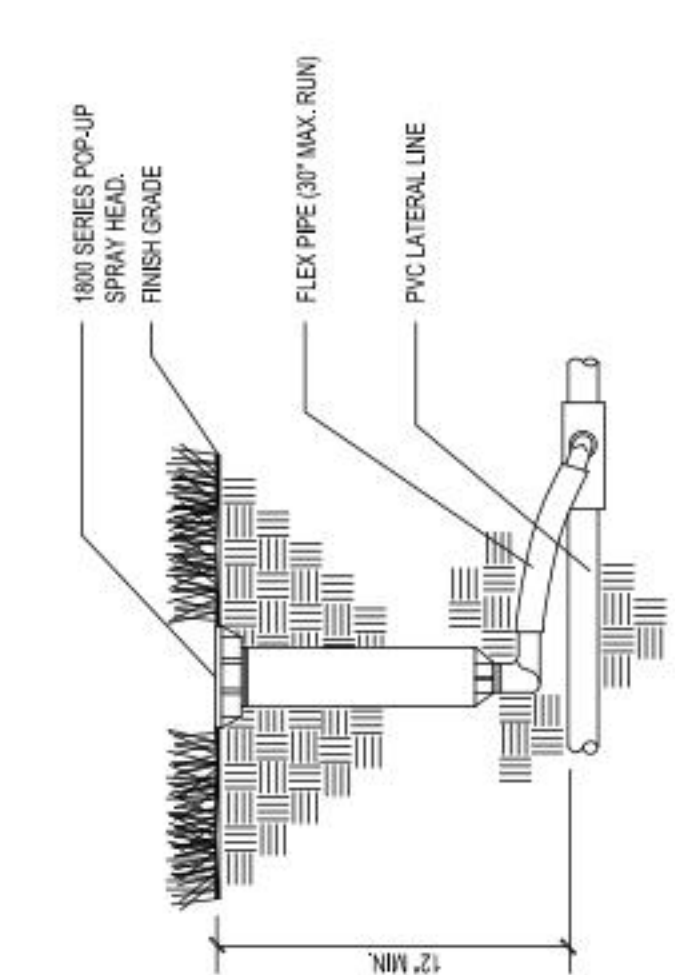


DETAILS SHEET

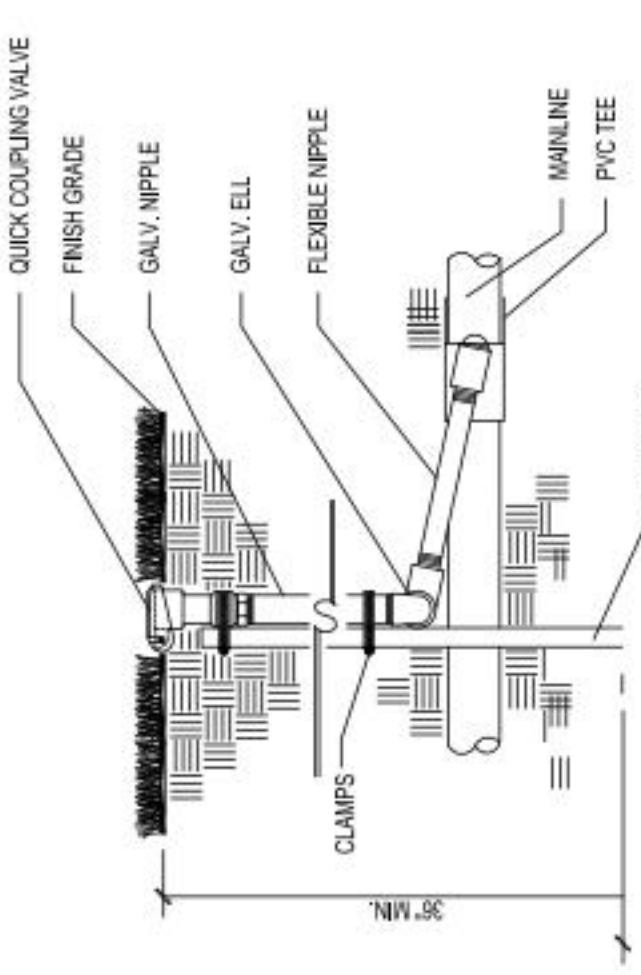
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REVIEWED BY: \_\_\_\_\_  
SHEET: \_\_\_\_\_

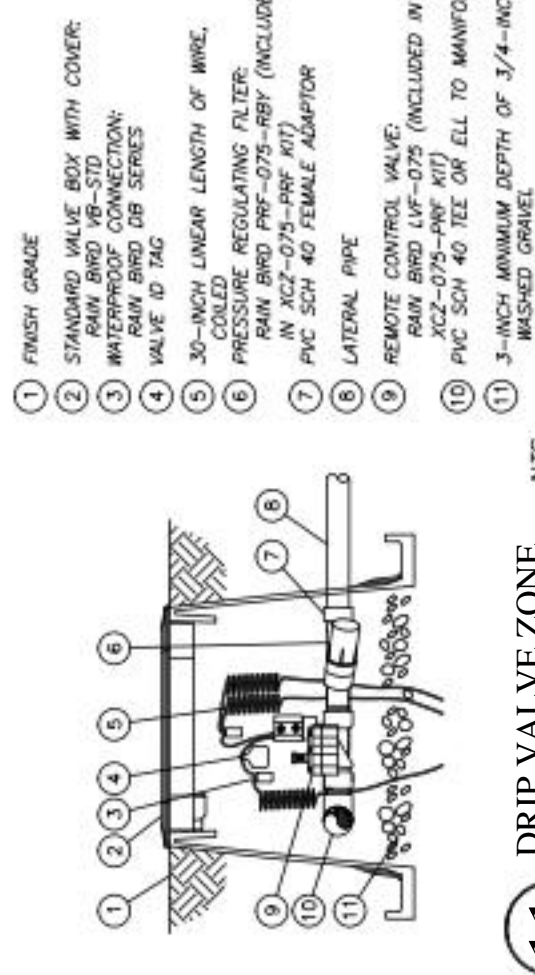
DR.L2



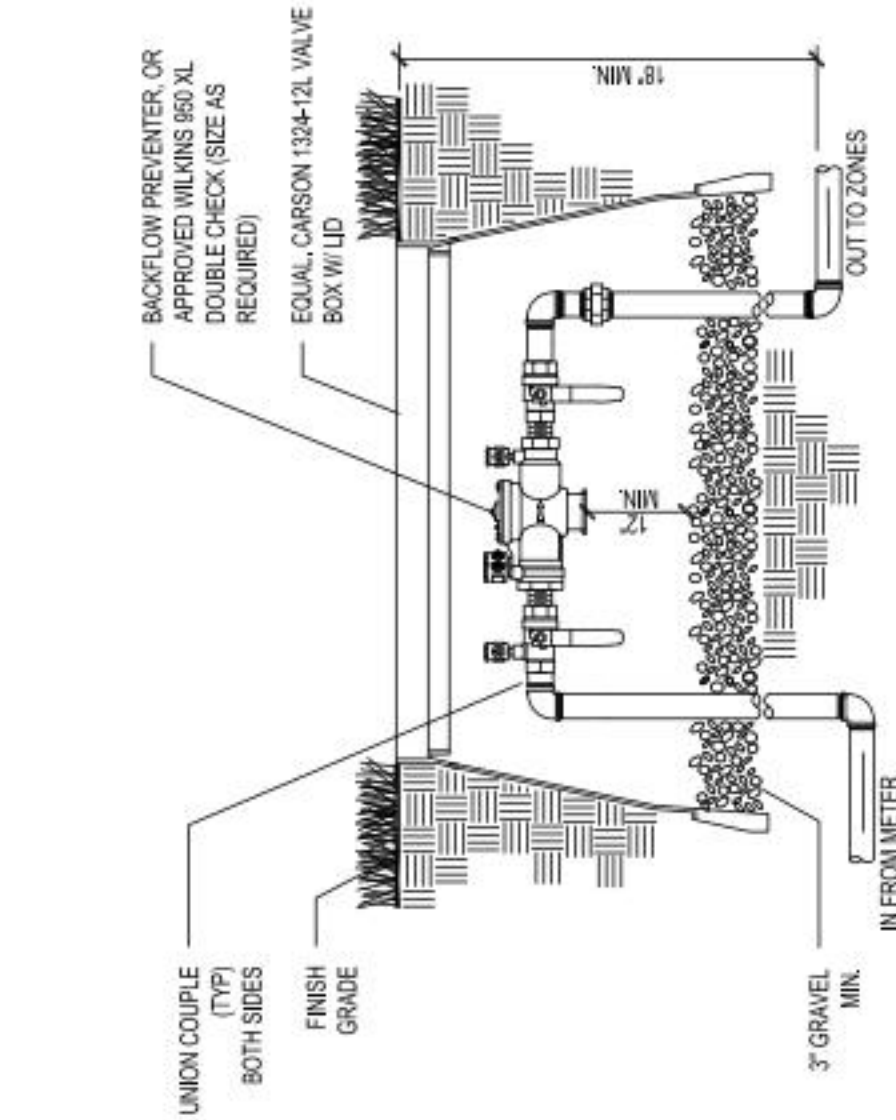
9 POP-UP SPRAY HEAD DETAIL NTS



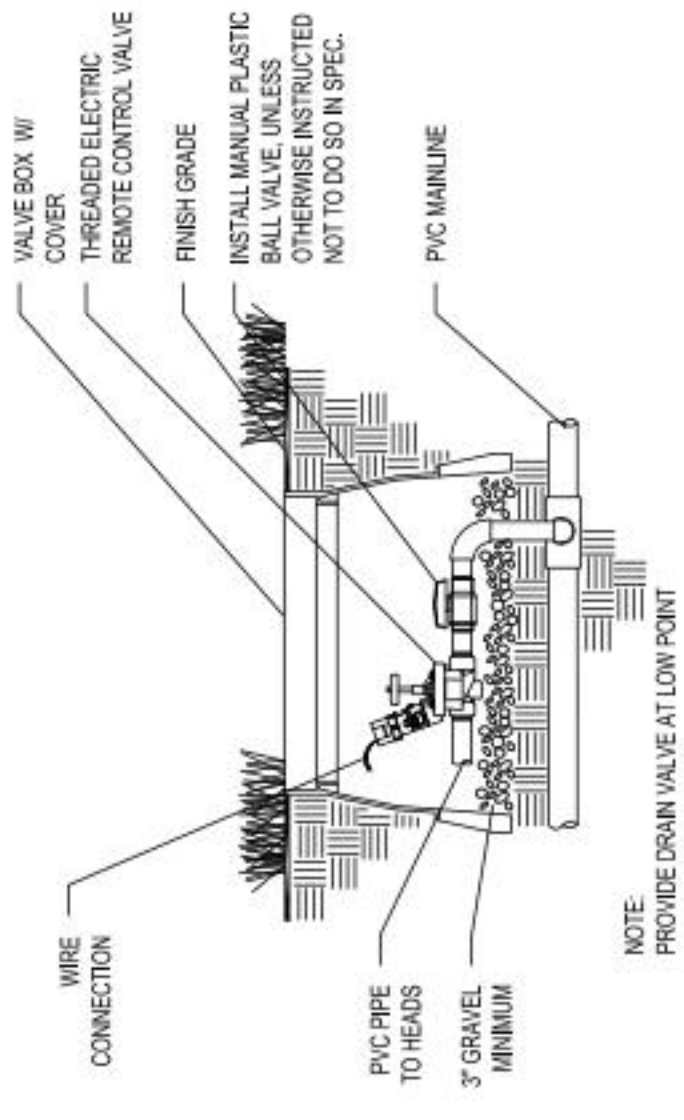
10 QUICK COUPLING VALVE DETAIL NTS



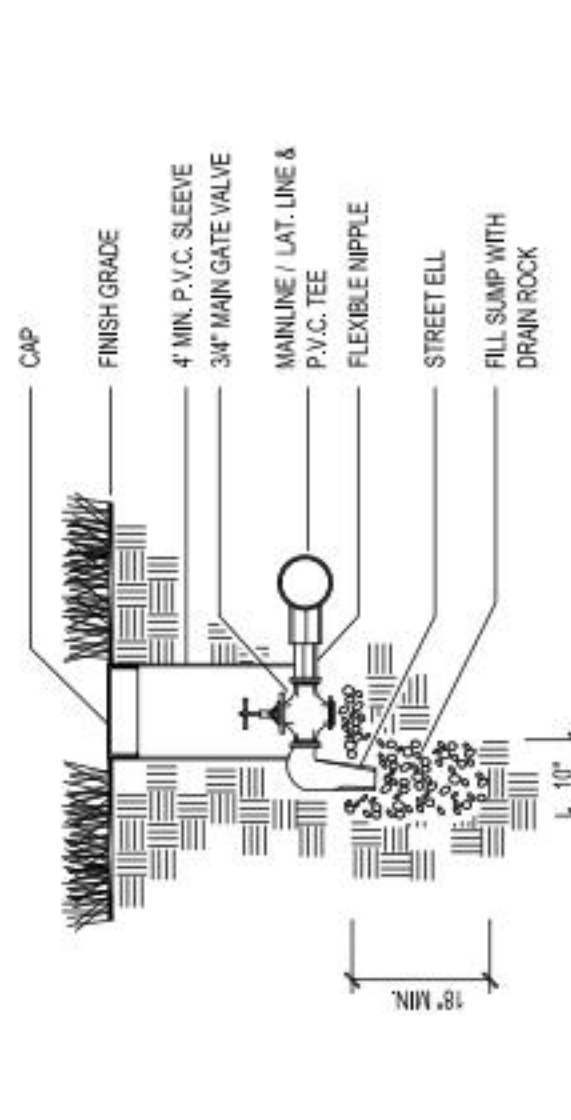
11 DRIP VALVE ZONE NTS



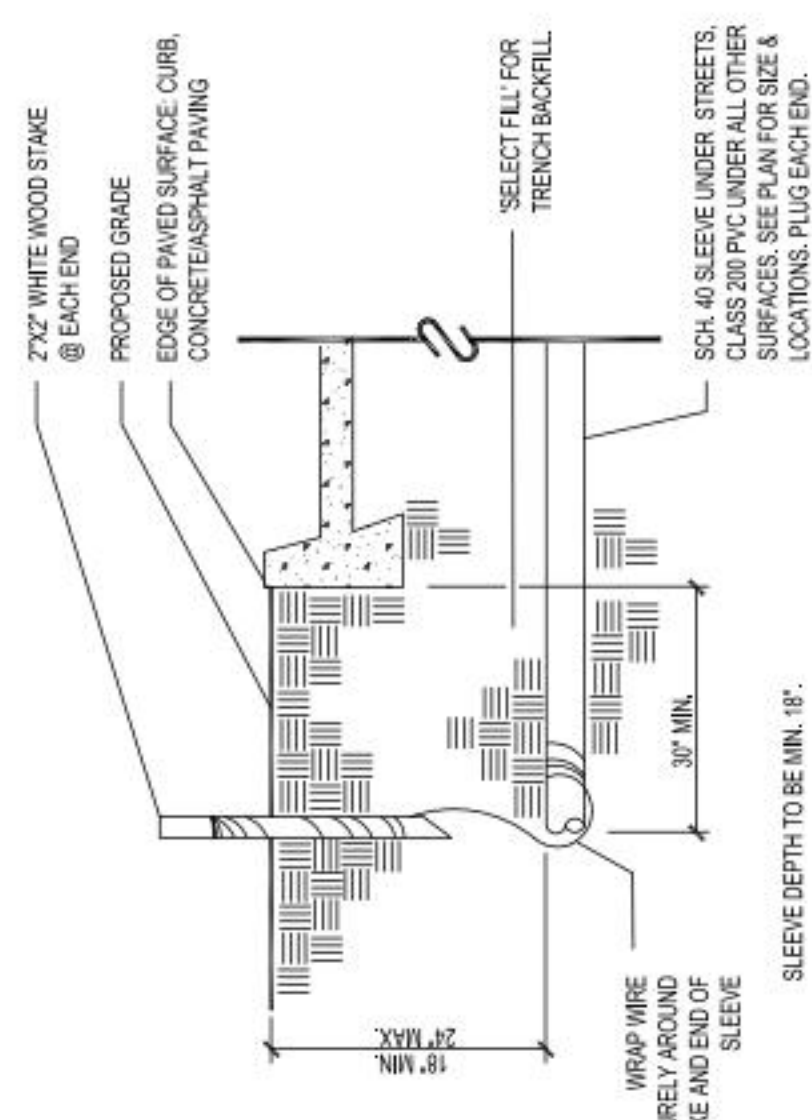
5 DOUBLE CHECK VALVE DETAIL NTS



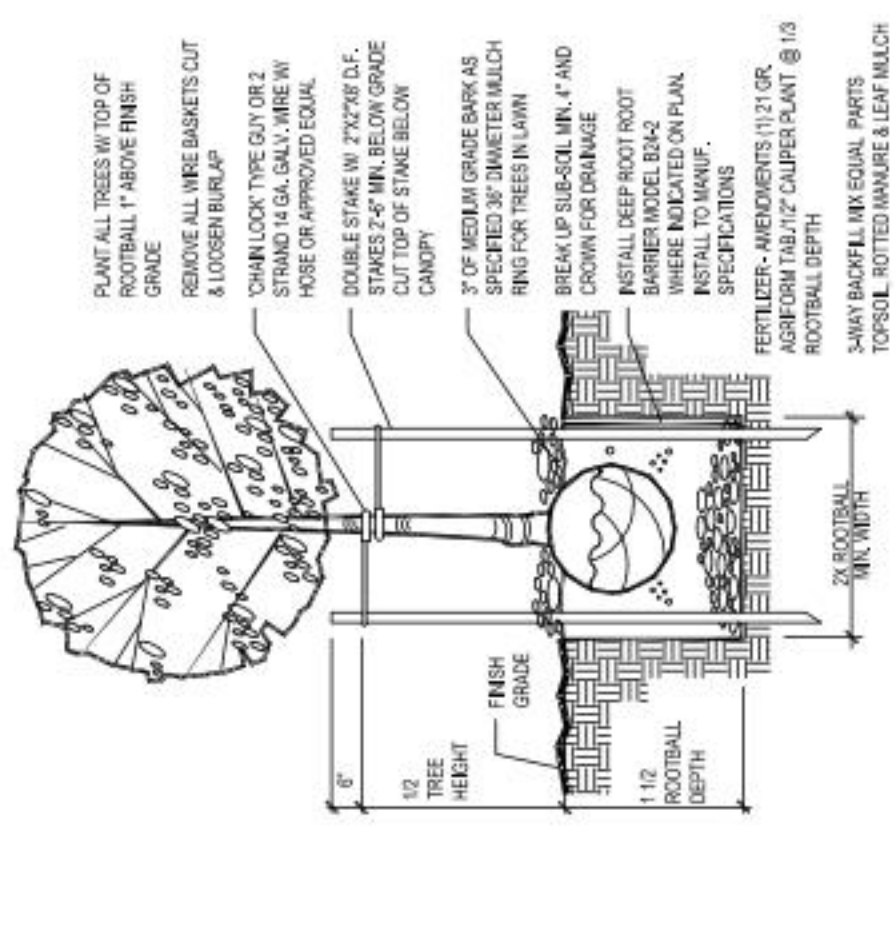
6 REMOTE CONTROL VALVE DETAIL NTS



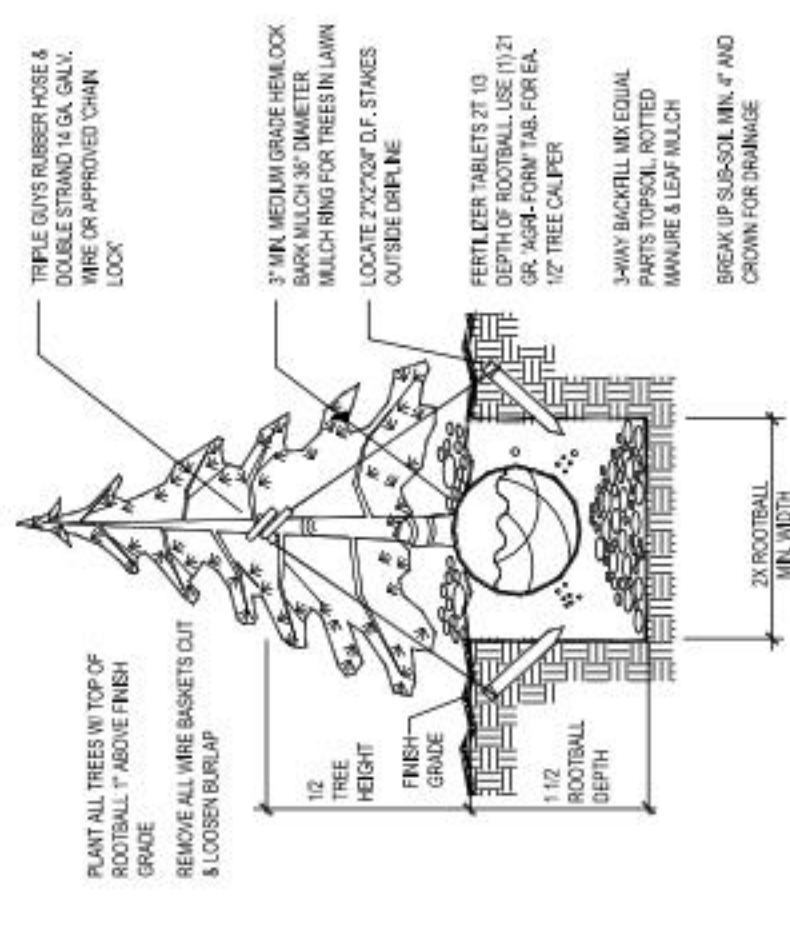
7 MANUAL DRAIN VALVE NTS



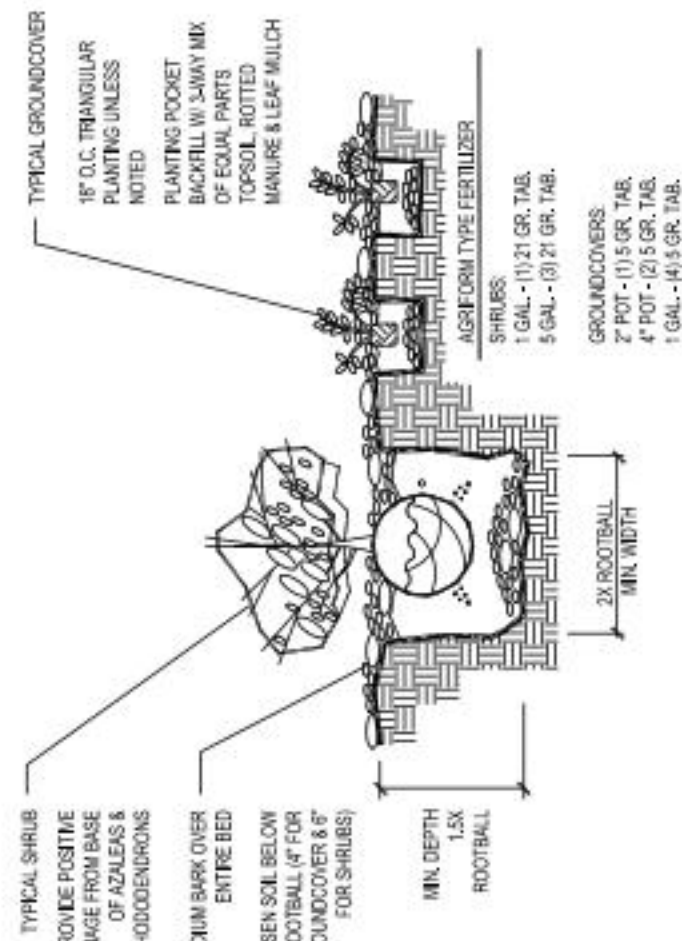
8 SLEEVE INSTALLATION DETAIL NTS



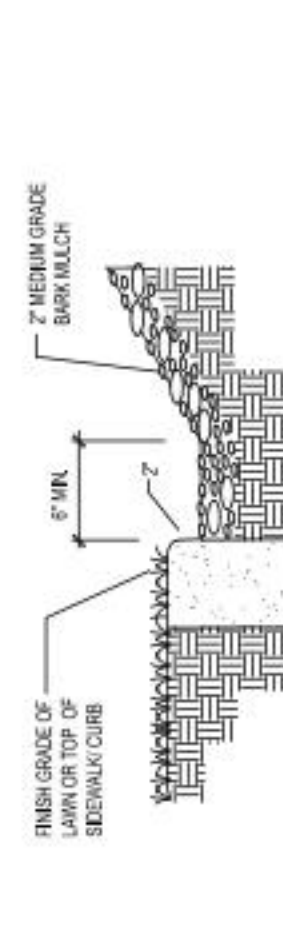
1 DECIDUOUS TREE PLANTING DETAIL NTS



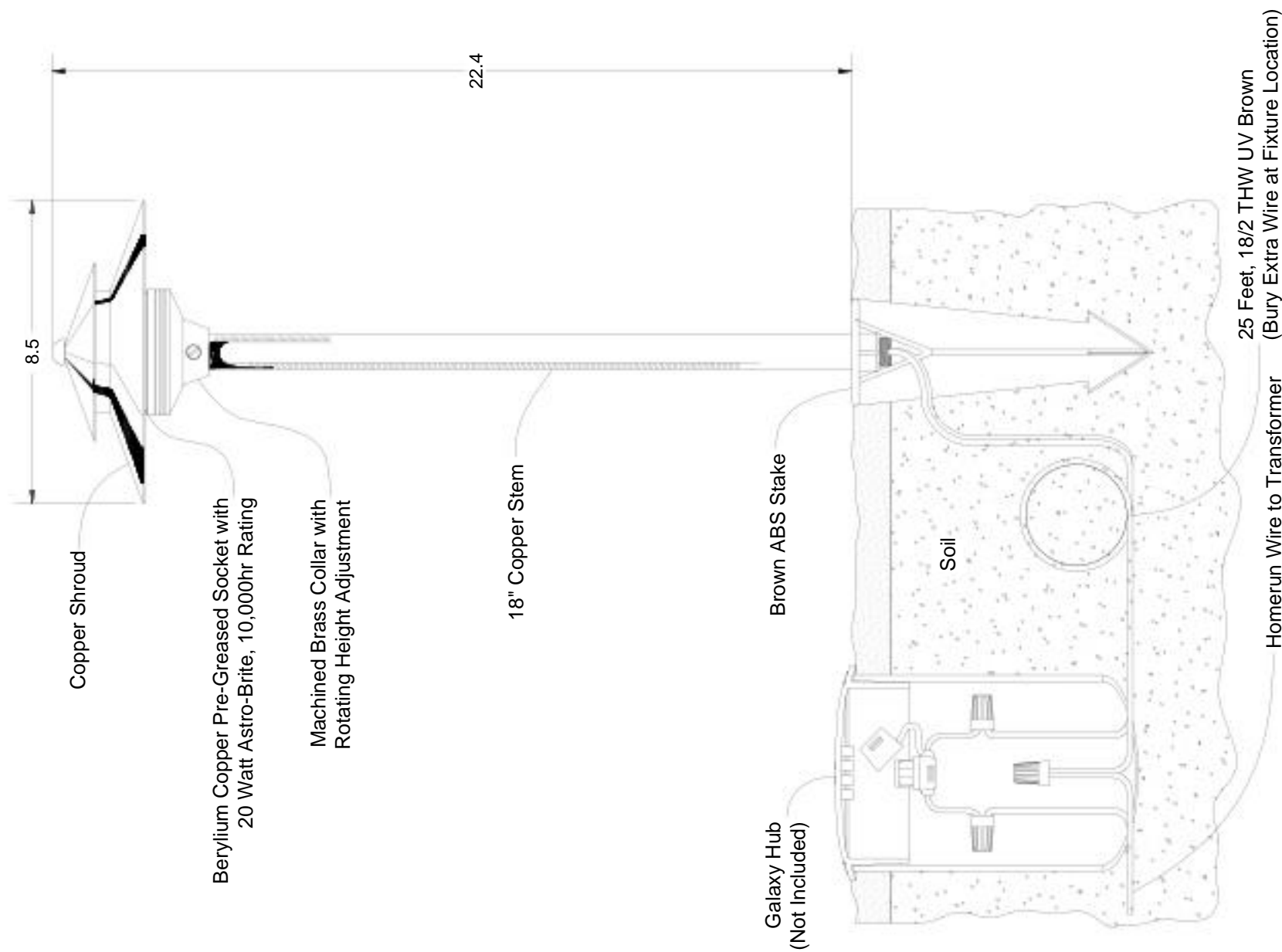
2 EVERGREEN TREE PLANTING DETAIL NTS



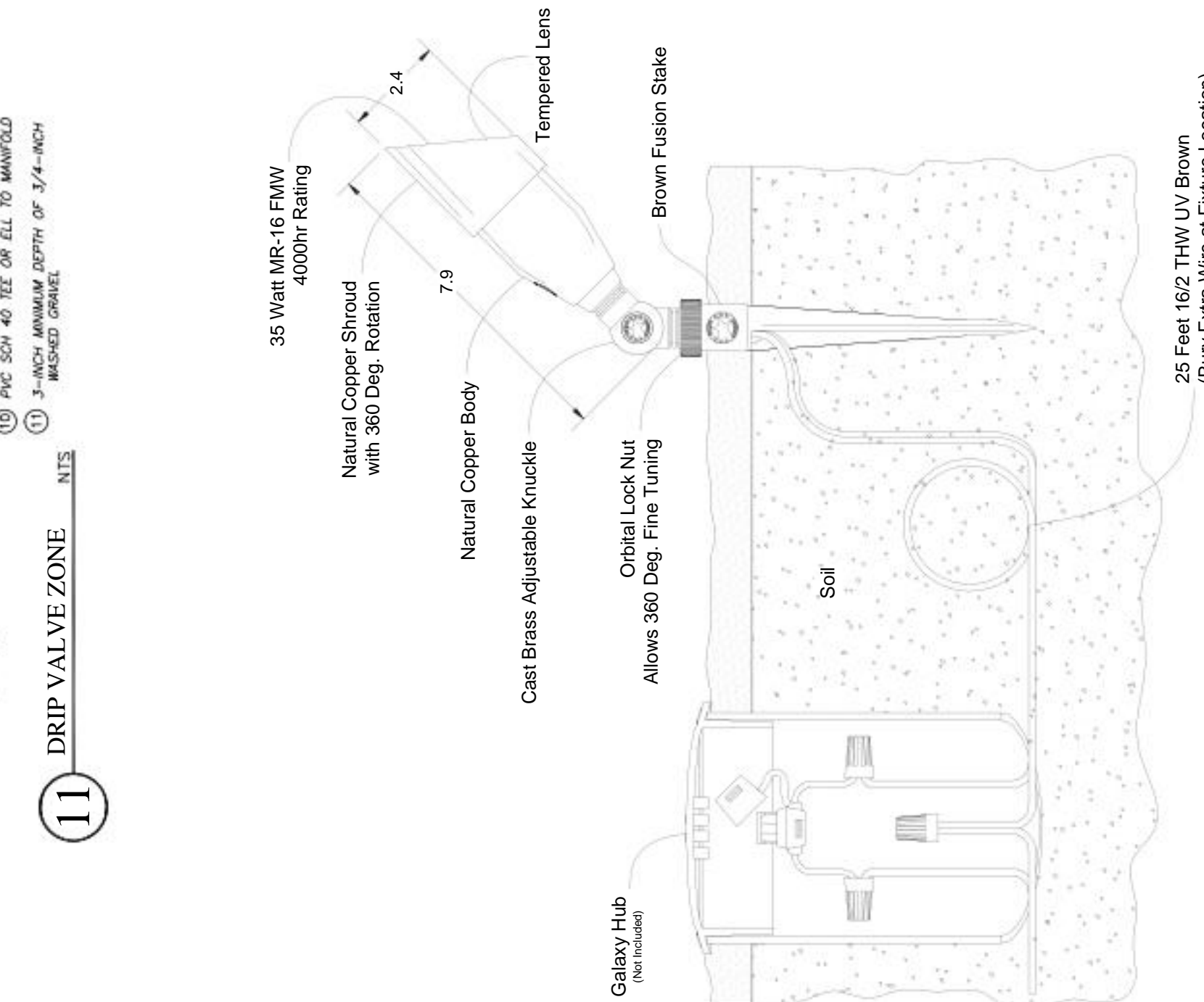
3 SHRUB & GROUND COVER DETAIL NTS



4 BARK CATCH DETAIL NTS



12 LOW-VOLTAGE DOWN/UP LIGHT DETAIL NTS



13 LOW-VOLTAGE PATH LIGHT DETAIL NTS

# CARE FACILITY – OREGON CITY

## PRELIMINARY STORMWATER CALCULATIONS

BY: RSG ENGINEERING CO.



EXPIRES 6/30/15

CARE FACILITY – OREGON CITY

DATE

02/03/2014

CU 13-02

SP 13-20

OWNER:

EMPIRE BUILDING COMPANY, 4040 SE INTERNATIONAL WAY, E205  
MILWAUKIE OR 97222

PH: 503-344-4344

PROJECT ENGINEER:

RSG ENGINEERING CO.

16802 NE 152<sup>ND</sup> AVE BRUSH PRAIRIE WA 98606

PH: 503-380-6179

### TABLE OF CONTAINS:

PG 1 - VICINITY MAP	
PG 2 - PROJECT DESCRIPTION	
EXISTING CONDITION	
DEVELOPED SITE DRAINAGE CONDITION	
PG 3 - WELL REPORT	
PG 4 - 6 PERCOLATION TEST	
PG 7 - FORM OC-SIM	PG 12-13 CALCULATIONS FOR ROOF DRAIN
PG 8 - SITE PLAN	PG 14-15 STORMTECH DETAILS
PG 9-10-CALCULATIONS	
PG 11- <del>12</del> DETAILS	PG 13-14 O & M SPECS



# Oregon City GIS Map

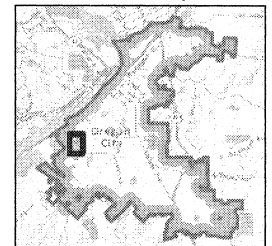


## Legend

- Taxlots
- Unimproved ROW
- City Limits
- UGB

## Notes

## Overview Map



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



0 254 Feet  
1: 3,043

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



## PROJECT DESCRIPTION:

We are applying for building permit for a Care Facility. The site is 0.91 ac, at 950 South End Road, Oregon City OR 97045, APN 3-1e-01AD-03100, Zoning R10. There are an existing single family house, built in 1948, which will be demolished. We are proposing a 1 story building with a roof area of 15,839 sq. ft. and a 6,074 sq. ft. paved area and walkway around the building. The size of the lot is 39,939 sq. ft., the remaining 18,028 sq. ft. will be landscape.

## EXISTING CONDITION

The site is gently sloped east to west. The land around the existing house is covered by grass and 3 trees.

Abutting properties are on the same zoning and fairly the same existing conditions.

All the existing streets contain curbs, and there is an existing storm system south and west of the subject property.

There is no existing natural constrains like creeks, wetlands, environment sensitive areas, etc.

There is outside of Flood Management Area.

The ground water level is 20 feet below the extg. grade (see attached Well report).

There is no point of discharge on the ROW, the stormwater coming from the existing roof, is dissipated on the existing landscape area.

## DEVELOPED SITE DRAINAGE CONDITIONS

We are proposing to infiltrate all the stormwater on site (LDI). The on site paved area and the walkway around the building will be pervious pavement.

The roof will be drained toward infiltration chambers.

Will be no impact on the out-site drainage system



CLAC 58142

WELL ID # L *None*

START CARD # **W152383**

## STATE OF OREGON WATER SUPPLY WELL REPORT

(as required by ORS 537.765)

**Instructions for completing this report are on the last page of this form**

# SKYLES DRILLING, INC.

**(1) OWNER:** Well Number: **01**  
Name **Barbra Beletsky / Windermere Realty**  
Address **2615 NE 39th Ave.**  
City **Portland** State **OR** Zip **97212**

**(2) TYPE OF WORK:** ☐ New Well ☐ Deepening ☐ Alteration (repair/recondition) ☒ Abandonment

**(3) DRILL METHOD:**  
☐ Rotary Air    ☐ Rotary Mud    ☐ Cable    ☐ Auger  
☒ Other **No Rig Used**

**(4) PROPOSED USE:**

<input checked="" type="checkbox"/> Domestic	<input type="checkbox"/> Community	<input type="checkbox"/> Industrial	<input type="checkbox"/> Irrigation
<input type="checkbox"/> Thermal	<input type="checkbox"/> Injection	<input type="checkbox"/> Livestock	<input type="checkbox"/> Other _____

**(5) BORE HOLE CONSTRUCTION:**  
 Special Construction approval ☐ Yes ☒ No      Depth of Completed Well 0 ft  
 Explosives used ☐ Yes ☒ No      Type \_\_\_\_\_ Amount \_\_\_\_\_

[illegible]

How was seal placed: Method ☐ A ☐ B ☐ C ☐ D ☐ E

☒ Other **Dumped in**

Backfill placed from \_\_\_\_\_ ft. to \_\_\_\_\_ ft. Material \_\_\_\_\_

Gravel placed from \_\_\_\_\_ ft. to \_\_\_\_\_ ft. Size of gravel \_\_\_\_\_

(6) CASING/LINER:							
Diameter	From	To	Gauge	Steel	Plastic	Welded	Threaded
Casing: None				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Liner: None				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Drive Shoe used    ☐ Inside    ☐ Outside    ☐ None

Final location of shoe(s)    None

**(7) PERFORATIONS/SCREENS:**

Perforations		Method	Material				
Screens		Type					
From	To	Slot size	Number	Diameter	Tele/pipe size	Casing	Liner
<b>None</b>						<input type="checkbox"/>	<input type="checkbox"/>
						<input type="checkbox"/>	<input type="checkbox"/>
						<input type="checkbox"/>	<input type="checkbox"/>
						<input type="checkbox"/>	<input type="checkbox"/>
						<input type="checkbox"/>	<input type="checkbox"/>

**(8) WELL TESTS: Minimum testing time is 1 hour**

☐ Pump      ☐ Bailer      ☐ Air      ☐ Flowing Artesian

Yield gal/min	Drawdown	Drill stem at	Time
N/A			

Temperature of Water \_\_\_\_\_ Depth Artesian Flow found \_\_\_\_\_

Was a water analysis done? ☐ Yes By whom \_\_\_\_\_

Did any strata contain water not suitable for intended use? ☐ Too little

☐ Salty   ☐ Muddy   ☐ Odor   ☐ Colored   ☐ Other

Depth of strata: \_\_\_\_\_

(9) LOCATION OF WELL by legal description:

County	<b>Clackamas</b>	Latitude		Longitude	
Township	<b>3S</b>	N or S. Range	<b>1E</b>	E or W. of WM.	
Section	<b>1</b>	<b>SE</b>	<b>1/4</b>	<b>NE</b>	<b>1/4</b>
Tax lot	<b>2100</b>	Lot	Block	Subdivision	
Street Address of Well (or nearest address) <b>903 South End Rd.,</b>					
<b>Oregon City, OR</b>					

(10) **STATIC WATER LEVEL:**  
**20** ft. below land surface. Date **9/10/2002**  
 Artesian pressure \_\_\_\_\_ lb. per square inch. Date \_\_\_\_\_

**(11) WATER BEARING ZONES:**

Depth at which water was first found **N/A**

From	To	Estimated Flow Rate	SWL

[illegible]

Date started 9/10/2002 Completed 9/11/2002

**(unbonded) Water Well Constructor Certification:**  
I certify that the work I performed on the construction, alteration, or abandonment of this well is in compliance with Oregon water supply well construction standards. Materials used and information reported above are true to the best of my knowledge and belief.

Signed Marion D. Shy WWC Number **553**  
Date 9-11-02

**(bonded) Water Well Constructor Certification:**  
I accept responsibility for the construction, alteration, or abandonment work performed on this well during the construction dates reported above. All work performed during this time is in compliance with Oregon water supply well construction standards. This report is true to the best of my knowledge and belief.

Signed Steven C. Blaul WWC Number 1592  
Date 9-11-02

Location: 950 SOUTH END RD			Date: 1/31/2014		Test Hole Number: 1/1	
Depth to bottom of hole: 2.5 FEET			Diameter of hole: 0.5 FEET		Test Method: OPEN PIT	
Tester's Name: RICHARD S. GEORGASCU AE Tester's Company: RSG ENGINEERING CO Tester's Contact Number: 503-380-6179						
Depth (feet):			Soil Texture:			
0 - 0.3			TOP SOIL			
0.3 - 1.8			BROWN CLAY			
1.8 - 2.5			BROWN CLAY w/ GRAVEL			
Time:	Time Interval (minutes):	Measurement, (feet):	Drop in water level, (feet):	Percolation rate, (inches per hour):	Remarks:	
2 PM	0	2	~		FILLED w/6"	
2:10	10	2.11	0.11	7.92		
2:20	20	2.19	0.08	5.76		
2:30	30	2.27	0.08	5.76		

Location: 950 SOUTH END RD			Date: 1/31/2014		Test Hole Number: 1/2	
Depth to bottom of hole: 2.5 FEET			Diameter of hole: 0.5 FEET		Test Method: OPEN PIT	
Tester's Name: RICHARD S. GEORGASCU AE Tester's Company: RSG ENGINEERING CO Tester's Contact Number: 503-380-6179						
Depth (feet):			Soil Texture:			
0 - 0.3			TOP SOIL			
0.3 - 1.8			BROWN CLAY			
1.8 - 2.5			BROWN CLAY w/ GRAVEL			
Time:	Time Interval (minutes):	Measurement, (feet):	Drop in water level, (feet):	Percolation rate, (inches per hour):	Remarks:	
2:40	0	2	—		FILLED w/ 6" WATER	
2:50	10	2.08	0.08	5.76		
3:00	10	2.15	0.07	5.04		
3:30	10	2.22	0.07	5.04		

Location: 950 SOUTH END RD		Date: 1/31/2014		Test Hole Number: 1/3	
Depth to bottom of hole: 2.5 FEET		Diameter of hole: 0.5 FEET		Test Method: OPEN PIT	
Tester's Name: RICHARD S. GEORGASCU PE Tester's Company: RSG ENGINEERING CO Tester's Contact Number: 503-380-6179					
Depth (feet):			Soil Texture:		
0 - 0.3			TOP SOIL		
0.3 - 1.8			BROWN CLAY		
1.8 - 2.5			BROWN CLAY w/ GRAVEL		
Time:	Time Interval (minutes):	Measurement, (feet):	Drop in water level, (feet):	Percolation rate, (inches per hour):	Remarks:
3:20	0	2	-		FILLED w/ 6" WATER
3:30	10	2.06	0.06	4.32	
3:40	10	2.12	0.06	4.32	
3:50	10	2.18	0.06	4.32	
4PM	10	2.24	0.06	4.32	
STABILIZED					

TAKE 4.3 in/HR

# Form OC-SIM: Oregon City Sizing Approach for Low Impact Development Practices

This form shall be used to size Low Impact Development Practices and demonstrate compliance with Oregon City stormwater management requirements. Stormwater conveyance and disposal requirements must still be met.

Total Impervious Area = 21,913  
Impervious Area Reduction by Porous Pavement = 6,074  
Impervious Area Reduction by EcoRoof =             
Remaining Impervious Area to be Managed = 15,839 Box 1

## INSTRUCTIONS:

1 Enter the total square footage of impervious site area, and subtract impervious area reduction measures to determine the Remaining Impervious Area to be Managed in Box 1 above.

2 Select low impact development practices from Rows a through f. In Column 1, enter the square footage of impervious area that will drain into each facility type.

3 For Rows a through f, multiply each impervious area from Column 1 by the corresponding sizing factor in Column 2, and enter the result in Column 3. This is the facility surface area needed to manage runoff from the contributing impervious area.

4 Total Column 1 (Rows a-f) and enter the resulting "Total Impervious Area Managed" in Box 2.

5 Subtract Box 2 from Box 1 and enter the result in Box 3. When this number reaches 0 or less, Low Impact Development Practice requirements have been met. Submit this form with the application for building or public works permit.

6 If Box 3 is greater than 0 square feet, add square footage or facilities to Column 1 and recalculate, or use additional facilities from the City of Oregon City's Stormwater and Low Impact Development Design Standards to manage stormwater from these remaining impervious areas.

	Column 1	Column 2	Column 3	
Low Impact Development Practice	Impervious Area Managed	Sizing Factor	Facility Surface Area	Units
a) Flow-through Planter	<u>          </u> sf	x 0.05	<u>          </u>	sf
b) Infiltration Planter	<u>          </u> sf	x 0.08	<u>          </u>	sf
c) Swale	<u>          </u> sf	x 0.08	<u>          </u>	sf
d) Rain Garden	<u>          </u> sf	x 0.08	<u>          </u>	sf
e) Vegetated Filter Strip	<u>          </u> sf	x 0.11	<u>          </u>	sf
f) <i>STORMTECH CHANGERS</i>	<u>          </u> sf	x	<u>15,839</u>	sf

Total Impervious Area Managed = 15,839 Box 2

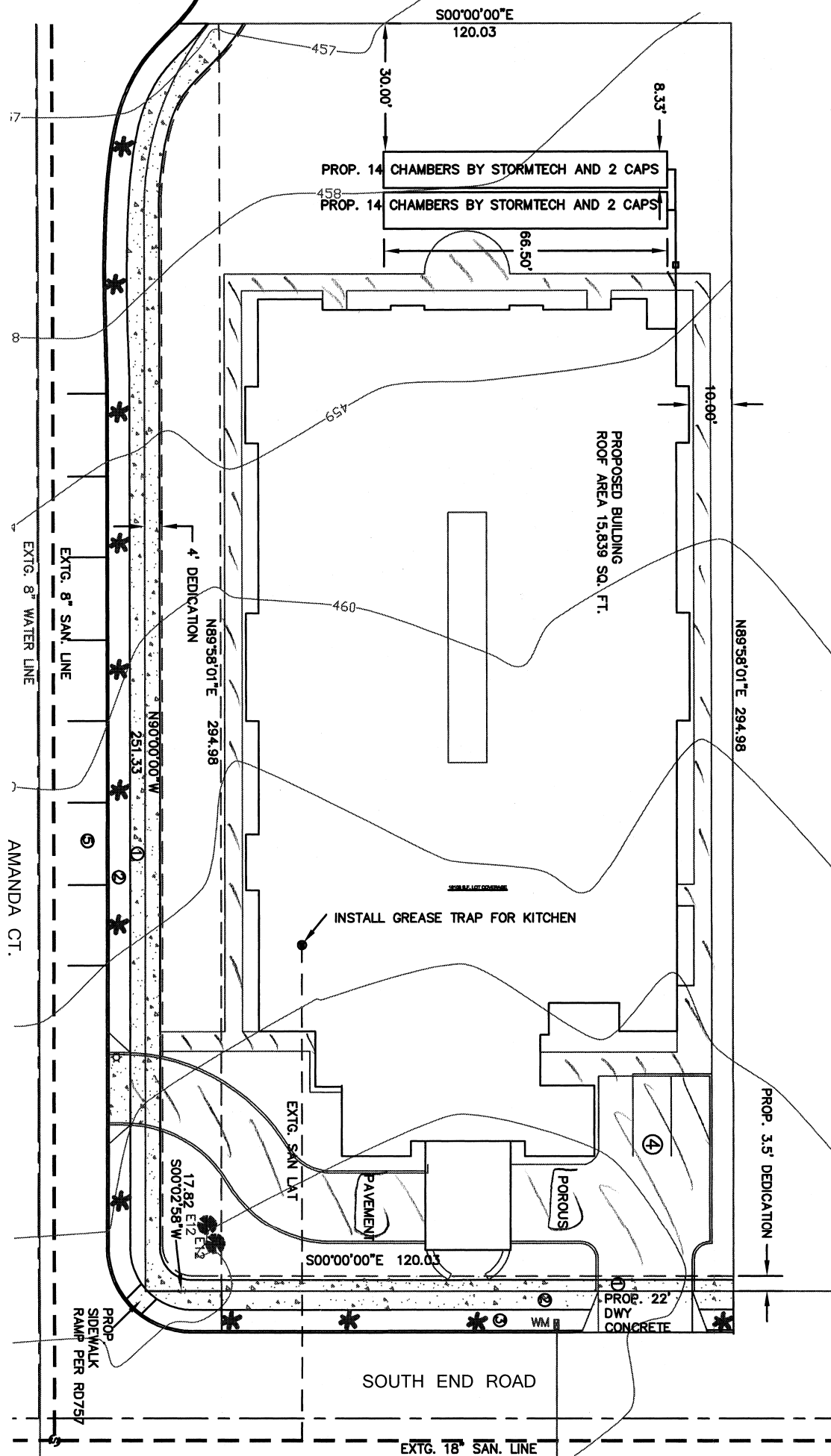
Box 1 - Box 2 = 0 Box 3



## Form 2-1 OC-SIM Form for Low Impact Development Applications



78.





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**Porous Pavement**  
**Presumptive Approach Calculator ver. 1.2**

Catchment Data

**Project Name:** CARE FACILITY- OREGON CITY  
**Project Address:** 950 SOUTH END RD  
OREGON CITY OR  
**Designer:** RICHARD S. GEORGESCU P.E.  
**Company:** RSG ENGINEERING CO.

**Catchment ID:** A  
**Date:** 04/09/14  
**Permit Number:**  
**Run Time** 5/12/2010 8:41:09 AM

### Drainage Catchment Information

Catchment ID	A
<b>Catchment Area</b>	
Impervious Area	6,074 SF
Impervious Area	0.14 ac
Impervious Area Curve Number, $CN_{imp}$	98
Time of Concentration, $T_c$ , minutes	5 min.

### Site Soils & Infiltration Testing Data

Infiltration Testing Procedure:	Open Pit Falling Head
Native Soil Field Tested Infiltration Rate ( $I_{test}$ ):	4.3 in/hr
Bottom of Facility Meets Required Separation From High Groundwater Per BES SWMM Section 1.4:	Yes

### Correction Factor Component

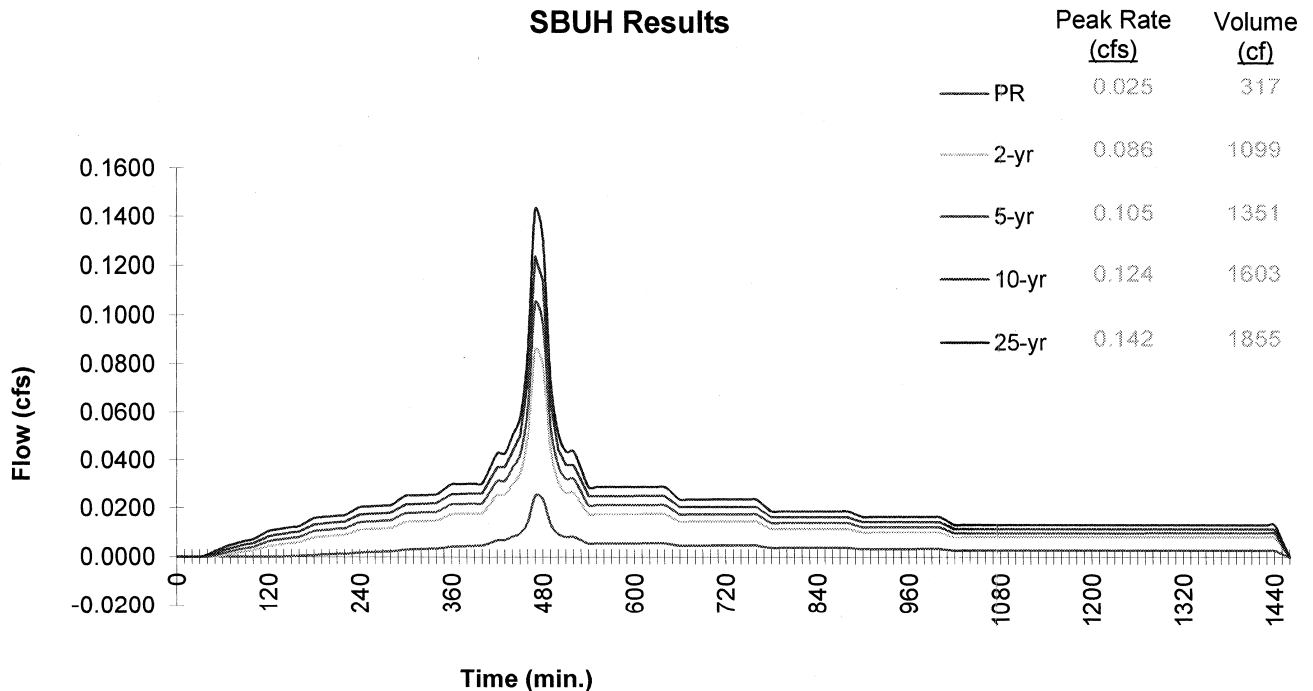
$CF_{test}$ (ranges from 1 to 3)	2
----------------------------------	---

### Design Infiltration Rates

$I_{dsgn}$ for Native ( $I_{test} / CF_{test}$ ):	2.15 in/hr
$I_{dsgn}$ for Imported Growing Medium:	2.00 in/hr

**Execute SBUH**

### SBUH Results



FOR THE POROUS PAVEMENT, WE HAVE TO DETAIN

1855 C.F OF STORM WATER

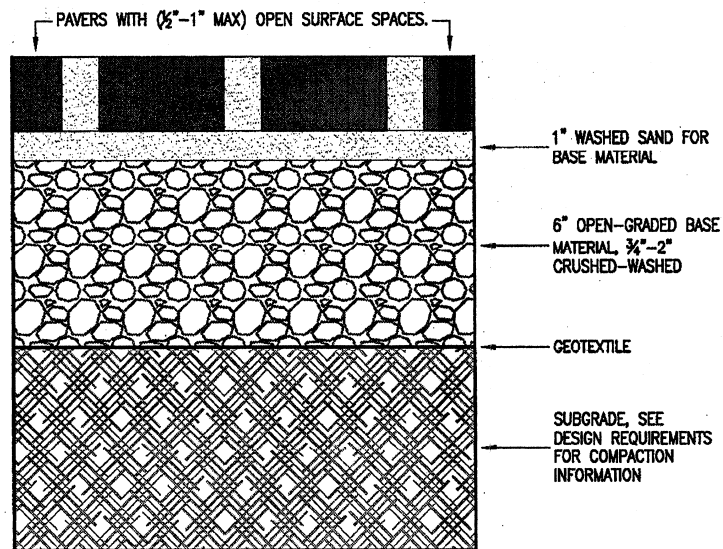
VOLUME OF VOIDS:

$$5725 \text{ S.F} \times 1.2' \text{ ROCK} \times 0.3 = \underline{\underline{2061 \text{ C.F}}} > \underline{\underline{1855 \text{ C.F. NEEDED}}}$$

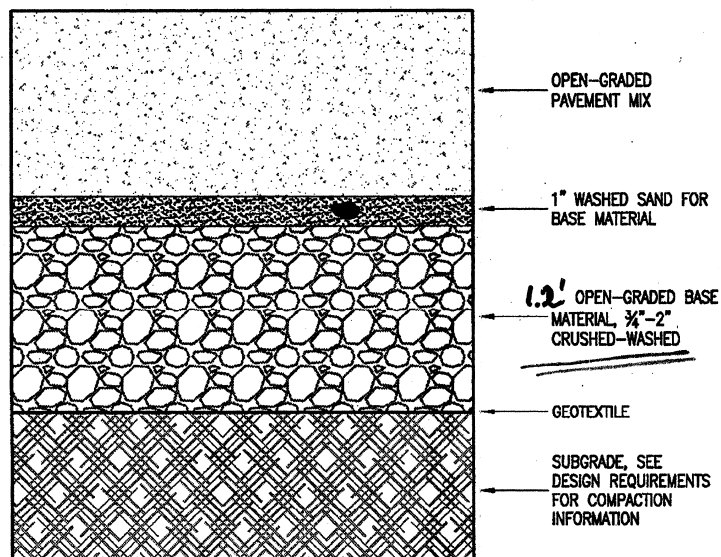
OK!

	RESIDENTIAL DRIVEWAY OR PEDESTRIAN ONLY	PRIVATE STREET, PARKING LOT, OR FIRE LANE	PUBLIC STREET
CONCRETE	4"	4"	7"
ASPHALT	2 1/2"	3"	6"
PAVERS	2 3/8"	3 1/8"	3 1/8"
ENGINEERING REQ'D	NO	YES	YES
COMPACTION REQ'D	NO	YES	95%

**EXHIBIT 2-8**  
**PERVIOUS PAVEMENT REQUIREMENTS**  
**FOR TOP LIFT DEPTH, ENGINEERING,**  
**AND COMPACTION.**



**PERMEABLE CONCRETE BLOCK**  
**OR "PAVER" SYSTEMS**



**PERVIOUS (OPEN GRADED) CONCRETE**  
**AND ASPHALT SYSTEMS**

- DRAWING NOT TO SCALE -

**STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS**

- Simplified / Presumptive / Performance Design Approach -

**Pervious Pavement**

NUMBER

**SW-110**



Bureau of Environmental Services





- 12 -  
**Presumptive Approach Calculator ver. 1.2**

Catchment Data

**Project Name:** CARE FACILITY- OREGON CITY  
**Project Address:** 950 SOUTH END RD  
OREGON CITY OR  
**Designer:** RICHARD S. GEORGESCU P.E.  
**Company:** RSG ENGINEERING CO.

**Catchment ID:** A  
**Date:** 04/09/14  
**Permit Number:**  
Run Time 5/12/2010 8:41:09 AM

**Drainage Catchment Information**

Catchment ID	A
<b>Catchment Area</b>	
Impervious Area	15,839 SF
Impervious Area	0.36 ac
Impervious Area Curve Number, $CN_{imp}$	98
Time of Concentration, $T_c$ , minutes	5 min.

**Site Soils & Infiltration Testing Data**

Infiltration Testing Procedure:	Open Pit Falling Head
Native Soil Field Tested Infiltration Rate ( $I_{test}$ ):	4.3 in/hr
Bottom of Facility Meets Required Separation From High Groundwater Per BES SWMM Section 1.4:	Yes

**Correction Factor Component**

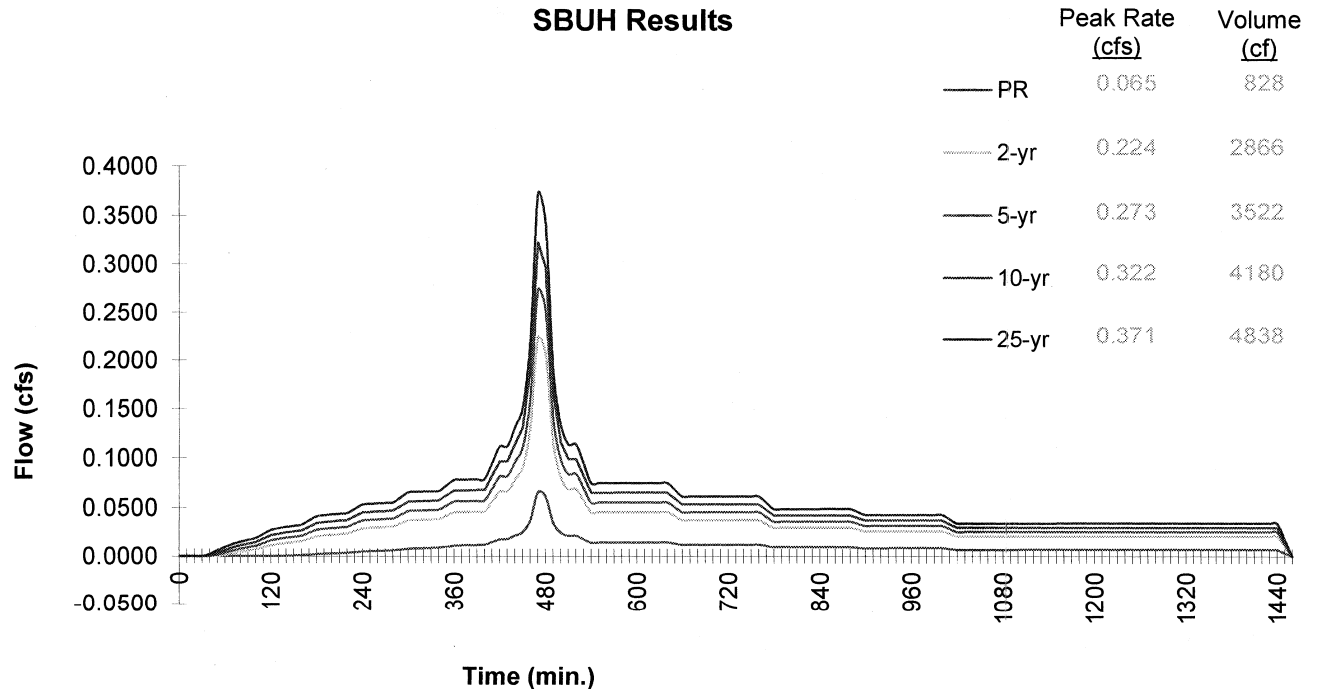
$CF_{test}$ (ranges from 1 to 3)	2
----------------------------------	---

**Design Infiltration Rates**

$I_{dsgn}$ for Native ( $I_{test} / CF_{test}$ ):	2.15 in/hr
$I_{dsgn}$ for Imported Growing Medium:	2.00 in/hr

**Execute SBUH**

**SBUH Results**





WE HAVE TO STORE **4,838** C.F. FOR ROOF DRAIN  
USING STORMTECH MC-4500 CHAMBERS:

$$\underline{4 \text{ END CAP}} = 4 \times 118.4 \text{ C.F.} = \underline{473.6 \text{ C.F.}}$$

$$\underline{26 \text{ CHAMBERS}} = 26 \times 173.6 \text{ C.F.} = \underline{4513.6 \text{ C.F.}}$$

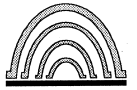
$$\underline{\text{TOTAL } 4,982.2 \text{ C.F.}} > \underline{4,838 \text{ C.F. NEED IT!}}$$

OK!



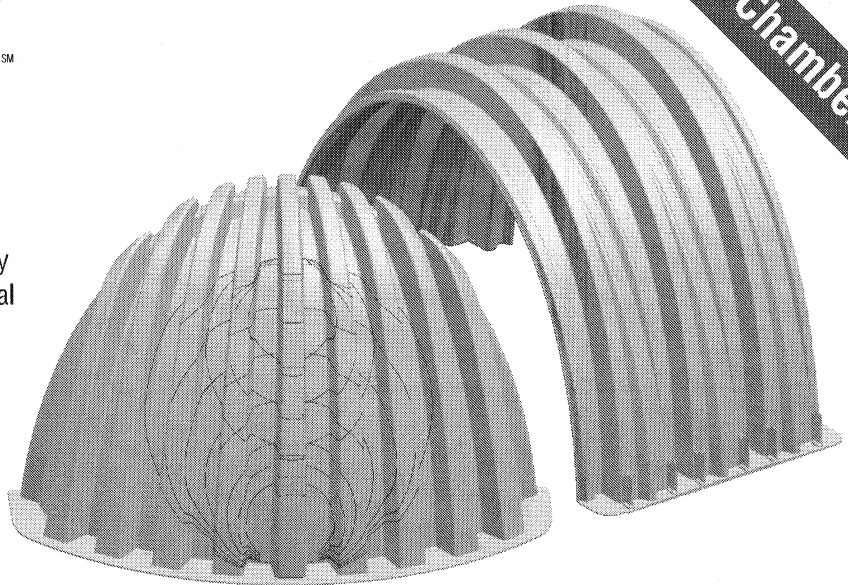
Subsurface Stormwater Management<sup>SM</sup>

MC-4500 Chamber



## StormTech<sup>TM</sup> MC-4500 Chamber

Designed to meet the most stringent industry performance standards for superior structural integrity while providing designers with a cost-effective method to save valuable land and protect water resources. The StormTech system is designed primarily to be used under parking lots thus maximizing land usage for commercial and municipal applications.



### StormTech MC-4500 Chamber (not to scale)

#### Nominal Chamber Specifications

Size (L x W x H)	52" (1321 mm) x 100" (2540 mm) x 60" (1524 mm)
Chamber Storage	106.5 ft <sup>3</sup> (3.01 m <sup>3</sup> )
Min. Installed Storage*	162.6 ft <sup>3</sup> (4.60 m <sup>3</sup> )
Nominal Weight	120 lbs (54.4 kg)

\* This assumes a minimum of 12" (305 mm) of stone above, 9" (229 mm) of stone below chambers, 9" (229 mm) of stone between chambers/end caps and 40% stone porosity.

### StormTech MC-4500 End Cap (not to scale)

#### Nominal End Cap Specifications

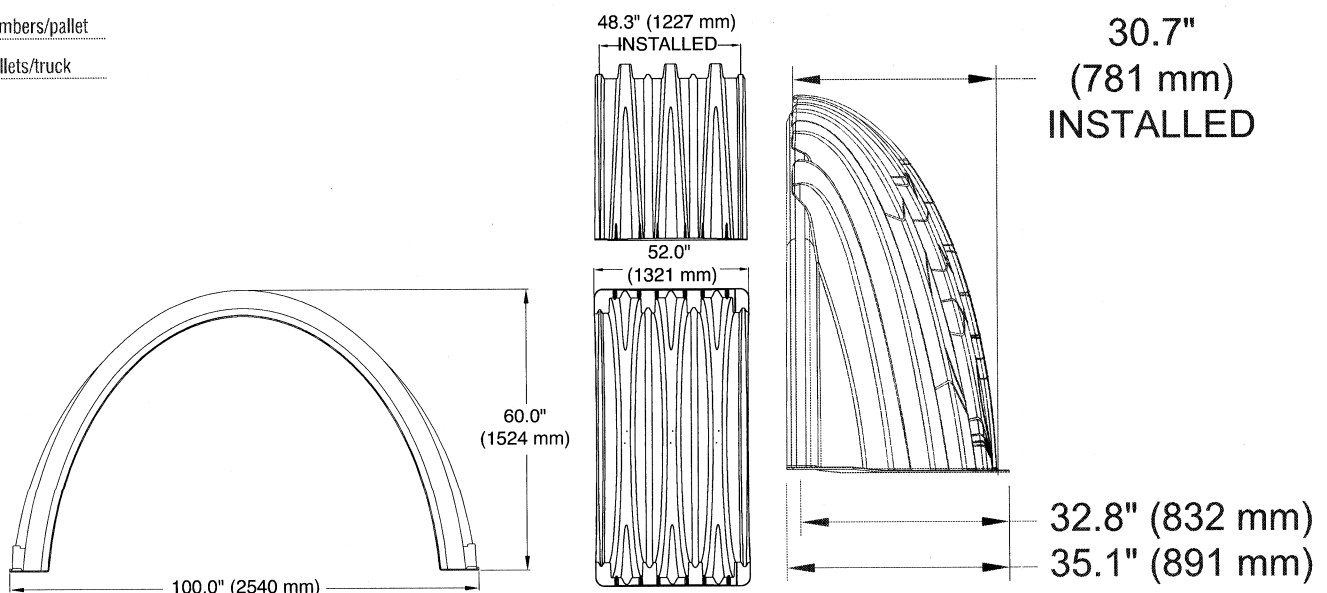
Size (L x W x H)	35.1" (891 mm) x 90.2" (2291 mm) x 59.4" (1509 mm)
End Cap Storage	35.7 ft <sup>3</sup> (1.01 m <sup>3</sup> )
Min. Installed Storage*	108.7 ft <sup>3</sup> (3.08 m <sup>3</sup> )
Nominal Weight	120 lbs (54.4 kg)

\* This assumes a minimum of 12" (305 mm) of stone above, 9" (229 mm) of stone below, 12" (305 mm) of stone perimeter, 9" (229 mm) of stone between chambers/end caps and 40% stone porosity.

### Shipping

8 chambers/pallet

11 pallets/truck



### Storage Volume Per Chamber/End Cap ft<sup>3</sup> (m<sup>3</sup>)

	Bare Unit Storage ft <sup>3</sup> (m <sup>3</sup> )	Chamber/End Cap and Stone Volume — Stone Foundation Depth in. (mm)			
		9" (229 mm)	12" (305 mm)	15" (381 mm)	18" (457 mm)
Chamber	106.5 (3.02)	162.6 (4.60)	166.3 (4.71)	169.9 (4.81)	173.6 (4.91)
End Cap	35.7 (1.01)	108.7 (3.08)	111.9 (3.17)	115.2 (3.26)	118.4 (3.35)

NOTE: Assumes 9" (229 mm) min. row spacing, 12" (305 mm) min. of stone above, 40% stone porosity and includes the bare chamber/end cap volume. End cap volume assumes 12" (305 mm) min. stone perimeter.

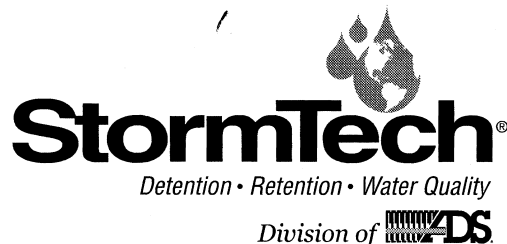
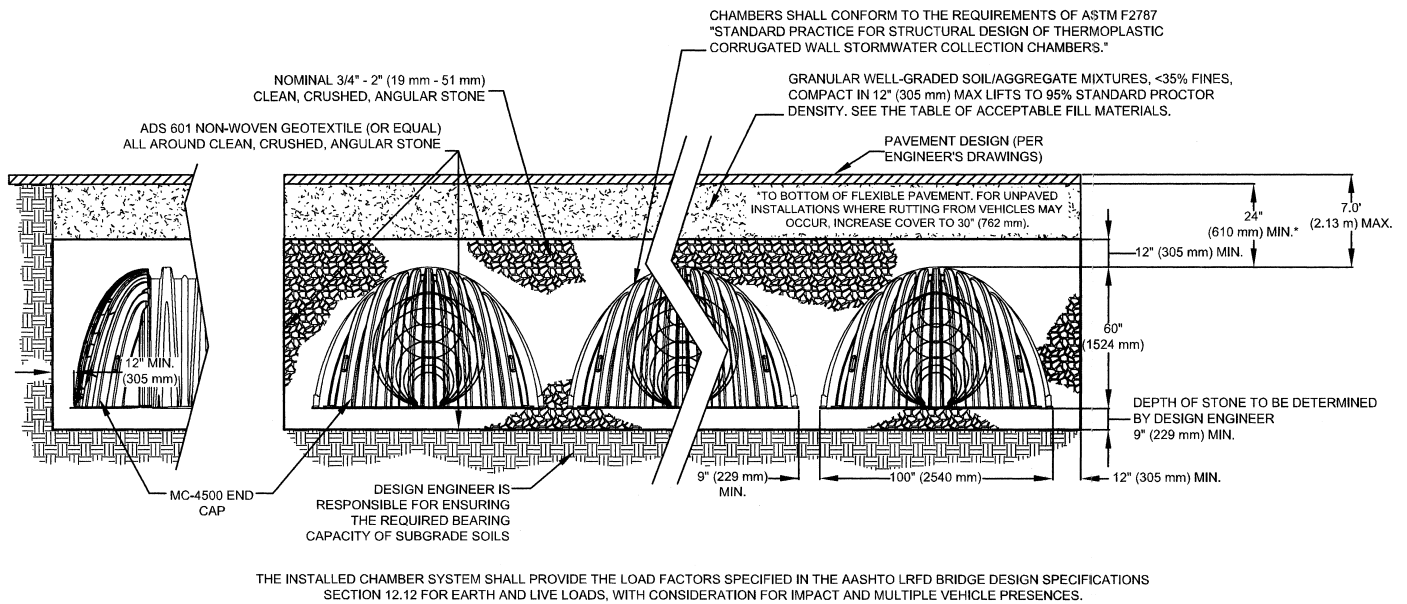
### Volume of Excavation Per Chamber/End Cap in yd<sup>3</sup> (m<sup>3</sup>)

	Stone Foundation Depth			
	9" (229 mm)	12" (305 mm)	15" (381 mm)	18" (457 mm)
Chamber	10.5 (8.0)	10.8 (8.3)	11.2 (8.5)	11.5 (8.8)
End Cap	9.3 (7.1)	9.6 (7.3)	9.9 (7.6)	10.2 (7.8)

NOTE: Assumes 9" (229 mm) min. of separation between chamber rows, 12" (305 mm) min. of perimeter in front of end caps, and 24" (610 mm) of cover. The volume of excavation will vary as the depth of cover increases.

### General Cross Section

\*\*Contact your local StormTech representative or visit [www.stormtech.com](http://www.stormtech.com) for a copy of the latest installation instructions.



20 Beaver Road, Suite 104 | Wethersfield | Connecticut | 06109  
860.529.8188 | 888.892.2694 | fax 866.328.8401 | fax 860-529-8040 | [www.stormtech.com](http://www.stormtech.com)

\*Advanced Drainage Systems, the ADS logo, the green stripe, are registered trademarks of Advanced Drainage Systems. StormTech and MC-4500 are registered trademarks of StormTech, Inc. Green Building Council Member logo is a registered trademark of the U.S. Green Building Council. ADS "Terms and Conditions of Sale" are available on the ADS website, [www.ads-pipe.com](http://www.ads-pipe.com)



-18-

## Simplified Operations and Maintenance Specifications PERVIOUS PAVEMENT

What To Look For	What To Do
<b>Structural Components</b> , including surface materials, shall evenly infiltrate stormwater.	
<ul style="list-style-type: none"> <li>➤ Clogged surface</li> <li>➤ Cracked or moving edge restraints</li> <li>➤ Cracked or settled pavement</li> </ul>	<ul style="list-style-type: none"> <li>➤ Vacuum sweep at least twice a year.</li> <li>➤ Powerwash annually or as needed. Do not use surfactants.</li> <li>➤ Repair per manufacturer's specifications.</li> </ul>
<b>Vegetation</b>	
<ul style="list-style-type: none"> <li>➤ Large shrubs or trees</li> <li>➤ Weeds</li> </ul>	<ul style="list-style-type: none"> <li>➤ Sweep leaf litter and sediment to prevent surface clogging and ponding.</li> <li>➤ Prevent large root systems from damaging subsurface structural components.</li> <li>➤ Permeable pavers: manually remove weeds. Do not use herbicides. Mow, torch, or inoculate with preferred vegetation. Many pavers are designed to have pore space vegetation.</li> </ul>
<b>Filter Medium</b>	
<ul style="list-style-type: none"> <li>➤ Aggregate loss in pavers from settling and from powerwashing</li> </ul>	<ul style="list-style-type: none"> <li>➤ Replace paver pore space with aggregate from original design.</li> </ul>

### **Maintenance Schedule:**

*Summer.* Make necessary structural repairs.

*Fall.* Vacuum sweep.

*Winter.* Monitor infiltration rate.

*Spring.* Powerwash, with proper disposal. Vacuum sweep.

*All seasons.* Weed as necessary.

**Maintenance Records.** Record date, description, and contractor (if applicable) for all structural repairs, landscape maintenance, and facility cleanout activities. Keep work orders and invoices on file and make available upon request of the City inspector.

**Infiltration/Flow Control:** All facilities shall drain within 48 hours. Record time/date, weather, and site conditions when ponding occurs.

**Pollution Prevention:** All sites shall implement best management practices to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact Spill Prevention & Citizen Response at 503-823-7180 for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.

**Vectors (Mosquitoes & Rodents):** Stormwater facilities shall not harbor mosquito larvae or rats that pose a threat to public health or that undermine the facility structure. Monitor standing water for small wiggling sticks perpendicular to the water's surface. Note holes/burrows in and around facilities. Call Multnomah County Vector Control at 503-988-3464 for immediate assistance to eradicate vectors. Record time/date, weather, and site conditions when vector activity observed.

## Simplified Operations and Maintenance Specifications

### CHAMBERS

What To Look For	What To Do
<b>Structural Components</b> include pipes, manholes (drywells), and rock/sand reservoirs (soakage trenches), storm chambers, and silt traps (soakage trenches).	
<ul style="list-style-type: none"> <li>➤ Clogged inlets, reservoirs, manholes, or silt traps</li> <li>➤ Debris or garbage build up</li> <li>➤ Cracked drain pipes or manholes</li> </ul>	<ul style="list-style-type: none"> <li>➤ Clean gutters, rain drains, and silt traps twice a year.</li> <li>➤ Clear piping to facility when blockage occurs.</li> <li>➤ Repair/seal cracks. Replace when repair is insufficient.</li> </ul>
<b>Vegetation</b> includes surface cover and nearby plantings.	
<ul style="list-style-type: none"> <li>➤ Large shrubs and trees</li> </ul>	<ul style="list-style-type: none"> <li>➤ Prevent large root systems from damaging subsurface structural components.</li> </ul>
<b>Filter Layer</b> includes rock/gravel bed.	
<ul style="list-style-type: none"> <li>➤ Ponding water</li> </ul>	<ul style="list-style-type: none"> <li>➤ Clear piping through facility when ponding occurs.</li> <li>➤ Replace rock/sand reservoirs as necessary.</li> <li>➤ Tilling of subgrade below reservoir may be necessary (for trenches) prior to backfill.</li> <li>➤ May require decommissioning and replacement (for drywells or trenches).</li> </ul>

#### Maintenance Schedule:

*Summer.* Make necessary structural repairs. Clean silt traps.

*Fall.* Clean gutters and rain drains.

*Winter.* Monitor infiltration rate.

*Spring.* Clean gutters and rain drains.

**Maintenance Records:** Record date, description, and contractor (if applicable) for all structural repairs, landscape maintenance, and facility cleanout activities. Keep work orders and invoices on file and make available upon request of the City inspector.

**Access:** Maintain ingress/egress to design standards.

**Infiltration/Flow Control:** All facilities shall drain within 48 hours. Record time/date, weather, and site conditions when ponding occurs.

**Pollution Prevention:** All sites shall implement best management practices to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact Spill Prevention & Citizen Response at 503-823-7180 for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.

**Vectors (Mosquitoes & Rodents):** Stormwater facilities shall not harbor mosquito larvae or rats that pose a threat to public health or that undermine the facility structure. Monitor standing water for small wiggling sticks perpendicular to the water's surface. Note holes/burrows in and around facilities. Call Multnomah County Vector Control at 503-988-3464 for immediate assistance to eradicate vectors. Record time/date, weather, and site conditions when vector activity observed.



February 5, 2014

Empire Building Company  
4040 SE International Way, Suite E205  
Milwaukee, Oregon 97222

**RE:     SITE INFILTRATION TESTING RESULTS**  
**950 SOUTH END ROAD**  
**OREGON CITY, OREGON**  
**BEI PROJECT No. 14-031**

Branch Engineering Inc. (BEI) has performed a near surface infiltration test at the subject site on February 4, 2014. The test location was on the west side of the large parcel residential property 25-feet east and 53-feet north of the southwest property corner. The purpose of our testing was to provide site specific infiltration rates for the design of an on-site stormwater disposal system. Site infiltration testing was conducted in accordance with the falling head test method described for the presumptive approach in Appendix F.2 of the 2010 Portland Stormwater Management Manual. The infiltration test hole was hand-dug on to a depth of about 25-inches below the ground surface. The test site was presaturated with 2-gallons of water placed in an 8-inch diameter standpipe. The presaturation water drained away within 15 minutes so infiltration testing was conducted on the same day and consisted of four successive trials with water added between each trial to bring the initial water depth to between 6- and 12-inches.

The soil in the test hole was visually classified using the American Society of Testing and Materials (ASTM) Method D-2488. Soil conditions consisted of 12-inches of brown silty clay topsoil with some organic underlain by light brown, moist, clayey silt/silty clay down to the test depth. After testing, the soil stratigraphy was assessed to a depth of 5-feet and was found to be a similar silty clay/clayey silt soil with slight increase in stiffness. Nearby well logs, attached, indicate subsurface conditions are consistent with our observations.

### **Groundwater**

Ground water was not encountered in the site boring at the maximum exploration depth of 5-feet below ground surface and well logs within a ½-mile of the site do not indicate static groundwater within 20 feet of the surface.

### **Infiltration Test Analysis**

After presaturation of the test hole, the amount of fall in the water column was measured over time for four (4) separate trials. The vertical hydraulic conductivity of the soil is calculated from the equations presented below. The volume of water infiltrated into a soil of consistent hydraulic conductivity is primarily dependent upon two factors, the area over which infiltration occurs and the pressure head. Using the following vadose zone equations, an estimated vertical hydraulic conductivity and rate of infiltration is presented in Table 1 for the test site. No factor of safety has been applied to the calculated hydraulic conductivity; however, typically a factor of safety of two (2) is applied to the infiltration rate for design of the site storm water disposal system.

$$V_i = Ki$$

where:

$V_i$  is the rate of fall in the water height

$K$  is the hydraulic conductivity

$i$  is the head loss

$L_f$  is the depth of the wetting front

$H_w$  is median water height

$$i = \frac{H_w + L_f - h_{cr}}{L_f}$$

$$L_f = \frac{V_{wt}}{A \times f}$$

$V_{wt}$  is the total volume of water infiltrated

$f$  is the fillable porosity (assumed to be 35%)

$$q = KiA$$

$q$  is the average rate of water infiltration (vol./time)

$A$  is the infiltration area

$h_{cr}$  is the critical pressure head of soil for sidewall wetting (assumed to be 0 inches)

(Bouwer, 1978)

The soil material is assumed to be laterally homogeneous and sidewall infiltration is negligible as a plastic standpipe was used for containment of the water infiltrated.

### **Summary of Field Infiltration Test Results**

The results of our February 5, 2014 field test are summarized below in Table 1. The hydraulic conductivity and infiltration rate per square foot are calculated for the worst case trial result, see the attached Field Test Worksheet and Infiltration Data Worksheet.

Table 1:

January 9, 2014: INFILTRATION TEST TRIAL RESULTS				
Test Location	Test Depth (inches)	Drop in Water Height (in/hr)	Calculated Vertical Hydraulic Conductivity (ft/hr)	Rate of Infiltration (gal/hr/sf)
B-1	25	Trial 1 - 27 Trial 2 - 16.5 Trial 3 - 13.5 Trial 4 - 11.5	0.9	7.3

February 6, 2014

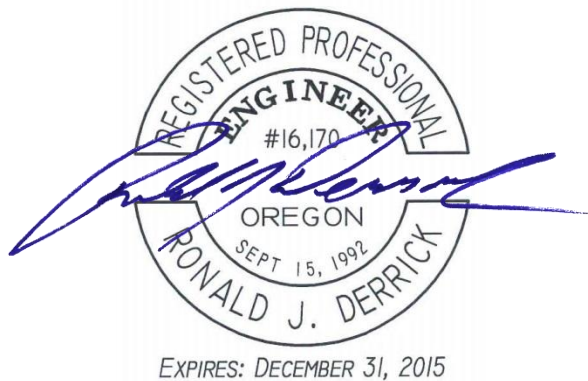
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### Data Analysis

The results of the field testing are consistent with the rate of infiltration seen in other test sites with similar soil conditions. A factor of safety of two (2) is generally required for design, which makes the hydraulic conductivity equal to 0.45 ft/hr.

If you have any questions regarding the test method or data analysis, please contact the undersigned.

Sincerely,  
*Branch Engineering Inc,*



Ronald J. Derrick, P.E., G.E.  
Principal Geotechnical Engineer



DESIGN REVIEW DRAWING INDEX:

- ARCHITECTURAL (10 SHEETS TOTAL):  
DR.0 COVER SHEET  
DR.1 SITE PLAN  
DR.1A SITE LIGHTING PLAN  
DR.T1 TREE REMOVAL PLAN  
DR.2 EAST & SOUTH BUILDING ELEVATIONS  
DR.3 NORTH & WEST BUILDING ELEVATIONS  
DR.4 GROUND LEVEL FLOOR PLAN  
DR.5 2ND LEVEL FLOOR PLAN  
DR.L1 LANDSCAPE PLAN  
DR.L2 LANDSCAPE DETAILS  
CIVIL (3 SHEETS TOTAL):  
1 EXISTING CONDITIONS SURVEY  
2 PROPOSED SITE PLAN  
3 GRADING & EROSION CONTROL PLAN

CONTACT:

OWNER:  
DONOVAN INVESTMENTS  
DANIEL & PETRONELLA DONOVAN  
182 WARNER PARROTT RD.  
OREGON CITY, OR. 97045  
503.810.9045

APPLICANT / CONTACT:  
EPR DESIGN, LLC.  
EDWARD RADULESCU, B. ARCH.  
JOHN MACKINNON, R. ARCH.  
MICHAEL JOHNSON, P.E.  
825 NE 20TH AVE. SUITE 202  
PORTLAND, OR. 97232  
503.265.8461  
EDDIE@EPRDESIGN.COM

GENERAL CONTRACTOR:  
EMPIRE BUILDING CO. LLC  
CHAD VALLELY  
4040 SE INTERNATIONAL WAY STE.  
E205  
MILWAUKIE, OR. 97222  
503.610.3220  
CHAD@EMPIRE-BUILDING-CO.COM

LANDSCAPE ARCHITECTURE:  
FROEBER LAND  
JEFF FROEBER  
9527 SW BROOKLYN LANE  
TIGARD, OR. 97224  
503.799.7555  
JEFF@FROEBERLAND.COM

CIVIL ENGINEER:  
RSG ENGINEERING, LLC.  
RICHARD S. GEORGESCU, P.E.  
16802 NE 152ND AVE.  
BRUSH PRAIRE, WA. 98606  
503.380.6179  
RSGENG@COMCAST.NET

SITE LIGHTING:  
HARRY L. STEARNS, INC.  
KAREN WILEY, CPMR  
7305 NE GLISAN ST.  
PORTLAND, OR. 97213  
503.704.1280

950 SOUTH END RD.  
OREGON CITY, OR. 97045 &  
VACANT LOT DIRECTLY SOUTH OF 950 SOUTH END RD.

SINGLE FAMILY HOME - R3 OCCUPANCY  
(DEMOLISHED)

3-1E-01AD, TAX LOT 3100 (950 SOUTH END RD.)  
3-1E-01AD, TAX LOT 3202

PA-14-15

R-10 / SINGLE-FAMILY DWELLING DISTRICT

31 BED RESIDENTIAL CARE FACILITY W/  
MEMORY CARE ENDORSEMENT

CONDITIONAL USE  
MAJOR VARIANCE (LOCATION OF DRIVEWAY)  
SITE PLAN & DESIGN REVIEW  
LOT LINE ADJUSTMENT

31 TOTAL UNITS (31 RESIDENT BEDS)

39,343 S.F. (.91 ACRE)  
15,737 S.F. (40%)  
15,323 S.F. (39%)

FRONT: 5' MAX. ACTUAL: APPROX. 10' TO 32'  
FRONT PORCH: 15' MIN. ACTUAL: APPROX. 10'  
SIDES: 10' MIN. ACTUAL: APPROX. 10'-0" TO 24'-8"  
REAR: 20' MIN. ACTUAL: 62'-1"

35'  
APPROX. 29'

15,909 S.F. (40%)

8,111 S.F. (21%) PERVIOUS  
INCLUDING COVERED AREAS

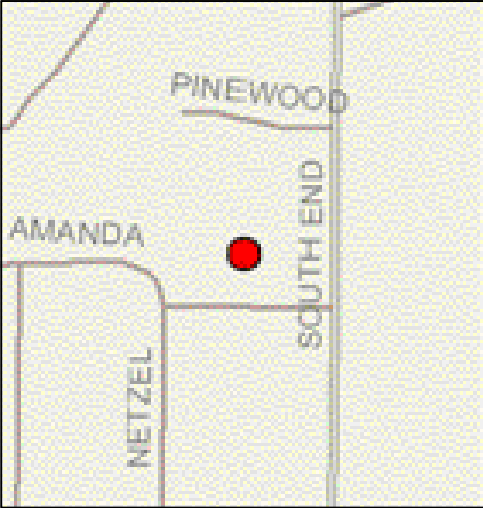
MINIMUM: 1 PER 7 BEDS (4 SPACES TOTAL) (TABLE 17.25.020)

MAXIMUM: 1 PER 5 BEDS (6 SPACES TOTAL) (TABLE 17.25.020)

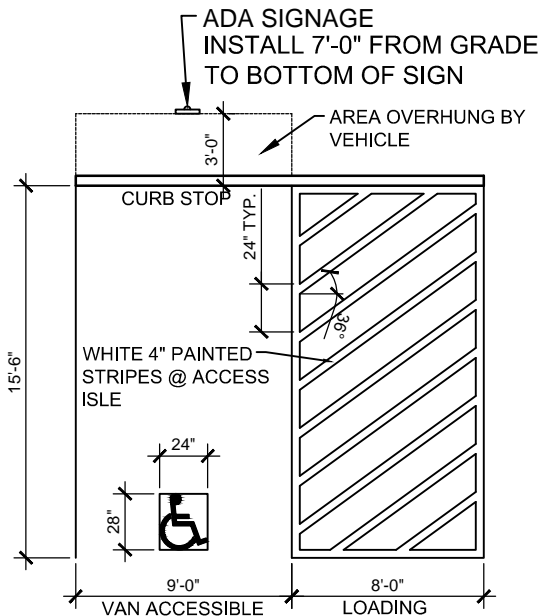
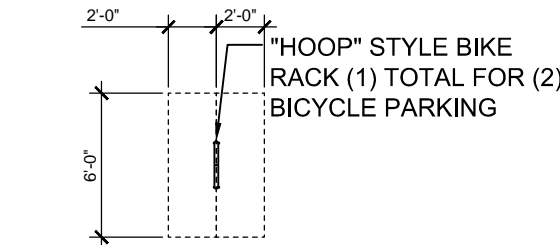
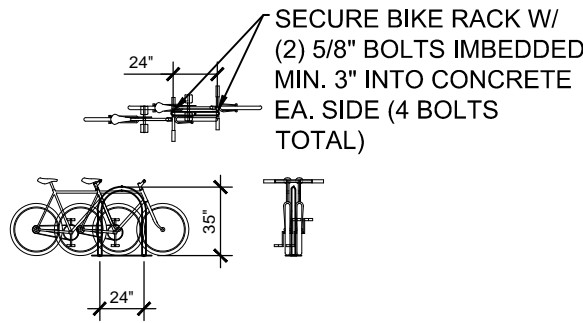
6 ON-SITE, W/ 1 HANDICAP VAN ACCESSIBLE SPACE (OSSC. TABLE 1106.1)

1 PER 30 AUTO SPACES (17.52.040 TABLE A)

1 (SEE SITE PLAN FOR LOCATION)



SITE



VAN-ACCESSIBLE



VAN ACCESSIBLE PARKING  
STALL W/ LOADING AREA

SCALE: 1/8" = 1'-0"



CODE SUMMARY:

APPLICABLE CODES:  
2010 OREGON STRUCTURAL SPECIALTY CODE (OSSC.)  
ICC/ANSI A117.1-2003  
ADA ACCESSIBILITY STANDARDS  
OREGON ADMINISTRATIVE RULES 411-054-0200  
(RESIDENTIAL CARE FACILITY REQUIREMENTS)  
OREGON CITY MUNICIPAL CODE  
OREGON CITY MULTI FAMILY DESIGN GUIDELINES & STANDARDS

PROPOSED BUILDING AREAS:  
GROUND FLOOR AREA: 14,845 S.F.  
2ND LEVEL FLOOR AREA: 215 S.F. FINISHED  
1,765 S.F. UNFINISHED  
TOTAL FINISHED BUILDING AREA: 15,060 S.F.

PROPOSED # OF STORIES: 2

ELEVATOR: NO (NO RESIDENTS RECEIVING  
CARE ON 2ND LEVEL)

TOTAL NUMBER OF UNITS: 31 RESIDENT BEDROOMS  
W/ 1 BED IN EA. UNIT

PROPOSED OCCUPANCY GROUP: I-2 & APPENDIX SR-2  
(OSSC. SEC. 308.2)

CONSTRUCTION TYPE: VA

ALLOWABLE AREAS: 9,500 S.F. PER FLOOR  
(OSSC. TABLE 503)

SPRINKLERS: NFPA 13 THROUGHOUT

ALLOWABLE AREA INCREASE: 200% FOR A TOTAL OF  
28,500 S.F. PER FLOOR  
(OSSC. SEC. 506.3)

ALLOWABLE HEIGHT: 35' (PER R-10 ZONING REQ.)

ALLOWABLE # OF STORIES: 2

ALLOWABLE INCREASE IN # OF STORIES: 1 FOR A TOTAL OF 2 STORIES  
(OSSC. SEC. 504.2)

epr  
DESIGN

825 N.E. 20th Ave. Suite 202  
Portland, Oregon 97232  
503-265-8461 PH.  
503-265-8462 FX.  
www.eprdesign.com

PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, Ilc.

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copyrighted under Federal Law by:  
EPR DESIGN llc.

COVER SHEET

REV. NO. DATE:

DATED: 5/28/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.0



DR.1





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503-265-8462 FX.  
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HARRY L. STEARNS, INC.  
2305 NE GLISAN ST.  
PORTLAND, OR. 97213  
503-262-2640

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New Construction  
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Empire Building Company, llc.

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## -SITE LIGHTING PLAN

REV. NO. DATE:

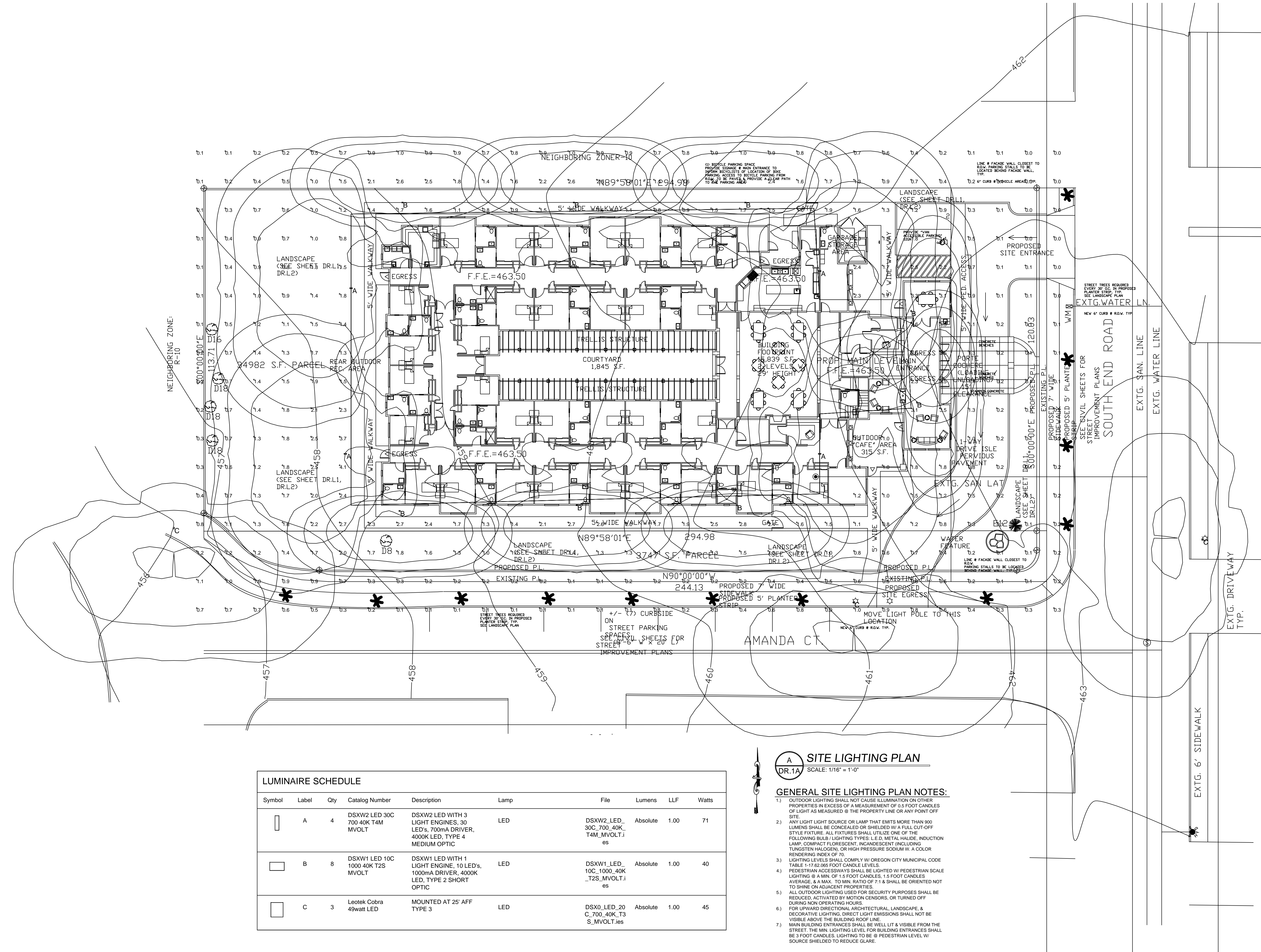
DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.1A





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-TREE REMOVAL  
PLAN

REV. NO. DATE:

DATE: 4/4/2014

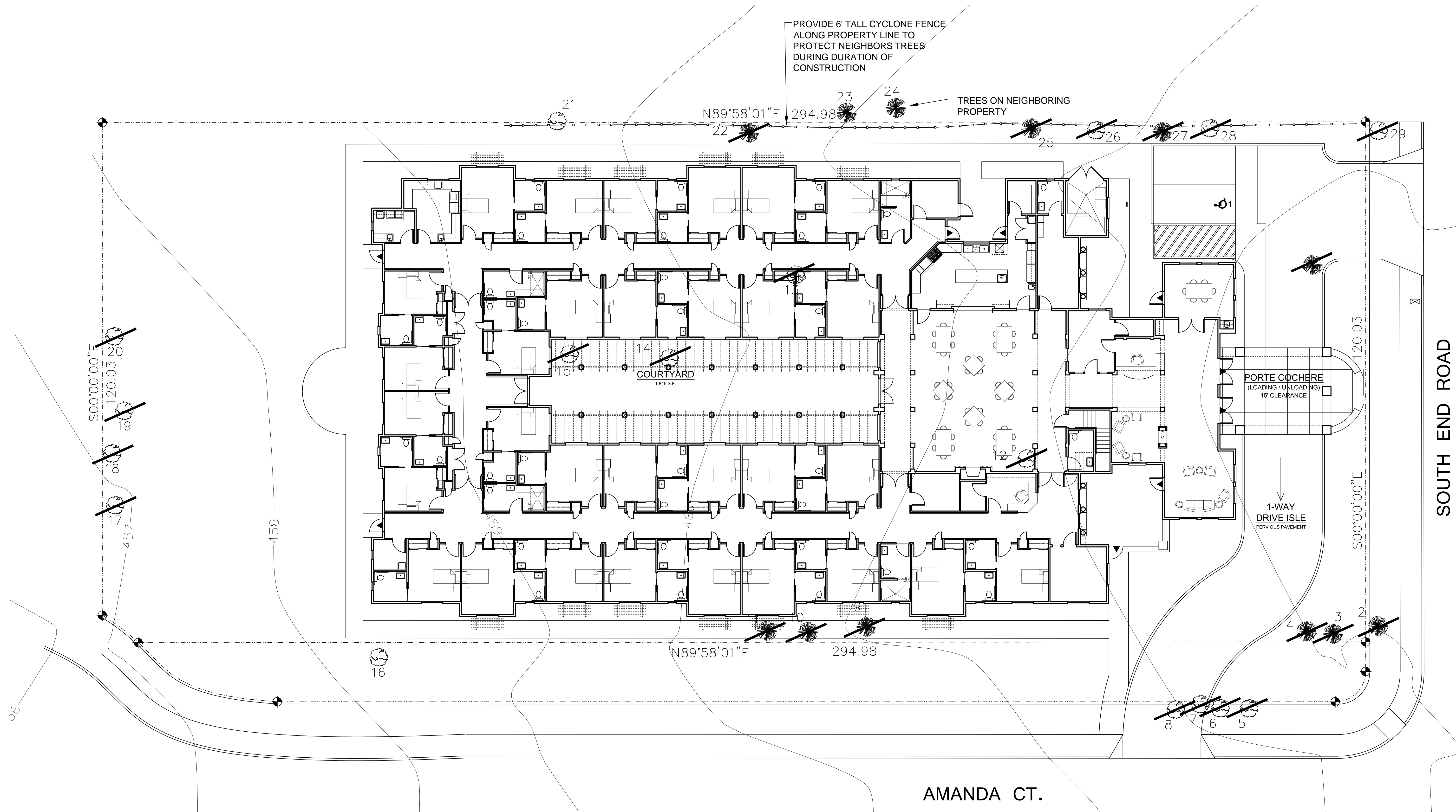
DRAWN BY:

REVIEWED BY:

SHEET:

DR.T1

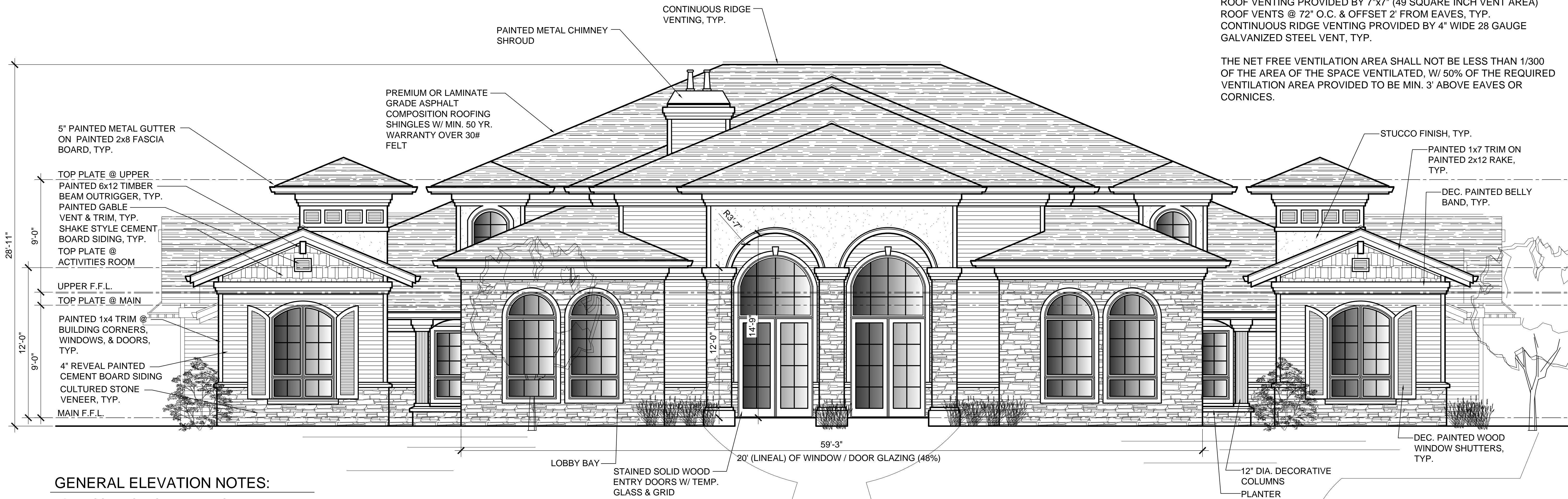
A  
DR T1  
TREE REMOVAL PLAN  
SCALE: 3/32" = 1'-0"



35' MAX. HEIGHT LIMIT

epr  
DESIGN

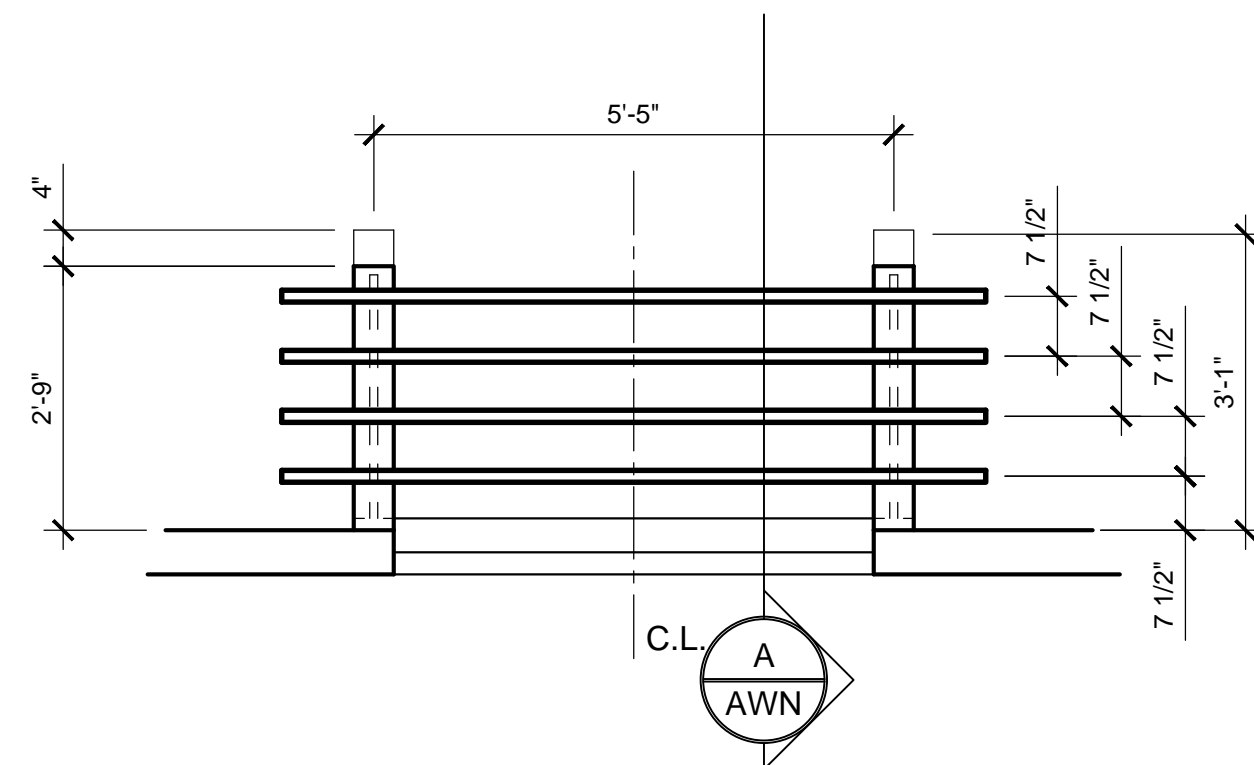
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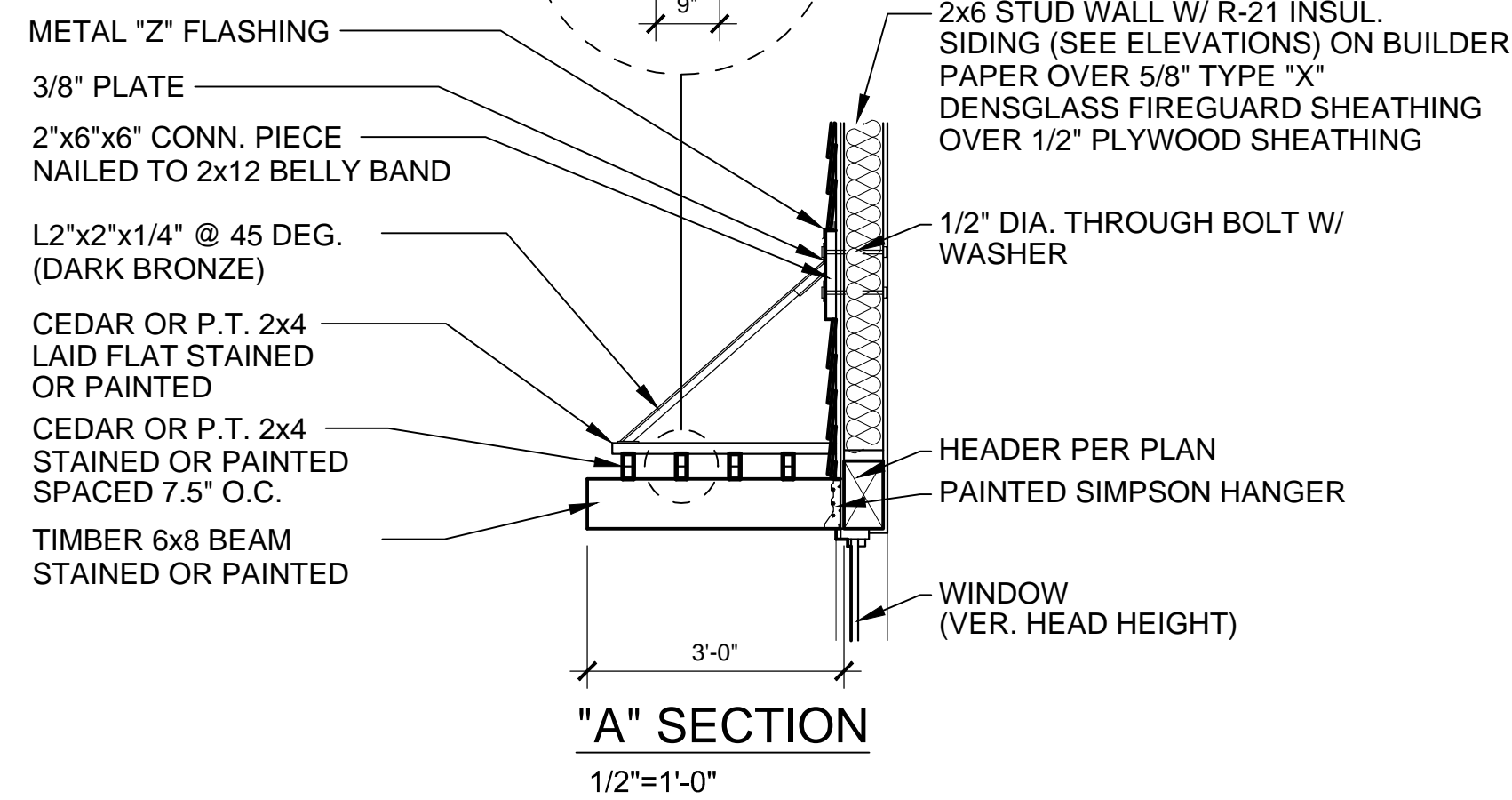
GENERAL ELEVATION NOTES:

- 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**  
SCALE: 1/4" = 1'-0"



**AWN WINDOW AWNING**  
1/2"=1'-0"



**B LEFT SIDE (SOUTH) ELEVATION**  
SCALE: 1/8" = 1'-0"

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New Construction  
General Contractor:  
Empire Building Company, llc.

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

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.2





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New Construction  
General Contractor:  
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-RIGHT SIDE  
(NORTH ELEV.  
-REAR (WEST)  
ELEVATION

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

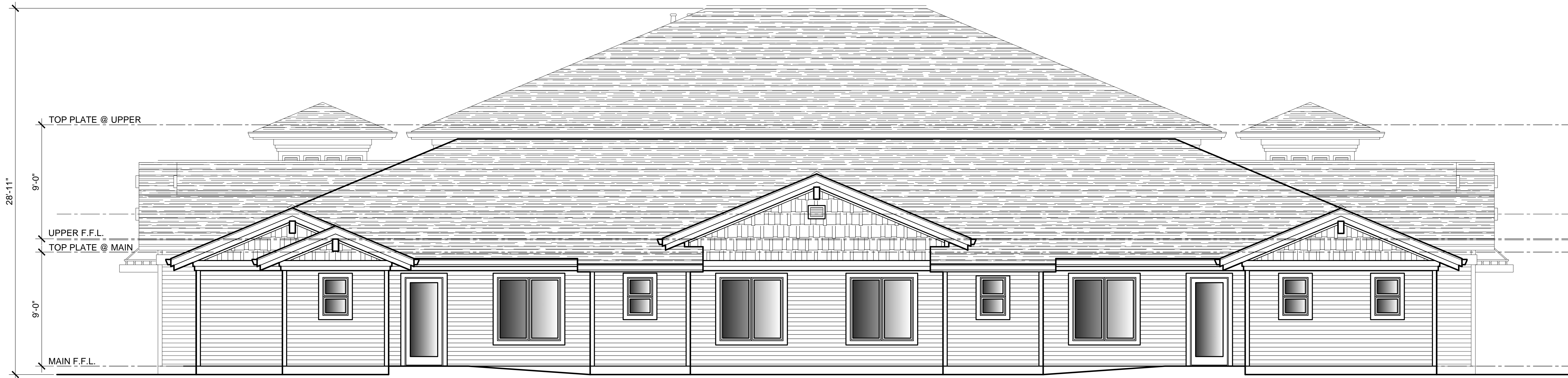
SHEET:

DR.3



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

35' MAX. HEIGHT LIMIT



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



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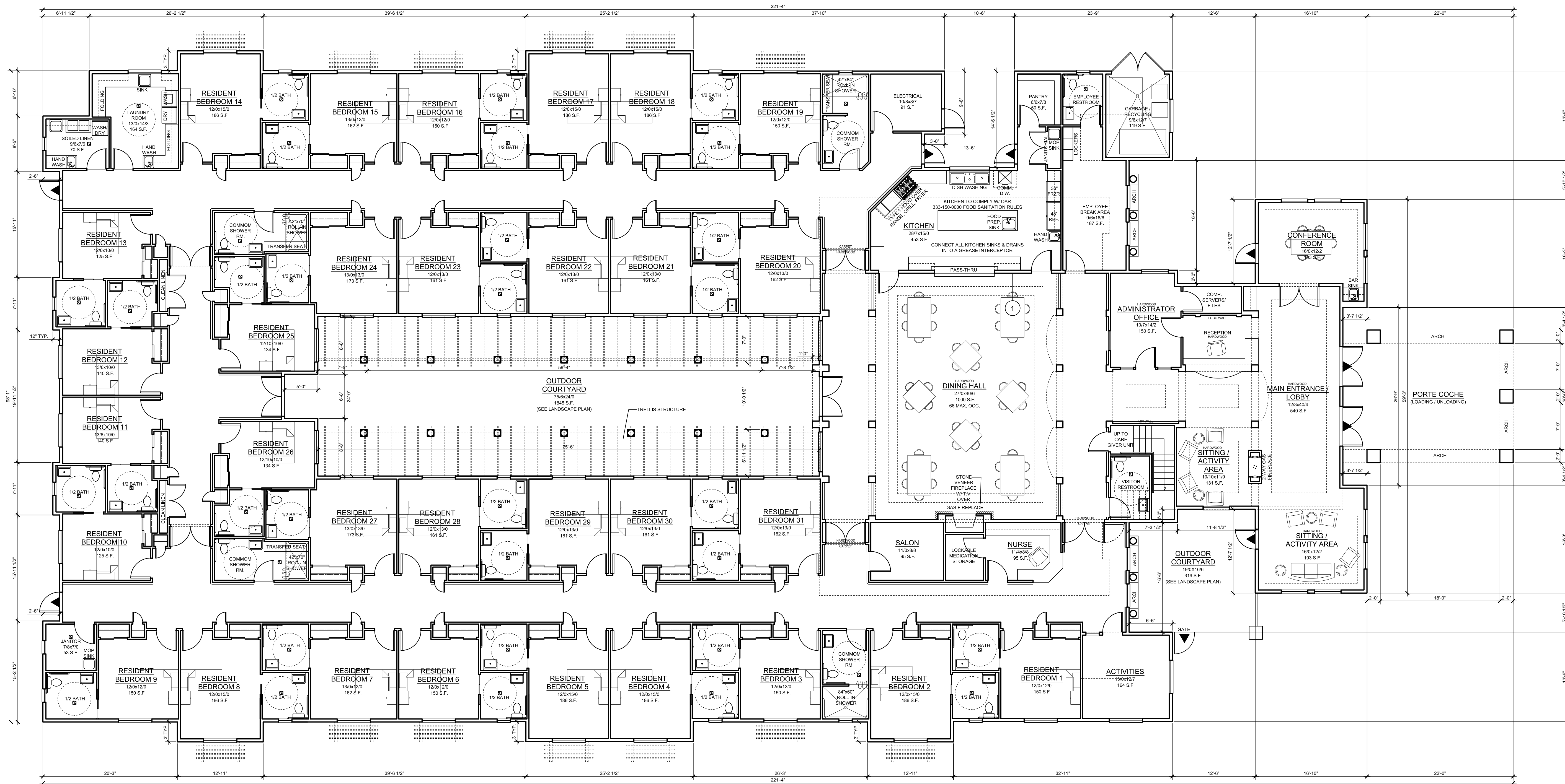
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Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, Inc.

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## GROUND LEVEL FLOOR PLAN

REV. NO. DATE:



### A GROUND LEVEL FLOOR PLAN

DR.4 SCALE: 1/8" = 1'-0"  
GROUND LEVEL RESIDENT BEDS: 31  
GROUND LEVEL AREA: 14,845 S.F.  
TOTAL LIVING AREA (G+2ND): 15,060 S.F.

#### KEYNOTES:

- 1 PROVIDE COMBINATION EXIT ILLUMINATION & EXIT SIGN WITH BATTERY BACKUP. (MIN. 1 FOOT CANDLE)
- 2 PROVIDE ADA COMPLIANT HANDRAIL.

#### LEGEND:

- (11B) SEE DOOR SCHEDULE
- (4) SEE WINDOW SCHEDULE
- (E) FIRE EXTINGUISHER
- (V) BUILDING EGRESS
- 2x6 SOUND INSULATED WALL

#### GENERAL NOTES:

ALL CORRIDOR DOORS TO BE MIN. 20 MINUTE RATED PER TABLE 715.4 FIRE PARTITIONS. EXCEPTION: RESIDENT BEDROOM DOORS NOT REQUIRED TO BE RATED.

MIN. (3) RESIDENT SLEEPING UNITS TO BE ACCESSIBLE UNITS W/ ACCESSIBLE RESTROOMS. ALL OTHER RESIDENT SLEEPING UNITS TO BE TYPE "B" UNITS W/ ACCESSIBLE RESTROOMS.

RESIDENT BEDROOM DOORS ACCESSING THE CORRIDOR TO BE EQUIPPED WITH SMOKE GASKETS AND POSITIVE LATCHING.

RESIDENT AREAS TO BE ATTENDED BY STAFF ON A 24-HR. BASIS.

EXTERIOR SIDEWALKS & CONCRETE PATIO AREAS SHOWN FOR COORDINATION ONLY. SEE SITE PLAN FOR ADDITIONAL INFORMATION.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

KITCHEN TO COMPLY W/ OAR 333-150-0000 FOOD SANITATION RULES.

PROVIDE GREASE INTERCEPTORS AT KITCHEN FOOD PREPARATION & DISHWASHING SINKS

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

ALL WINDOW HEAD HEIGHTS TO BE 7'-0" U.N.O.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. (U.N.O.).

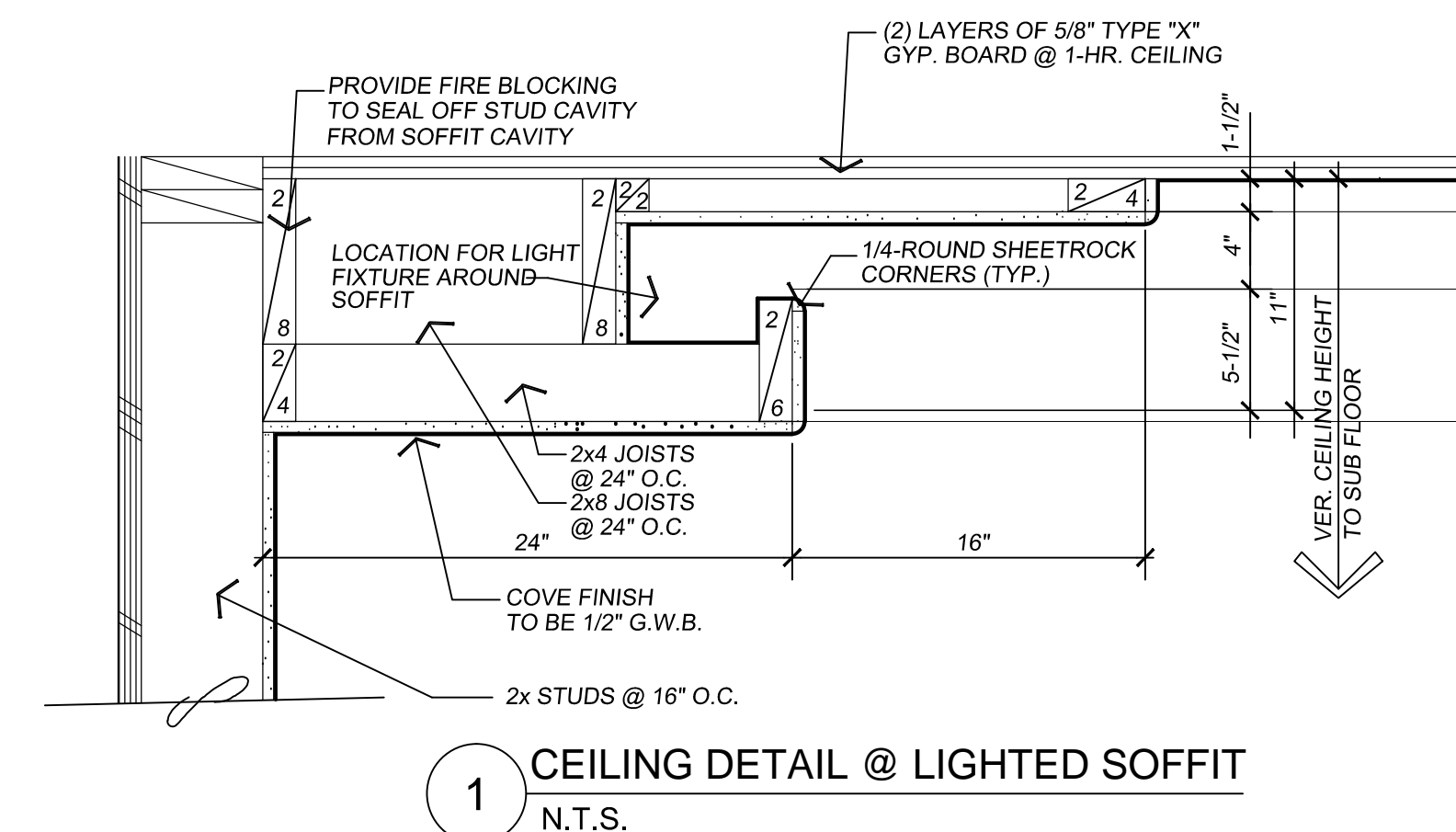
TYPICAL EXTERIOR SHEATHING:  
5/8" TYPE "X" DENSGLOSS FIREGUARD OVER 7/16" A.P.A. RATED PLYWOOD WALL SHEATHING (O.S.B. OK).

TYPICAL INTERIOR SHEATHING U.N.O.:  
5/8" TYPE "X" GYP. WALL BOARD.  
(2) LAYERS OF 5/8" TYPE "X" GYP. WALL BOARD @ CEILINGS. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN.

TYPICAL ROOF SHEATHING:  
7/16" A.P.A. RATED PLYWOOD SHEATHING.

TYPICAL 2x6 BEARING WALL WINDOW & DOOR HEADERS TO BE 6x10 DFL #2 U.N.O.

TYPICAL 2x4 BEARING WALL OPENING HEADERS TO BE 4x10 DFL #2 U.N.O.



### 1 CEILING DETAIL @ LIGHTED SOFFIT N.T.S.

DATE: 4/4/2014  
DRAWN BY:  
REVIEWED BY:  
SHEET:

DR.4





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Portland, Oregon 97232  
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PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.

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2ND LEVEL  
FLOOR PLAN

REV. NO. DATE:

DATE: 4/4/2014

DRAWN BY:

REVIEWED BY:

SHEET:

DR.5

KEYNOTES:

- 1 PROVIDE COMBINATION EXIT ILLUMINATION & EXIT SIGN WITH BATTERY BACKUP. (MIN. 1 FOOT CANDLE)
- 2 PROVIDE ADA COMPLIANT HANDRAIL.

LEGEND:

- (11B) SEE DOOR SCHEDULE
- (4) SEE WINDOW SCHEDULE
- (F) FIRE EXTINGUISHER
- (V) BUILDING EGRESS
- 2x6 SOUND INSULATED WALL

GENERAL NOTES:

NO RESIDENTS RECEIVING CARE SHALL RESIDE ON THE 2ND LEVEL. STAFF & OWNER USE ONLY.

ALL GUARD RAILING TO BE MIN. 42" TALL W/ PICKETS SPACED SO 4" DIAMETER SPHERE WILL NOT PASS.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

ALL WINDOW HEAD HEIGHTS TO BE 7'-0" U.N.O.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. (U.N.O.).

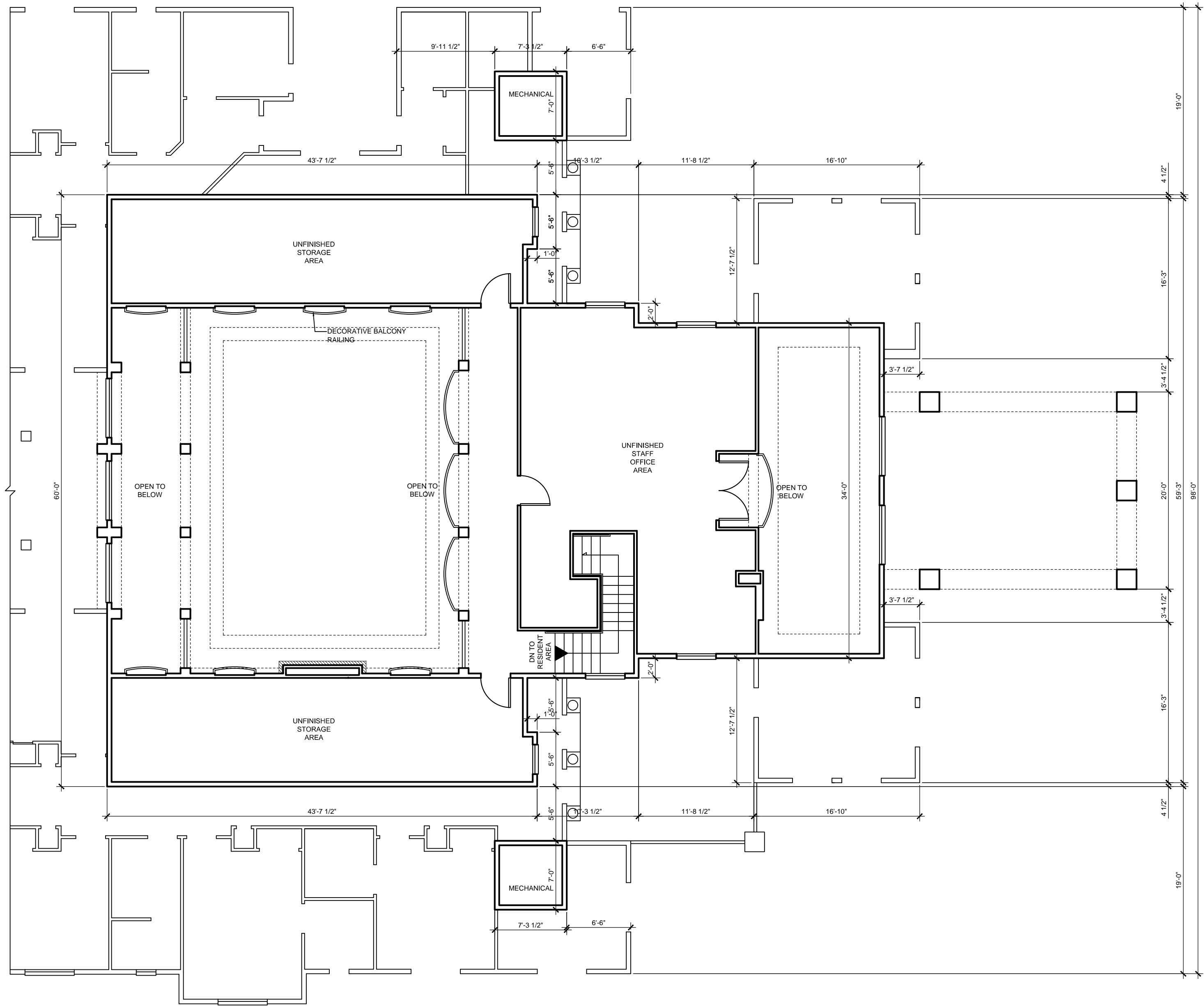
TYPICAL EXTERIOR SHEATHING:  
5/8" TYPE "X" DENSGLASS FIREGUARD OVER 7/16" A.P.A. RATED PLYWOOD WALL SHEATHING (O.S.B. OK).

TYPICAL INTERIOR SHEATHING U.N.O.:  
5/8" TYPE "X" GYP. WALL BOARD.  
(2) LAYERS OF 5/8" TYPE "X" GYP. WALL BOARD @ CEILINGS. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN.

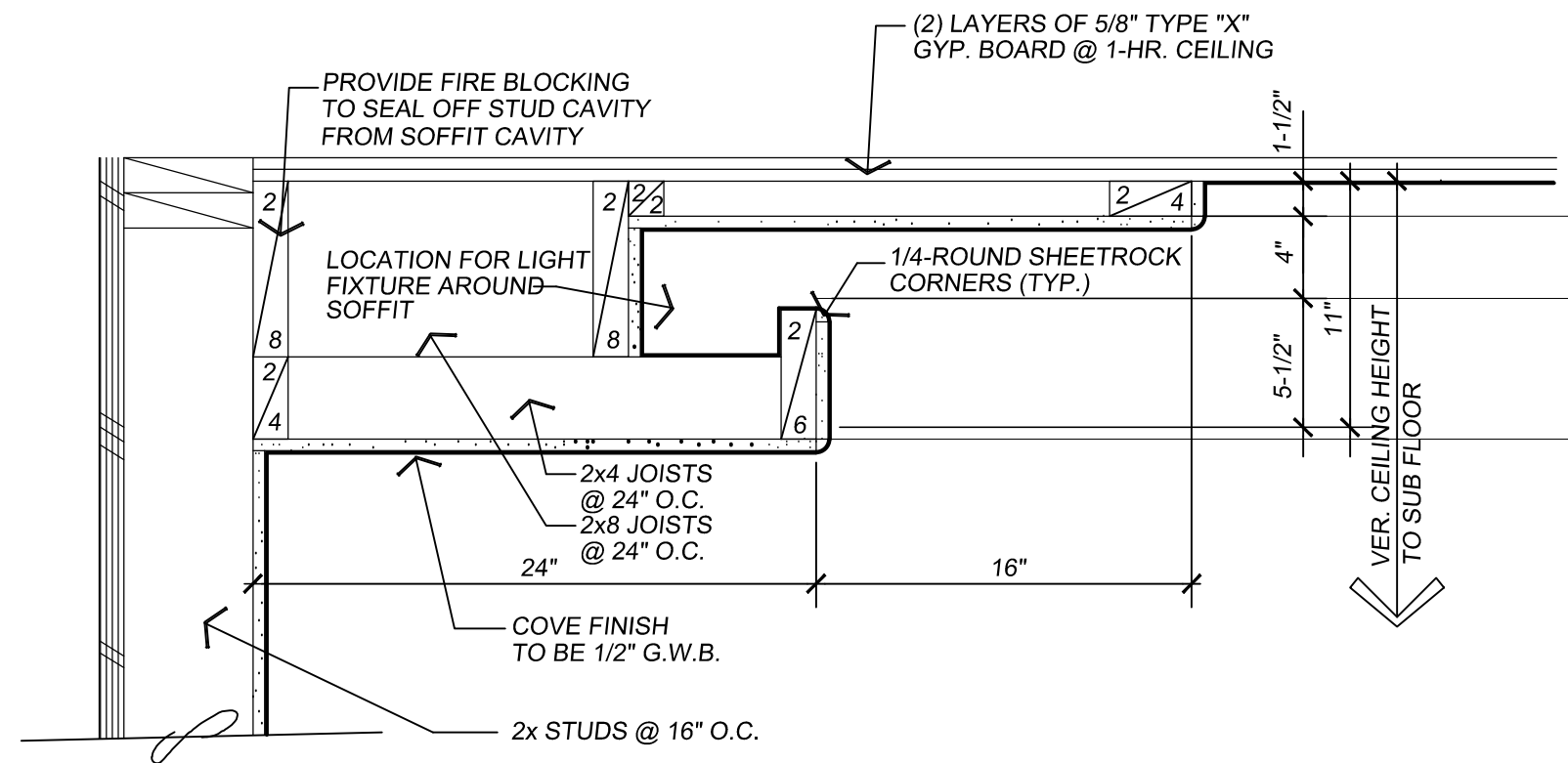
TYPICAL ROOF SHEATHING:  
7/16" A.P.A. RATED PLYWOOD SHEATHING.

TYPICAL 2x6 BEARING WALL WINDOW & DOOR HEADERS TO BE 6x10 DFL #2 U.N.O.

TYPICAL 2x4 BEARING WALL OPENING HEADERS TO BE 4x10 DFL #2 U.N.O.



A  
DR.5  
2ND LEVEL FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
NO RESIDENTS RECEIVING CARE ON THIS FLOOR  
2ND LEVEL AREA: 216 S.F.  
TOTAL LIVING AREA (G-2ND): 15,080 S.F.  
UNFINISHED AREA: 1,765 S.F.



1  
CEILING DETAIL @ LIGHTED SOFFIT  
N.T.S.



South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.



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

## PLANTING PLAN

REV. NO. \_\_\_\_\_ DATE: \_\_\_\_\_

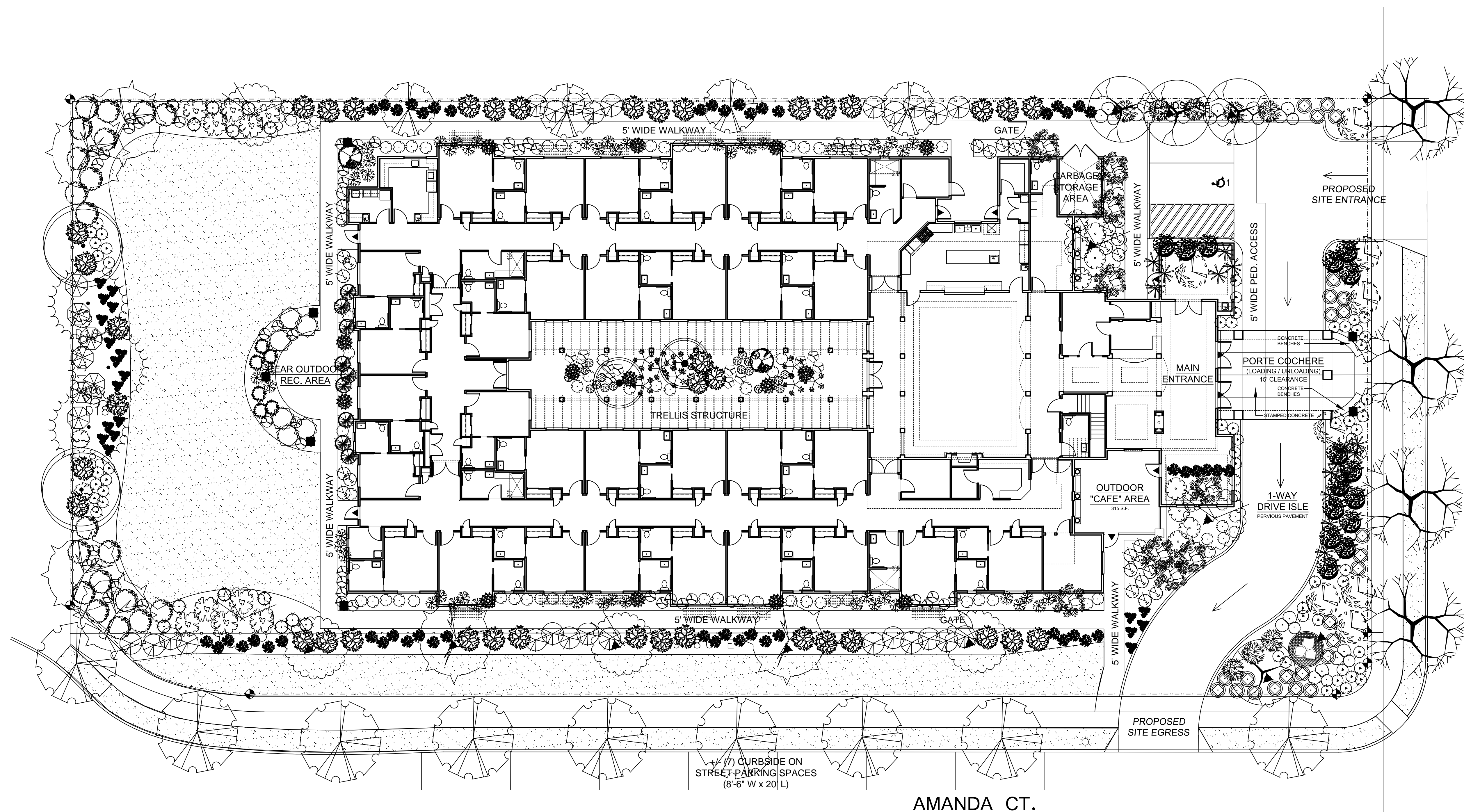
DATE: 4/4/2014

DRAWN BY:






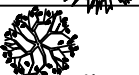





REVIEWED BY:












SHEET:

DR.L1











PLANT & MATERIAL LEGEND:

Q#*	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

OT#	SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
51		COMMON LAVENDER	LAVANDULA ANGLUSTIFOLIA	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	HELICTOTRICHON SEMPERVIRENS	1 gal
14		JAPAN. BLOODGRASS	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 SASANKUA	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 CALYGINUM	3qs
12		AZALEAS 'EVEREST'	EVERGREEN AZALEA	2 qs
20		ASTILBE 'AUG. LIGHT'	ASTILBE ARENDsii 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	8,150sq
125		BLUE STAR CREEPER	LAURENTIA FLUVIATIALIS	4" pot
44		VINCA GROUND COVER	VINCA MINOR 'BOWLES'	1 qs



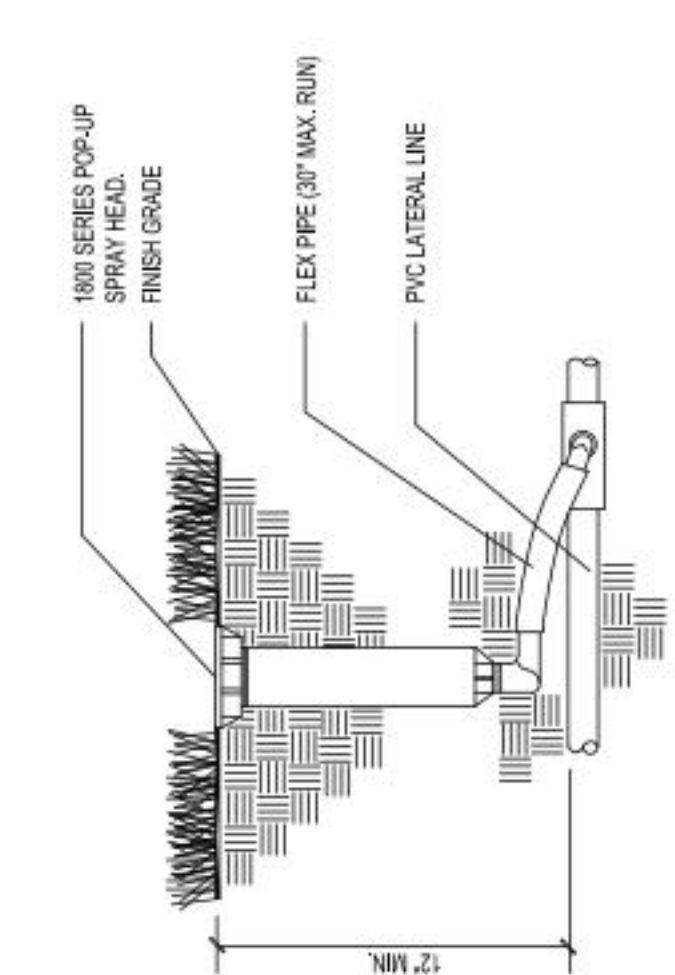
South End Road Memory Care Facility  
Oregon City, Oregon 97045  
New Construction  
General Contractor:  
Empire Building Company, llc.

DETAILS SHEET

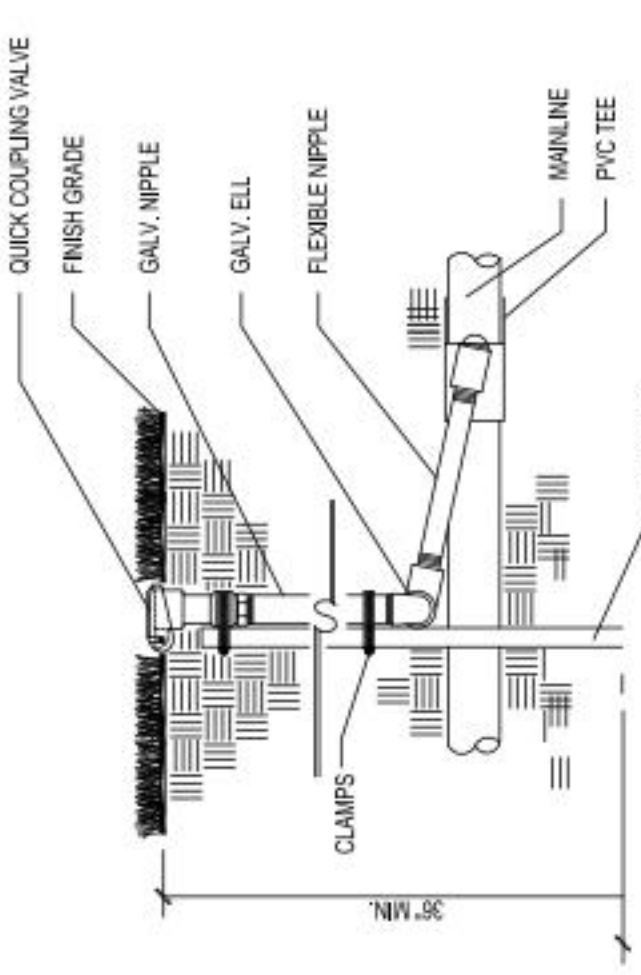
REV. NO. \_\_\_\_\_ DATE: \_\_\_\_\_

DRAWN BY: \_\_\_\_\_  
REVIEWED BY: \_\_\_\_\_  
SHEET: \_\_\_\_\_

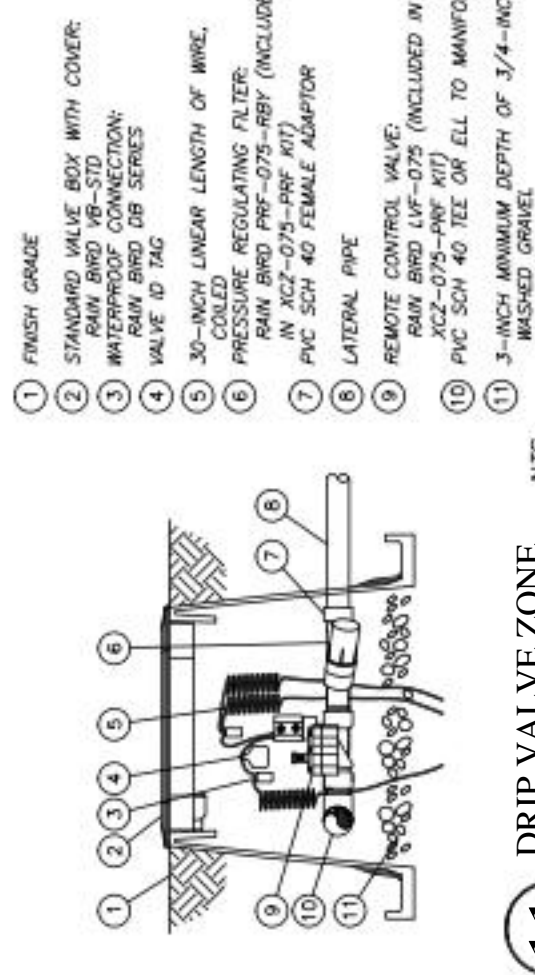
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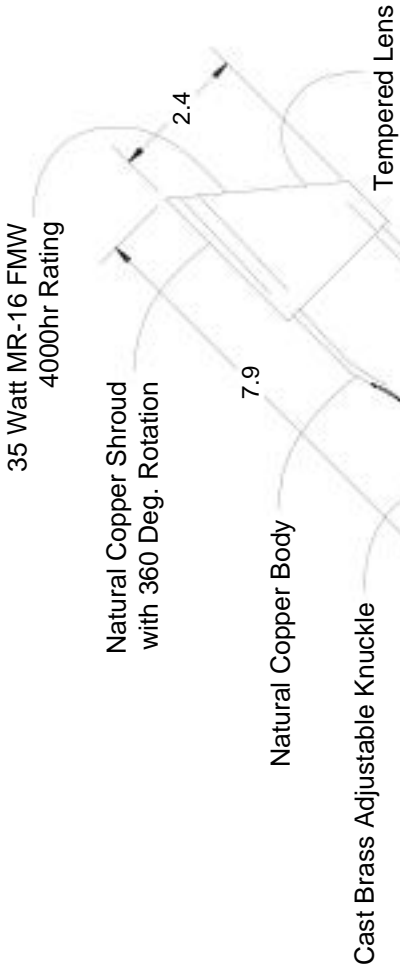
9 POP-UP SPRAY HEAD DETAIL NTS



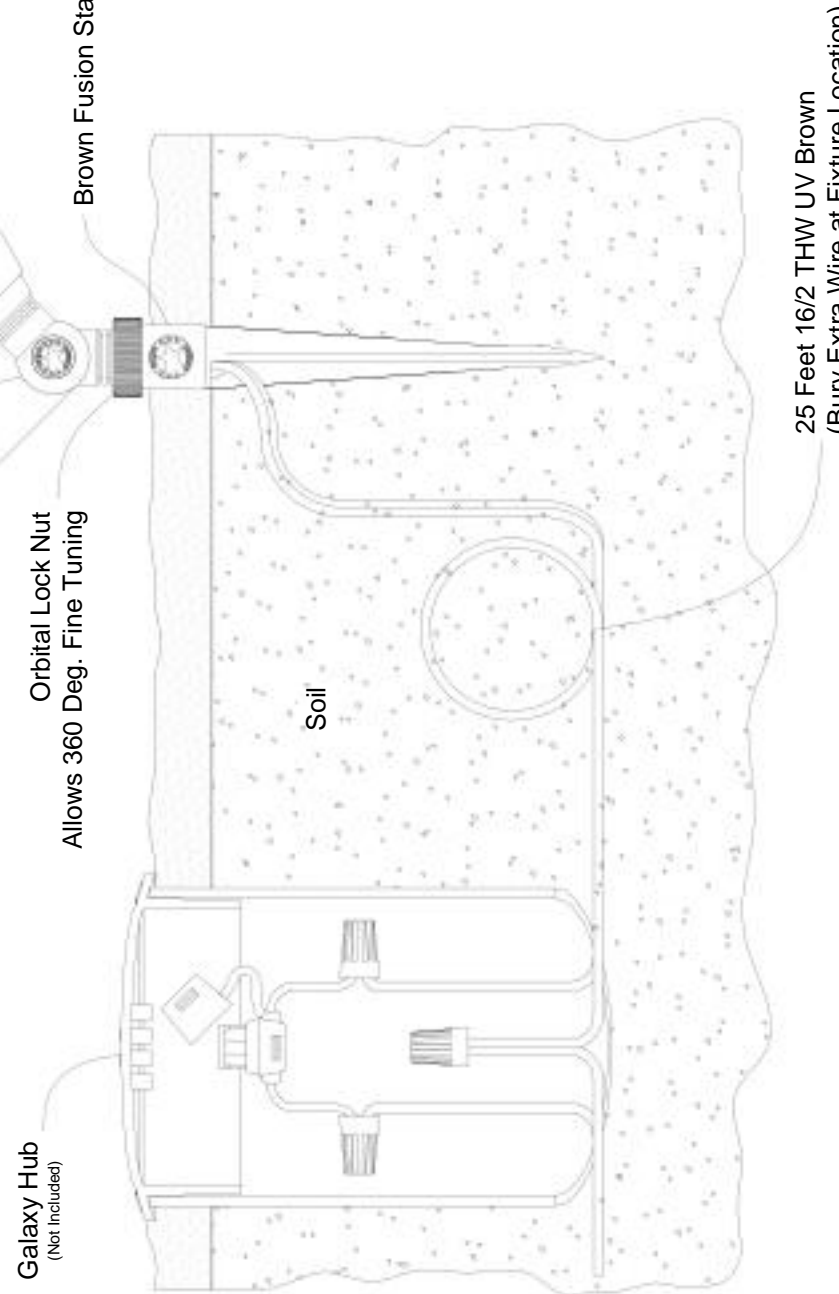
10 QUICK COUPLING VALVE DETAIL NTS



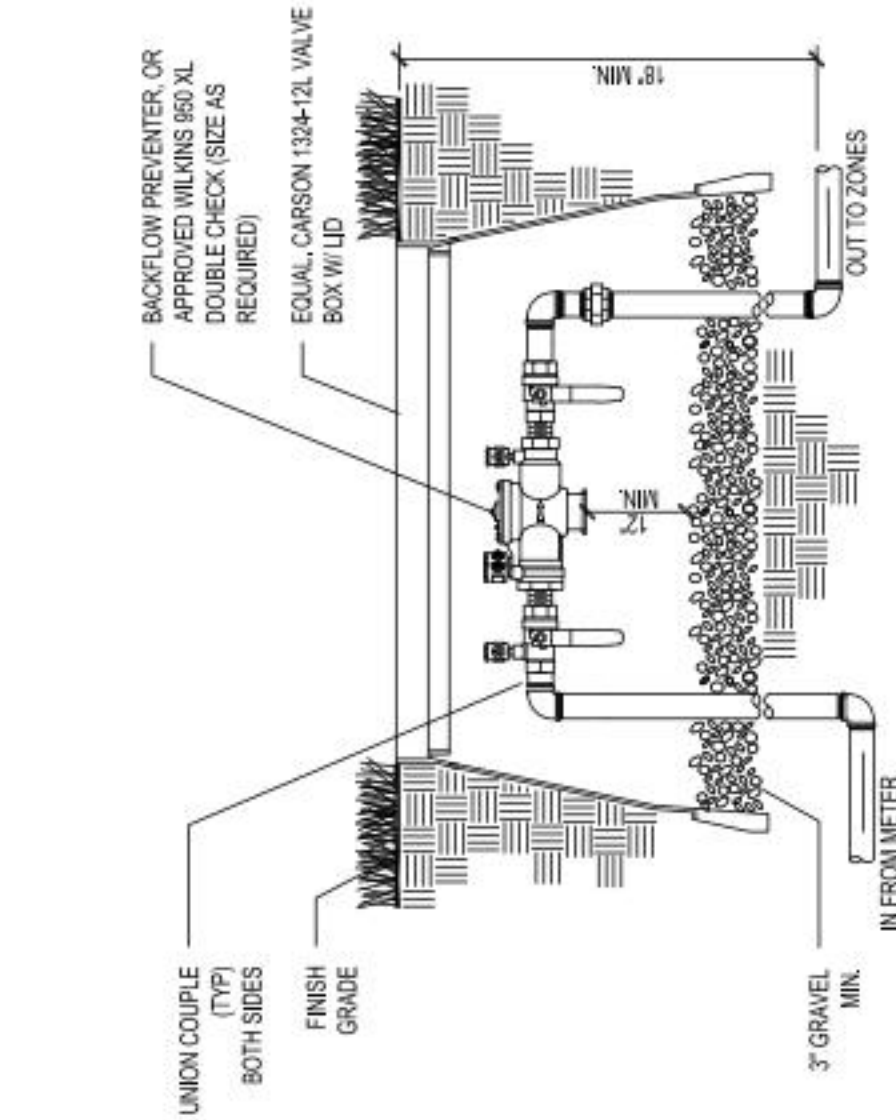
11 DRIP VALVE ZONE NTS



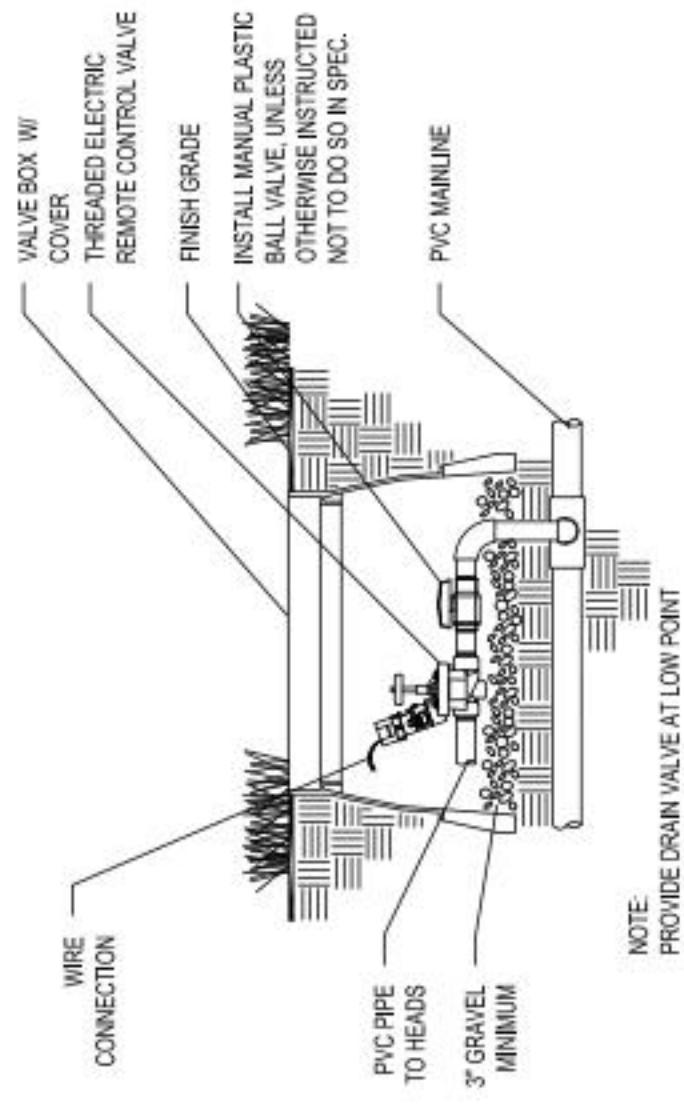
12 LOW-VOLTAGE DOWN/UP LIGHT DETAIL NTS



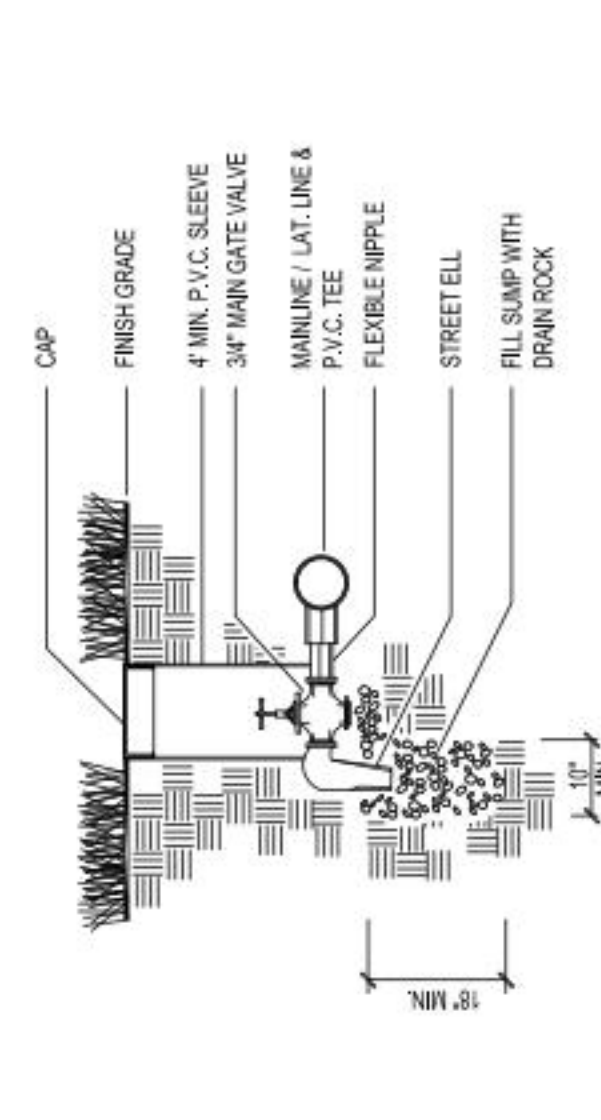
13 LOW-VOLTAGE PATH LIGHT DETAIL NTS



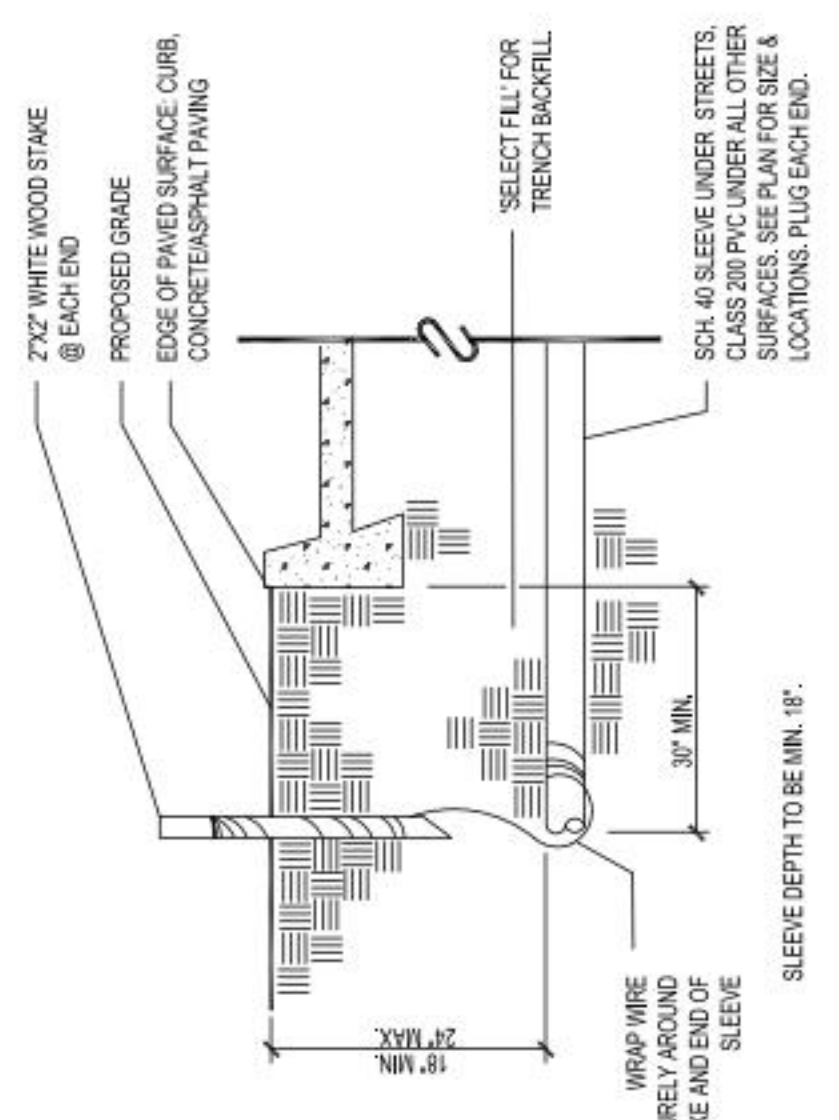
5 DOUBLE CHECK VALVE DETAIL NTS



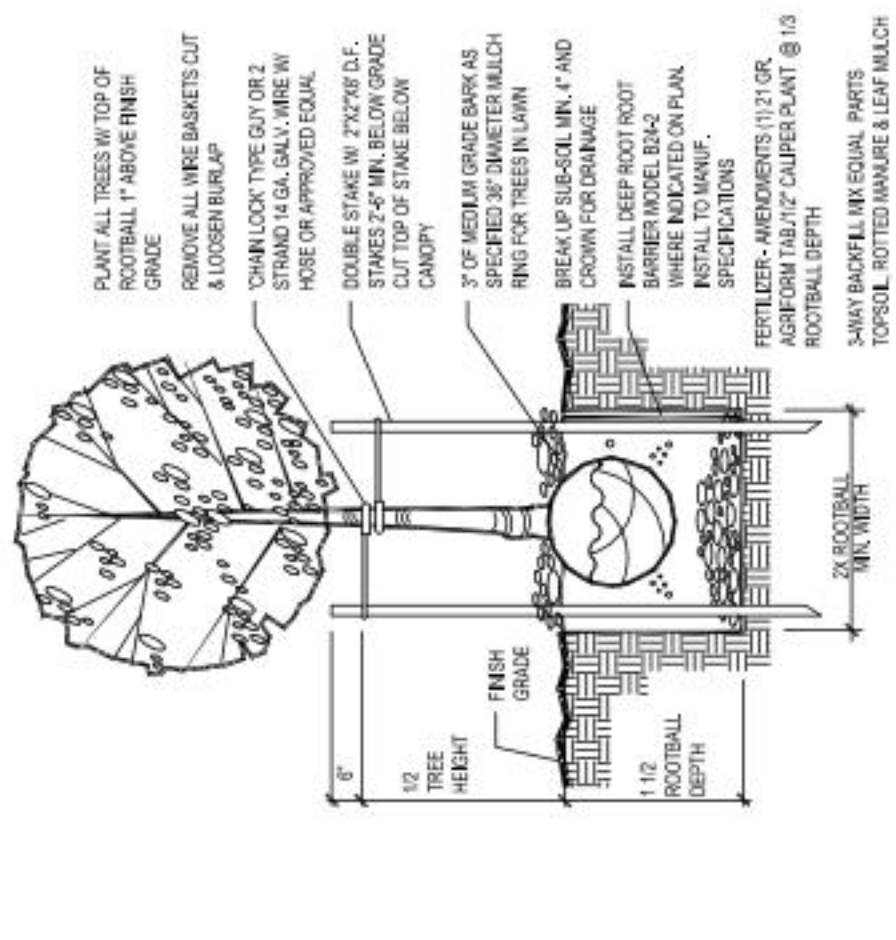
6 REMOTE CONTROL VALVE DETAIL NTS



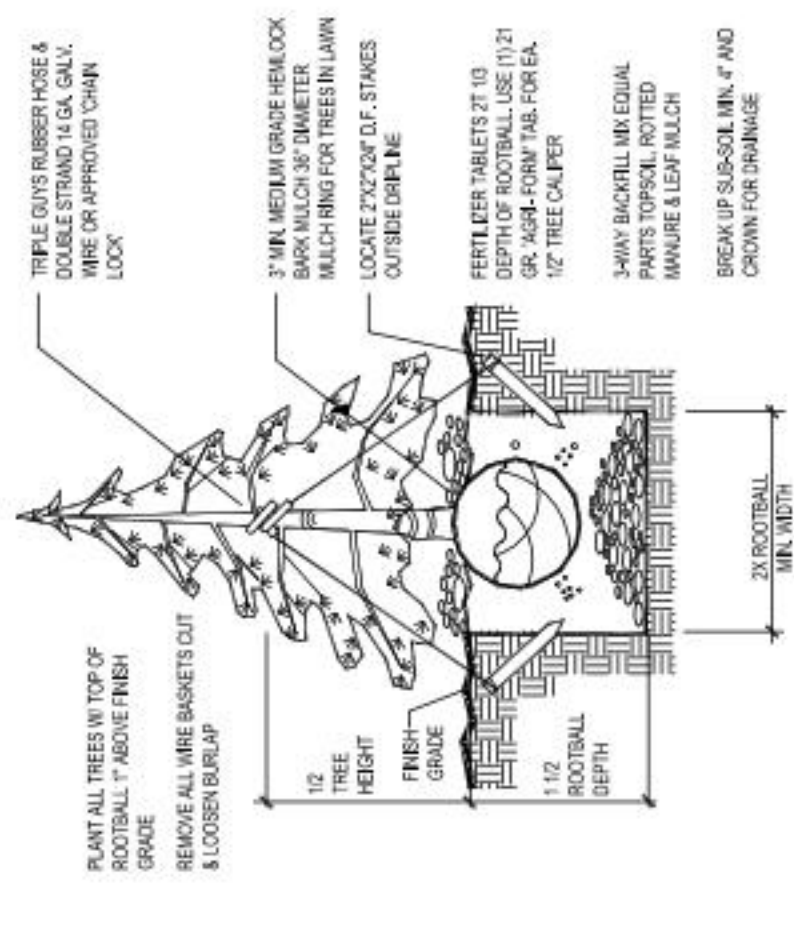
7 MANUAL DRAIN VALVE NTS



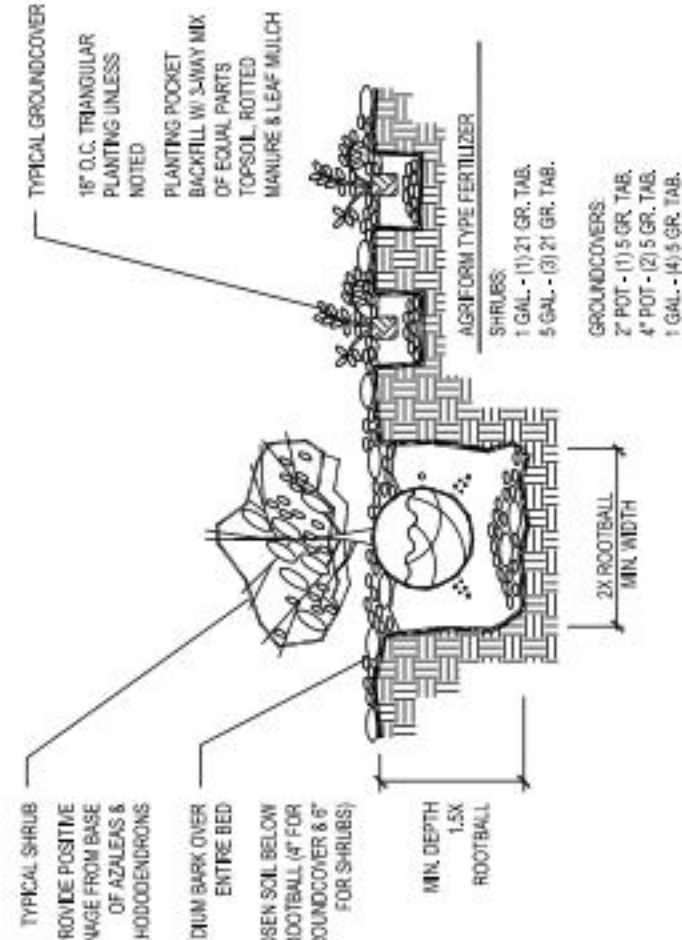
8 SLEEVE INSTALLATION DETAIL NTS



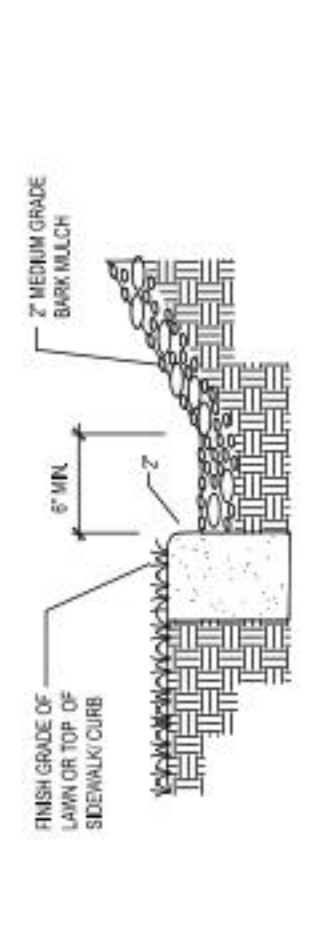
1 DECIDUOUS TREE PLANTING DETAIL NTS



2 EVERGREEN TREE PLANTING DETAIL NTS



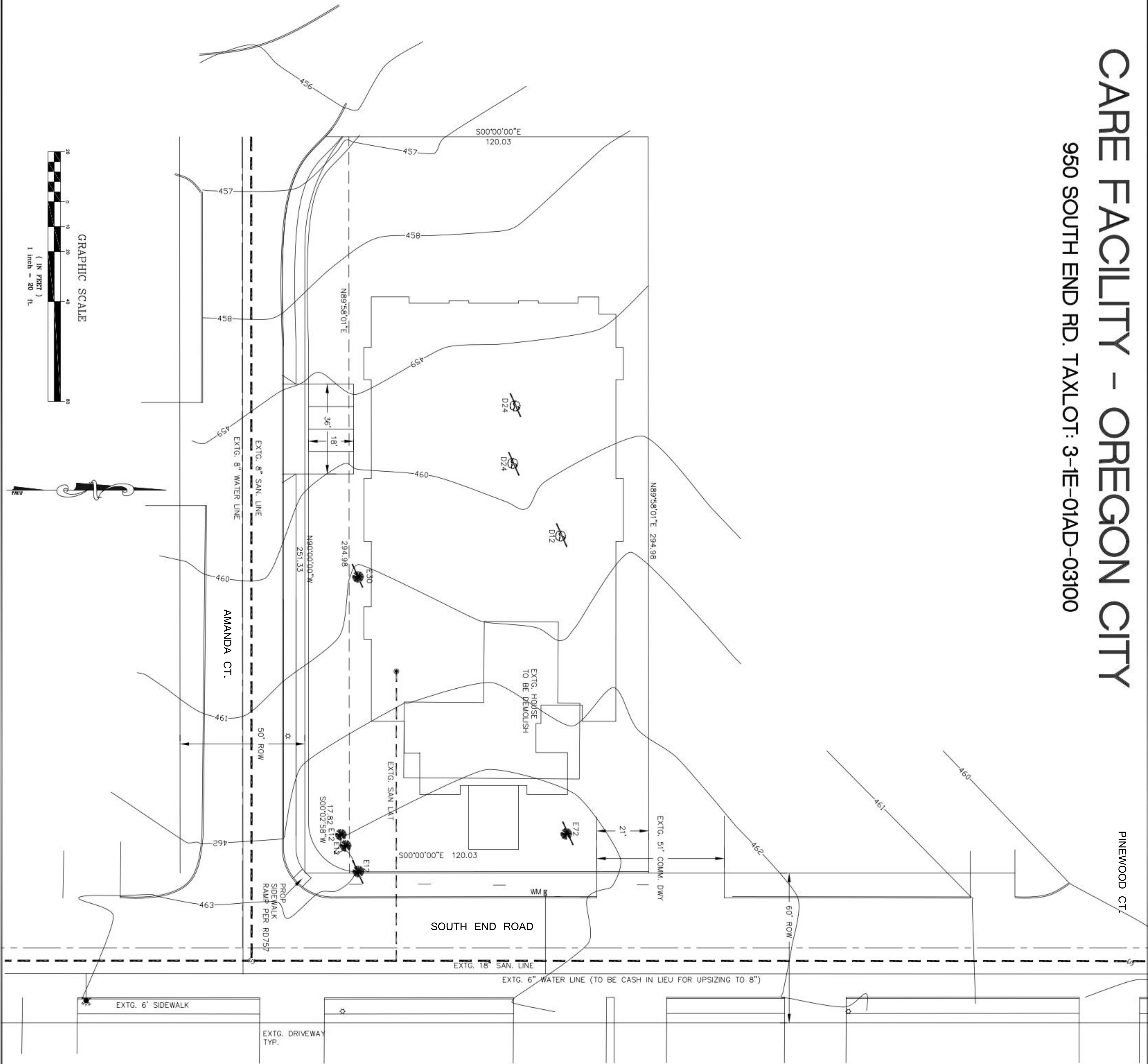
3 SHRUB & GROUND COVER DETAIL NTS



4 BARK CATCH DETAIL NTS



CARE FACILITY - OREGON CITY  
950 SOUTH END RD. TAXLOT: 3-1E-01AD-03100



VICINITY MAP N.T.S.

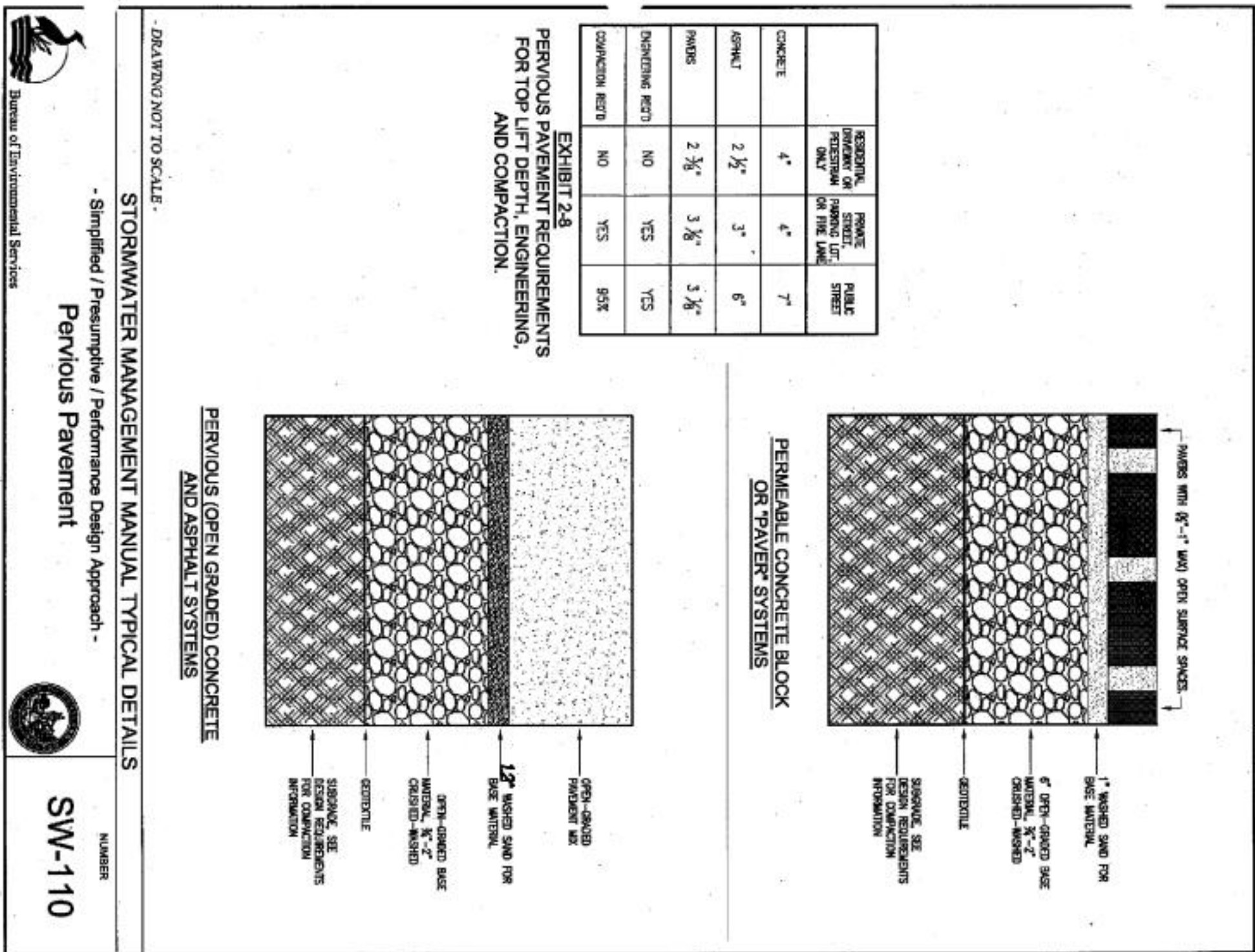
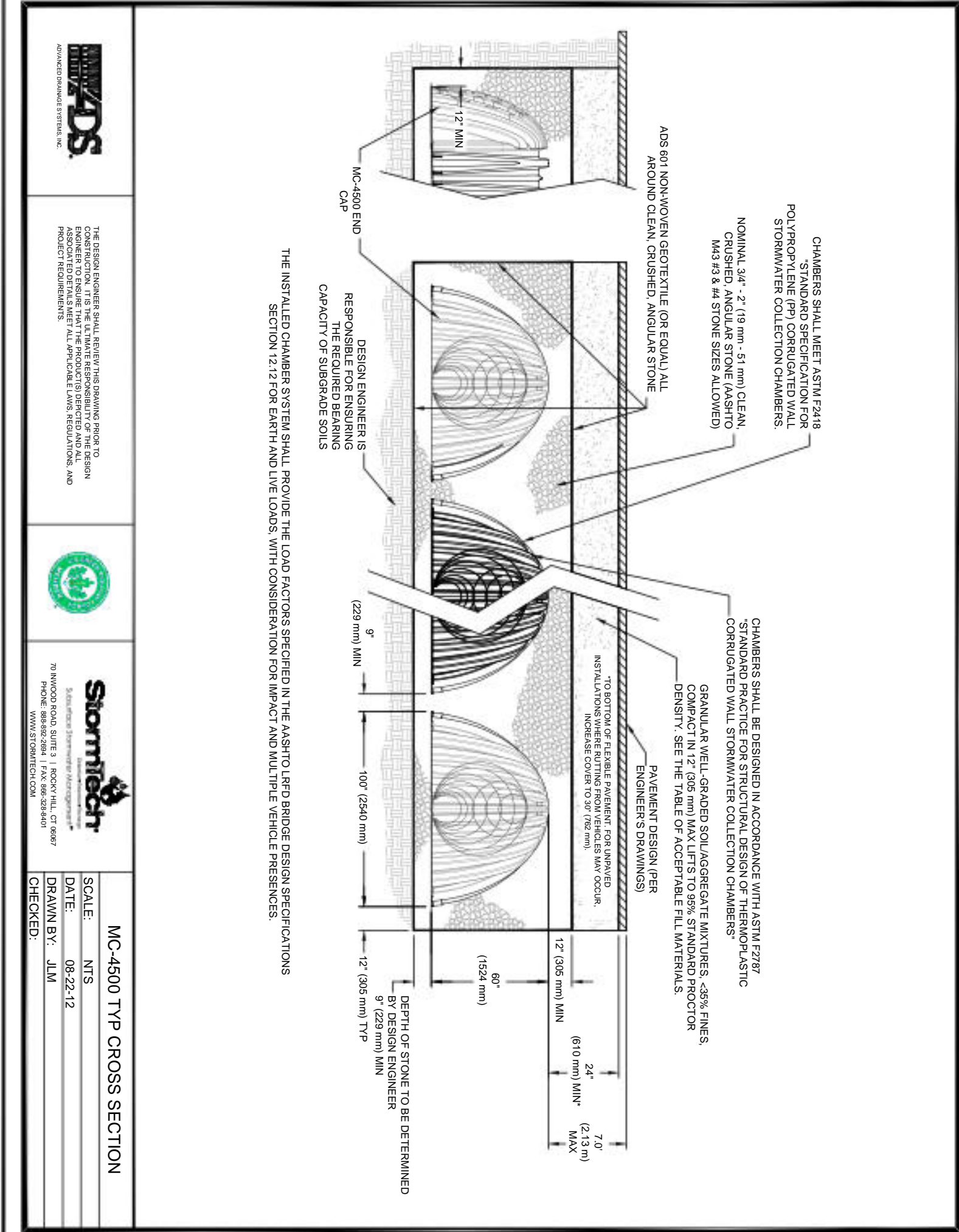
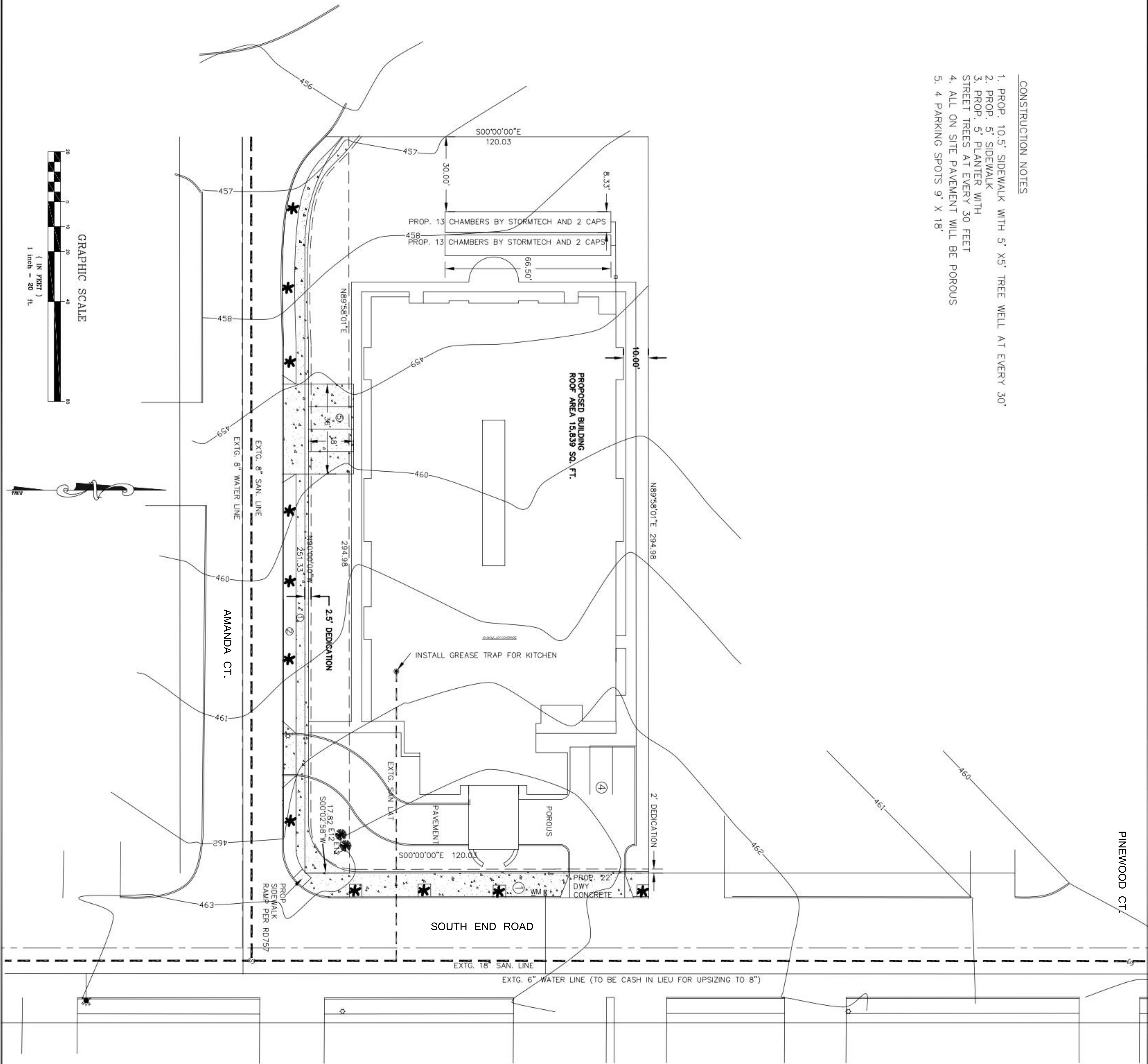
- LEGEND:
- EXTG. BOUNDARY LINE
  - 461 EXTG. CONTOUR LINE
  - E24 EXTG. 24" EVERGREEN
  - D24 EXTG. 24" DECIDUOUS
  - EXTG. FIRE HYDRANT
  - EXTG. WATER METER
  - EXTG. CLEAN OUT
  - EXTG. TREE TO BE CUT
  - EXTG. POWER POLE WITH STREET LIGHT TO BE RELOCATED BY OTHERS

- SHEET INDEX:
1. EXISTING SITE TOPOGRAPHY AND COVER SHEET
  2. PRELIMINARY SITE PLAN
  3. PRELIMINARY GRADING AND EROSION CTRL PLAN

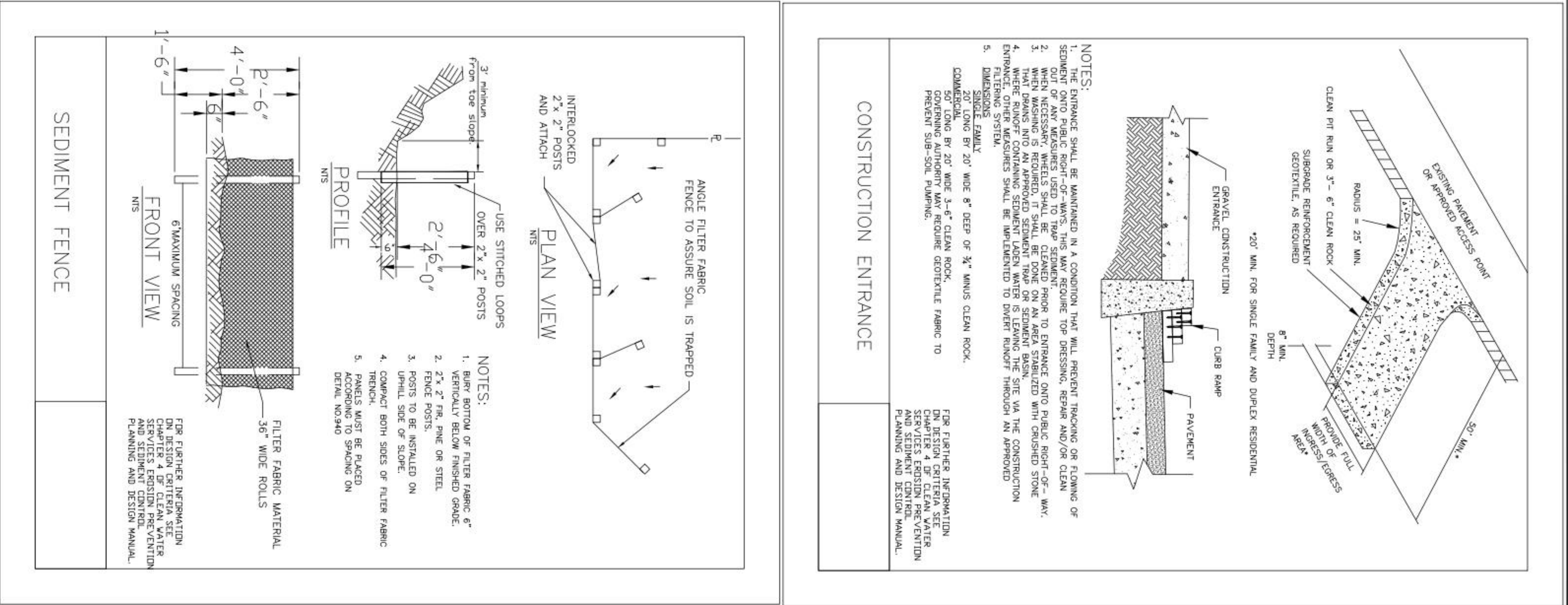
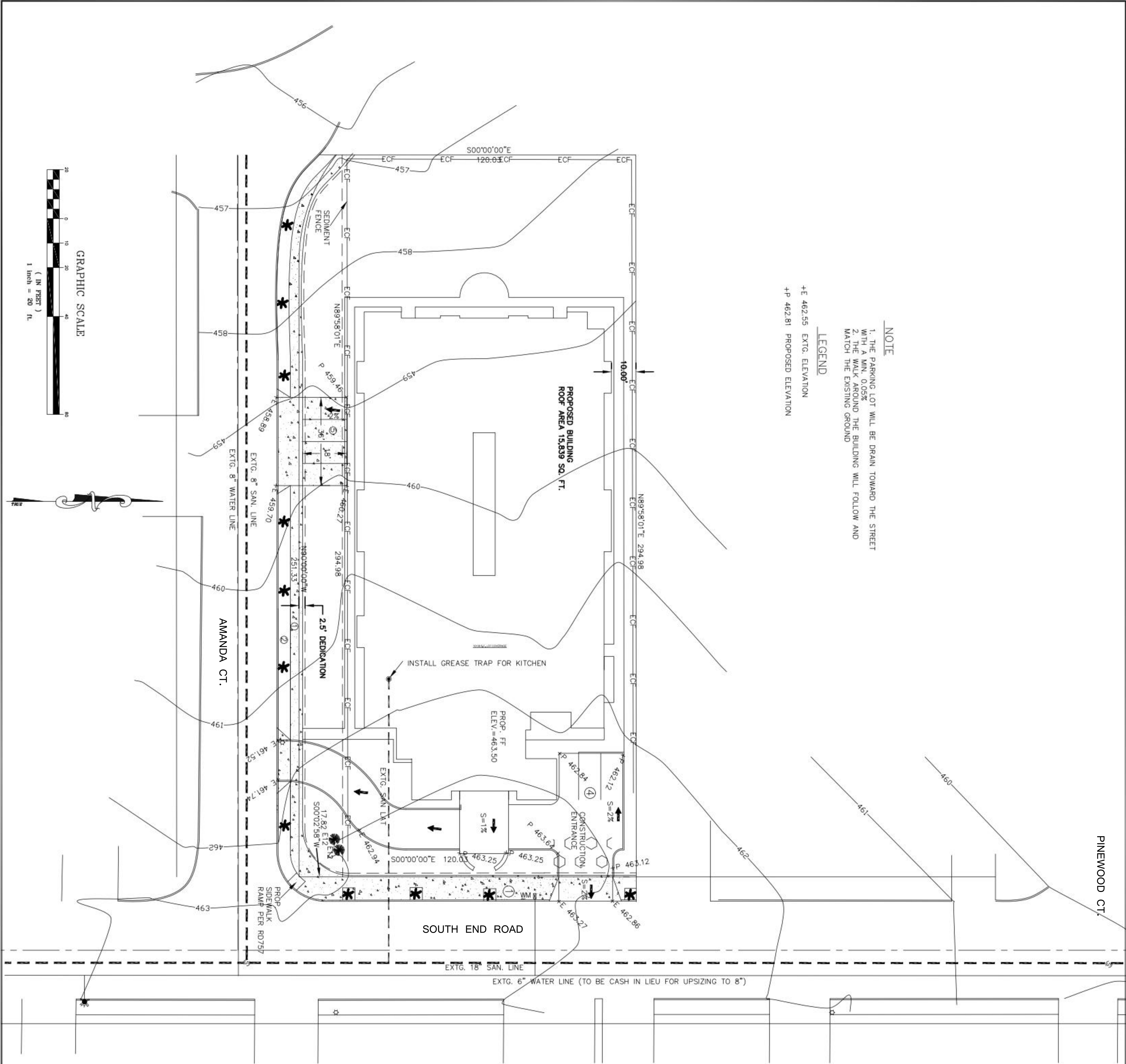


CONSTRUCTION NOTES

1. PROP. 10.5' SIDEWALK WITH 5' X5' TREE WELL AT EVERY 30'
2. PROP. 5' SIDEWALK
3. PROP. 5' PLANTER WITH STREET TREES AT EVERY 30 FEET
4. ALL ON SITE PAVEMENT WILL BE POROUS
5. 4 PARKING SPOTS 9' X 18'







**TRAFFIC ANALYSIS LETTER**

**FOR**

**SOUTH END ROAD MEMORY CARE FACILITY**

**SOUTH END ROAD**

**CITY OF OREGON CITY**

**SUBMITTED BY**



**June 2014**

**Project 13-31**

# TRAFFIC ANALYSIS LETTER

FOR

SOUTH END ROAD MEMORY CARE FACILITY

SOUTH END ROAD

CITY OF OREGON CITY

Prepared By

CHARBONNEAU Engineering LLC



June 2014

Project 13-31

## MEMORANDUM

Date: June 26, 2014

To: Edward Radulescu, B.S. Arch  
epr Design  
825 NE 20<sup>th</sup> Avenue  
Suite 202  
Portland OR 97232

From: Frank Charbonneau, PE, PTOE

Subject: Transportation Analysis Letter (update) FL1466  
**South End Road Memory Care Facility**  
City of Oregon City

The previous Transportation Analysis Letter (TAL) dated 12/17/13 for the South End Road Memory Care facility has now been updated in response to John Replinger's review comments dated 6/18/14. The original traffic analysis established that facility in Oregon City would not exceed the City of Oregon City's trip generation threshold of 25 AM & PM peak hour trips or 250 daily trips and as a result the TAL was sufficient. Capacity analysis of nearby public intersections and the site driveways is not required. The transportation analysis letter includes a description of the site, trip generation documentation, verification of the street spacing standards, sight distance assessment, and review of the traffic safety conditions.

### **Site Development**

The South End Road Memory Care Facility will be located on residential property on the west side of South End Road at 950 South End Road. The attached vicinity map (Figure 'a') highlights the project location. Development of the site will include demolition of an existing house and construction of a memory care building facility totaling 16,108 square feet and providing for 31 beds. Figure 'b' represents the project site plan. On-site there will be six parking spaces including one van-accessible handicap space and one bike parking space as required by City code.

### **Access & Parking**

The site will have one ingress driveway on South End Road located near the site's north property boundary and one egress driveway on Amanda Court located approximately 50 feet west of South End Road. Additionally there will be access from Amanda Court to the on-site parking area (either option 1 or option 2 shown on site plan). Parking for option 1 provides head-in parking that would necessitate vehicles backing onto the street (not supported by City). However, access to the option 1 parking area is further away from Netzel Street than the access 2 option. The option 2 parking design will enable site traffic to drive forward when departing the site and entering Amanda Court. Based on all considerations the option 2 parking design is preferred over option 1 for safety purposes.

### **Trip Generation**

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, eighth edition, were utilized to estimate the site's trip generation. Assisted Living (ITE code #254)



trip rates were applied to estimate the trips generated by the proposed use. The following table presents the trip generation estimate for the memory care center.

### Trip Generation Summary

ITE Land Use	Beds (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
<i>Assisted Living (#254)</i>	31							
Generation Rate <sup>1</sup>		2.66	0.14	65%	35%	0.22	44%	56%
Site Trips		<b>82</b>	<b>4</b>	3	1	<b>7</b>	3	4

<sup>1</sup> Source: *Trip Generation*, 8th Edition, ITE, 2008, average rates.

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.

### Access Spacing

The spacing of the existing streets and driveways and the proposed site access (ingress) on South End Road between Pinewood Court and Amanda Court was reviewed for conformance to the City's spacing standards. South End Road is classified by the City of Oregon City as a minor arterial. Pinewood Court and Amanda Court are classified as local streets.

Table 4 in the City of Oregon City Draft Design Standards identifies the spacing between local streets along a minor arterial as 150 feet. A copy of Table 4 is attached. Currently, the City of Oregon City does not have a spacing standard for single-family residential driveways. Based on the spacing measurements the proposed ingress access on South End Road will be located 140 feet north of Amanda Court and approximately across the street (15 foot offset) from the existing access to the United Pentecostal Church. The nearest driveway north of the proposed site access is a single-family access with a separation distance of 50 feet. The proposed access will be located as far north as possible based on the property's available frontage length.

The proposed easterly access (egress) on Amanda Court will be located approximately 50 feet west of South End Road. The next closest access is a residential driveway located approximately 135 feet further to the west on the south side of Amanda Court.

The option 2 (preferred) parking lot access will be positioned approximately 45 feet east of and across from the Netzel Street approach to Amanda Court and approximately 85 feet west of the residential driveway located on the south side of Amanda Street. This lot will provide only four vehicle spaces.

### Sight Distance

Sight distance along South End Road was reviewed in accordance with AASHTO standards. The speed along South End Road is posted for 35MPH. Based on the posted speed AASHTO recommends a minimum sight distance of 390 feet be available.

From the South End Road site access point currently there are no sight distance obstructions and the required sight distance standards will be exceeded as the available sight distance exceeds 400 feet in both directions. With development of South End Road Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded.

Amanda Court is a 32 foot wide local street with an assumed speed of 25MPH (street not posted). The available sight distance at the easterly egress driveway (nearest South End Road on Amanda Court) will have unrestricted sight lines to the east towards Netzel Street and west towards South End Road. At the option 2 parking access there will be unrestricted sight distance towards South End Road (approximately 275 feet) and approximately 255 feet towards the west. The AASHTO sight distance standard is 280 feet based on 25MPH. The minimum stopping sight distance standard is 155 feet and will be exceeded in both directions.

For all access locations it is essential that the sight distance be maximized by controlling vegetation and not restricting the sightlines due to fencing, signs, or other objects.

### **Safety Review**

Accident data for the three-year period between 01/01/10 and 12/31/12 for South End Road at nearest intersections to the site (Amanda Court and at Pinewood Court) was obtained from the Oregon Department of Transportation staff and was reviewed to help identify any traffic safety problems. No accidents were reported for the period reviewed. Copies of the accident reports are attached.

### **Conclusion**

The transportation analysis letter for the South End Road Memory Care Facility has been prepared to document the trip generation, access spacing, sight distance availability, and safety. Development of South End Road Memory Care Facility will consist of a 31 bed unit building that is projected to generate 82 daily trips, four AM peak hour trips, and seven PM peak hour trips.

The site will have one ingress driveway on South End Road located near the site's north property boundary and one egress driveway on Amanda Court located approximately 50 feet west of South End Road. Additionally there will be access on Amanda Court to the on-site parking area. Two parking options are shown on the site plan. Option 2 is recommended over option 1 for traffic circulation and safety reasons. The parking lot will permit four vehicle spaces

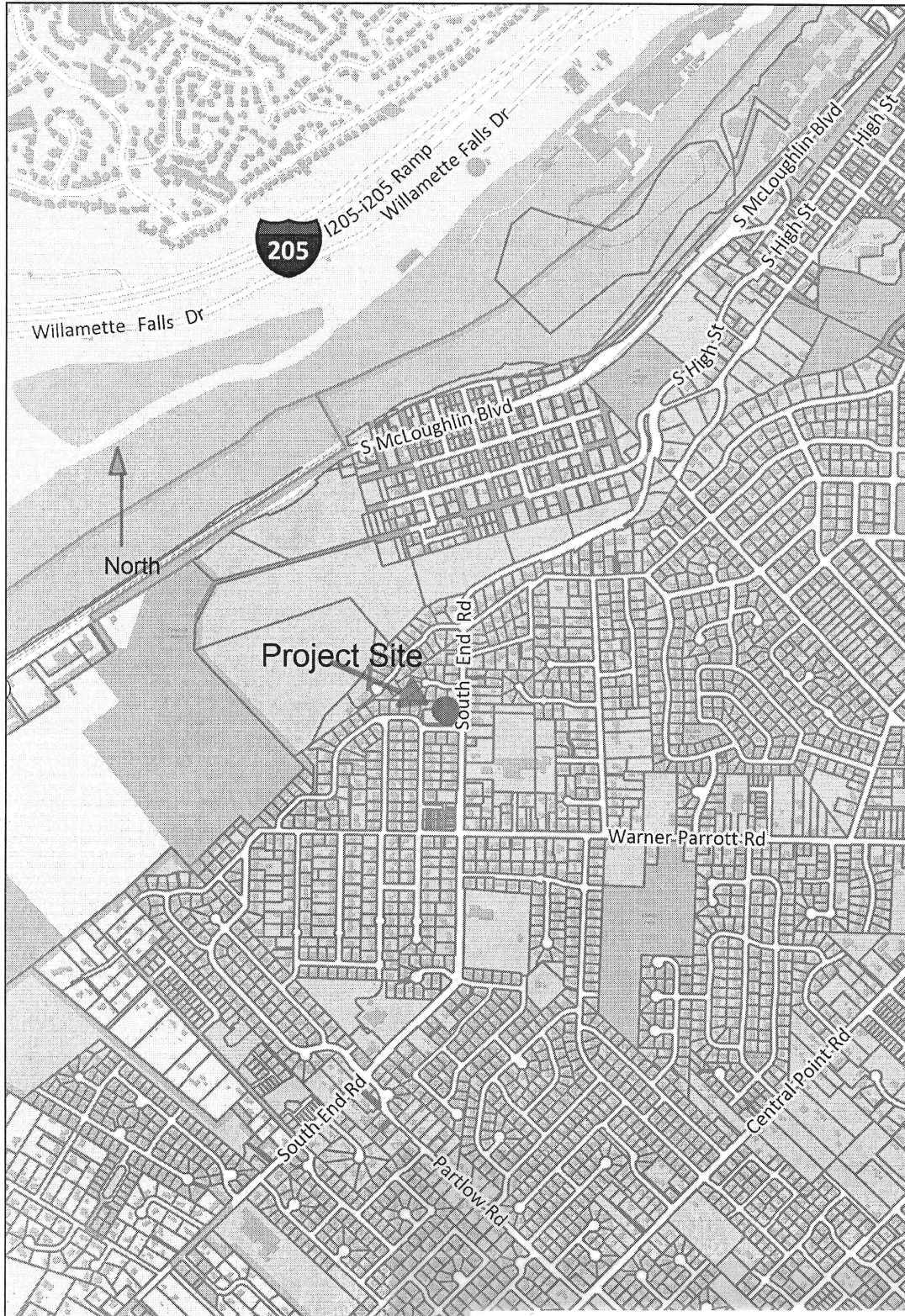
The South End Road site access will serve as an ingress access only as shown on the site plan. On Amanda Court the available sight distance at the egress driveway nearest South End Road will have unrestricted sightlines to the east and west. At the option 2 parking access (recommended) there will be unrestricted sight distance towards South End Road (approximately 275 feet) and approximately 255 feet towards the west. The AASHTO sight distance standard is 280 feet based on 25MPH. The minimum stopping sight distance standard is 155 feet and will be exceeded. For all access locations it is essential that the sight distance be maximized by controlling vegetation and not restricting the sightlines due to fencing, signs, or other objects.

Accident data for the intersections on South End Road at Pinewood Court and at Amanda Court was obtained from the Oregon Department of Transportation. The data documented that no crashes were reported during the three-year period reviewed. Therefore, no safety mitigation is necessary on South End Road near the project site vicinity.

### **Attachments**

Figure 'a'      Vicinity Map  
 Figure 'b'      Site Plan  
 City of Oregon City Draft Design Standards – Table 4  
 Safety - Accident History Report (furnished by ODOT)

# Oregon City GIS Map



**Legend**

- Taxlots
- Unimproved ROW
- City Limits
- UGB

**Notes**

**Overview Map**

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

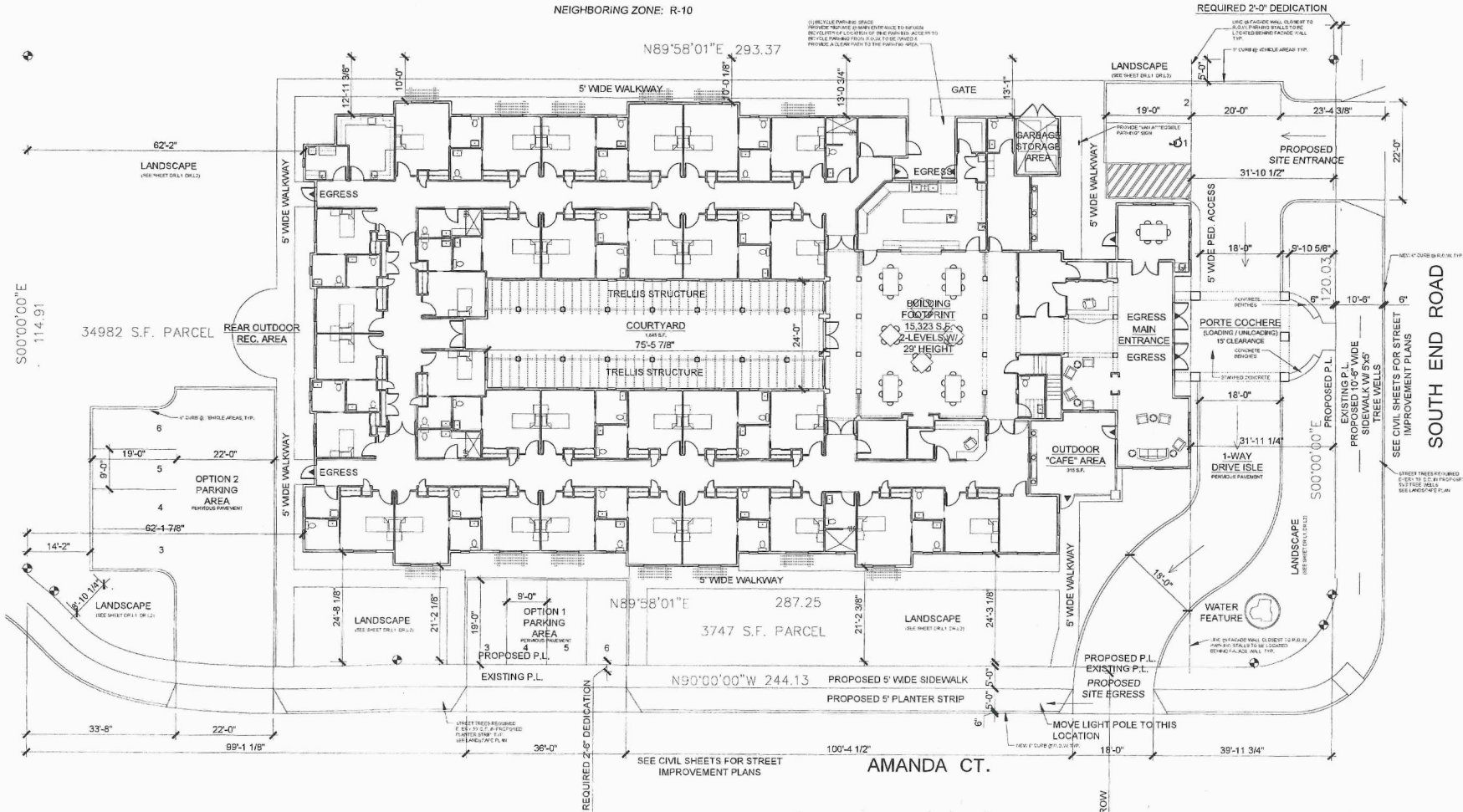


Map created 12/6/2013

VICINITY MAP SOUTH END ROAD MEMORY CARE FACILITY	FIGURE
	a

Project No. 13-31

NEIGHBORING ZONE: R-10



**epr**  
DESIGN

825 N.E. 20th Ave, Suite 202  
Portland, Oregon 97232  
503-265-6481 PH.  
503-265-6482 FX.  
www.eprdesign.com

PRELIMINARY

South End Road Memory Care Facility  
Oregon City, Oregon 97045

New Construction  
General Contractor:  
Empire Building Company, Inc.

These plans and the design herein are  
copyrighted under Federal Law by  
EPR DESIGN, LLC.

-SITE PLAN

REV. NO. DATE:

**SITE DETAILS:**

- 1. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 2. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 3. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
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- 5. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 6. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 7. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 8. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 9. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).
- 10. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (UPMCC).

**LEGEND:**

- 1. 1" = 10' SCALE
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- 99. 1" = 10' SCALE
- 100. 1" = 10' SCALE

**SITE PLAN**  
**SOUTH END ROAD MEMORY CARE FACILITY**

**FIGURE**  
**b**

Project No. 13-31



Table 4 - Minimum Public Intersection Spacing Standards

	Distance in Feet between Streets of Various Classifications									
	Between Minor Arterial and Minor Arterial	Between Minor Arterial and Collector	Between Minor Arterial and Neighbor hood Collector	Between Minor Arterial and Local Street	Between Collector Street and Collector Street	Between Collector Street and Neighbor hood Collector	Between Collector and Local Street	Between Neighbor hood Collector and Local Street	Between two adjacent Local Streets	Figure Number
Measured along a Minor Arterial Street	1320	800	600	300	600	300	150	150	150	1
Measured along a Collector Street	800	800	600	300	600	300	150	150	150	2
Measured along a Neighborhood Collector Street	800	600	300	300	300	150	150	150	150	3
Measured along a Local Street	600	600	300	300	300	150	150	150	150	4

Source: City of Oregon City Draft Design Standards.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
CRASH SUMMARIES BY YEAR BY COLLISION TYPESouth End Road & Amanda Court  
January 1, 2010 through December 31, 2012

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
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YEAR:

TOTAL

FINAL TOTAL

*Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.*

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
CRASH SUMMARIES BY YEAR BY COLLISION TYPESouth End Road & Pinewood Court  
January 1, 2010 through December 31, 2012

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
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YEAR:

TOTAL

FINAL TOTAL

*Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.*

South End Neighborhood Association  
Summary Notes

May 15, 2014

We met with Daniel & Petronella Donovan and Empire Building Owner Daniel Muresan. We talked about the Donovan's proposed 31 bed memory care facility to be located at 950 South End Rd. Oregon City, OR 97045.

We discussed the following:

- Concerns of the building
- Landscape
- Traffic impact
- Need of the Building
- Parking
- Looked at the plans
- Job created in Oregon City

Please see attached sign - in sheet with all who were present.

Sincerely,

A handwritten signature in black ink, appearing to read 'B McConnel', with a large, sweeping loop at the end.

**Bill McConnel**

Chair

South End Neighborhood Assn

503-860-1037

bill.mcconnel@yahoo.com



1 of 2  
5/15/14

DATE		SOUTH END NEIGHBORHOOD ASSOCIATION			
#	NAME:	ADDRESS:		PHONE NO.	
1	STAN WITHAM	STREET:	403 4-DEERWOOD PL	HOME:	503-657-4681
		EMAIL:		CELL:	
2	Mary Smith	STREET:	191 Warner Parrott Rd.	HOME:	
		EMAIL:		CELL:	
3	Judy Angel	STREET:		HOME:	
		EMAIL:	201 Warner Parrott Rd	CELL:	
4	Petronella Danila	STREET:	182 Warner Parrott Rd	HOME:	
		EMAIL:	petronelladanila@gmail.com	CELL:	
5		STREET:	1915 Rose Rd	HOME:	
		EMAIL:		CELL:	
6	JOHN WILLIAMS	STREET:		HOME:	
		EMAIL:		CELL:	
7	Danil Danila	STREET:	182 Warner Parrott Rd	HOME:	
		EMAIL:	danil79@gmail.com	CELL:	
8	Sanna Davis	STREET:	11675 Parker Rd SC	HOME:	503-656-7384
		EMAIL:		CELL:	
9		STREET:		HOME:	
		EMAIL:		CELL:	
10		STREET:		HOME:	
		EMAIL:		CELL:	

2 of 2  
5.15.14

DATE		SOUTH END NEIGHBORHOOD ASSOCIATION			
#	NAME:	ADDRESS:		PHONE NO.	
1	James E. Jelinek	STREET:	1161 Netyl St. D.C.	HOME:	503-657-1230
		EMAIL:		CELL:	
		STREET:	" " "	HOME:	" " "
2	Sandie Jelinek	EMAIL:		CELL:	
		STREET:	11853 MAXWELL CT	HOME:	503-655-8115
		EMAIL:		CELL:	
3	VERRY WHEELER	STREET:	18649 Joyce Ct, D.C. <u>BEST</u>	HOME:	503-657-9344
		EMAIL:		CELL:	503-313-7338
		STREET:	152 WARNER PARROTT	HOME:	503-655-3906
4	JOYCE CLARK	EMAIL:		CELL:	
		STREET:	131 Warner Parrott Rd	HOME:	503-655-9451
		EMAIL:		CELL:	
5	Ingira Rickenbach	STREET:		HOME:	
		EMAIL:		CELL:	
		STREET:		HOME:	
6	Bill McConniz	EMAIL:		CELL:	
		STREET:		HOME:	
		EMAIL:		CELL:	
7		STREET:		HOME:	
		EMAIL:		CELL:	
		STREET:		HOME:	
8		EMAIL:		CELL:	
		STREET:		HOME:	
		EMAIL:		CELL:	
9		STREET:		HOME:	
		EMAIL:		CELL:	
		STREET:		HOME:	
10		EMAIL:		CELL:	
		STREET:		HOME:	
		EMAIL:		CELL:	

**MEETING MINUTES for:**  
***South End Neighborhood Association***

<b>Meeting Date and Time:</b>	May 15, 2014 7:00pm
<b>Number of Attendees</b>	17
<b>Guest Speaker(s)</b>	Oregon City Police Department Liaison Petronella and Daniel Donovan Clackamas Repertory Theatre
<b>Topics/Planned Agenda Items</b>	<ul style="list-style-type: none"><li>- <b>Presentation by Petronella Donovan about proposed memory care facility</b></li><li>- <b>Information about Clackamas Repertory Theatre</b></li><li>- <b>Elections</b></li></ul>

Meeting was held at Oregon City United Methodist Church, and was called to order by Chair Bill McConnel at 7:00pm.

The first speaker/presenter was Petronella Donovan, who laid out plans for a 31 room memory care facility she and Daniel Donovan are proposing to build on South End Road. She brought along plans and the builder was present as well. Petronella answered questions related to parking, completion time, security and staffing. Mary Smith made a motion that the neighborhood association fully support the Donovan's project. The motion was seconded by Joyce Clark and passed unanimously.

The next speakers were Kris Swalko and John Behan from Oregon City Police Department. They informed attendees that the site for the 2014 National Night Out on August 5 has been changed from Chapin Park to the former Mt. Pleasant School field, in order to launch the site of the future Oregon City



Police Department. More information will follow. The officers also encouraged anyone who is interested to apply for the 2014 Citizen Academy. More information is available at the Oregon City Police Department Website or by calling Chris Wadsworth at 503-496-1681.

After minutes were read and approved, elections were held. All nominees ran unopposed and all were elected. Elected officers include Bill McConnel, Chair, Brandon Boyd, Vice Chair, Mary Ann Jensen, Secretary, with no treasurer elected at this time. SENA will research into combining the Secretary and Treasurer into one position which will be filled by the current secretary. Steering Committee members include Gary Fergus, Joyce Clark, John Williams, and Ingra Rickenbach. Ingra was elected with two (2) write-in votes, and accepted the nomination. Joyce Clark, Parks Committee Chair, gave a Parks Committee report. The city is currently in recruitment stage for a new Parks and Recreation director. The city has not received many applications for a park host at Chapin, possibly due to the fact it is an unpaid position.

Other business discussed as votes were tallied included hearing the Treasurer's report, and updates to the Teen Challenge proposed expansion to add a dormitory facility. The Teen Challenge hearing was postponed until June 9, where a final decision will likely be made. There was also discussion about newsletter costs and options as SENA used part of next year's allocated budget money to pay for the postcard sent in advance of the May meeting. John Williams suggested asking the city for a reallocation of funds sufficient for SENA to continue to publish the newsletter format.

Meeting adjourned at 8:30pm.



July 8, 2013

To Whom It May Concern,

I am writing to confirm that Daniel & Petronella Donovan and their architect met with the Steering Committee of the South End Neighborhood Association on Friday, June 28, 2013 to present their plans for a proposed 30-bed memory care facility to be located on the corner of South End Road and Amanda Court.

Everyone on the Steering Committee agreed that this much needed facility would be a welcome addition to our neighborhood.

Sincerely,

A handwritten signature in black ink, appearing to read "B McConnel", with a large, stylized loop at the end.

Bill McConnel

Chair

South End Neighborhood Assn

503-860-1037

bill.mcconnel@yahoo.com

## **Senthirajah, Naga**

---

**From:** Flynn, Gaylen  
**Sent:** Monday, June 09, 2014 3:24 PM  
**To:** Senthirajah, Naga  
**Subject:** ACCT 00744065  
**Attachments:** 2013-050193.pdf

Please find enclosed a copy of the most recent deed that we have.

Good luck with this situation.

*Gaylen Flynn*

A&T Clerk 1  
Clackamas County  
Assessment & Taxation  
150 S Beavercreek Rd  
Oregon City, OR 97045  
503-655-8671 (ofc)  
503-655-8313 (fax)

BLS

NO PART OF ANY STEVENS-NESS FORM MAY BE REPRODUCED IN ANY FORM OR BY ANY ELECTRONIC OR MECHANICAL MEANS.



Patricia A McVicker Rev Liv. Trust

AKA Patricia A Adams

5555 SE Jerry Drive 97754

Prineville, OR 97754

Shan + Naga Senthirajah

944 McFzel St - Oregon City OR

Grantee's Name and Address 97045

After recording, return to (Name and Address):

Patricia A Adams

5555 SE Jerry Dr.

Prineville, OR 97754

Until requested otherwise, send all tax statements to (Name and Address):

Shan + Naga Senthirajah

944 McFzel St

Oregon City OR 97045

Clackamas County Official Records  
Sherry Hall, County Clerk

2013-050193



01700676201300501930020021

\$53.00

07/18/2013 02:46:33 PM

D-D Cnt=1 Stn=2 CONNIEBRO  
\$10.00 \$10.00 \$16.00 \$17.00

## BARGAIN AND SALE DEED - STATUTORY FORM

Patricia A McVicker Revocable Living Trust (AKA Patricia A Adams)

Patricia A Adams - Trustee

conveys to Shan and Naga Senthirajah, Grantor,

the following real property situated in Clackamas County, Oregon:

See the real property in Exhibit "A"

attached and made a part hereof. 3202 Oregon City, OR

Property Located at: R 31E 01AD 97045

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE)

The true consideration for this conveyance is \$ 1,000.00 (Here, comply with the requirements of ORS 93.030.)

Buyer will pay filing charges and recording fees. Personal check for  
above amount is \$1,000.00 - one thousand.

The true and actual consideration for this conveyance is: \$1000.00.

DATED 19 June 2013; any signature on behalf of a business or other entity is made with the  
authority of that entity.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Patricia A Adams

STATE OF OREGON, County of Crook ss.

This instrument was acknowledged before me on June 19, 2013  
by Patricia A. Adams - TrusteeThis instrument was acknowledged before me on \_\_\_\_\_  
by \_\_\_\_\_  
as \_\_\_\_\_  
of \_\_\_\_\_

OFFICIAL SEAL  
TRINA A ROBISON  
NOTARY PUBLIC-OREGON  
COMMISSION NO. 442953  
MY COMMISSION EXPIRES SEPTEMBER 27, 2013

In Reliance

Notary Public for Oregon

My commission expires Sept. 27, 2013

**31E01AD03202 00744065**

A tract of land in the Southeast quarter of the Northeast quarter of Section 1, Township 3 South, Range 1 East of the Willamette Meridian and being a part of the A.F. Hedges Donation Land Claim, in Clackamas County, Oregon, described as follows:

Beginning at the point of intersection of the west line of the right of way of South End Road with the south line of the tract of land conveyed to Donald F. Burns et ux by Deed recorded under Recorder's Fee No. 68-10555, said point being described as 60.00 feet West and 914.7 feet North from the southeast corner of said Hedges Claim; thence West along the south line of said Burns tract, 295 feet to the southwest corner of said Burns tract; thence North along the west line of said Burns tract 120 feet to the northwest corner thereof and at an angle corner in the line of a tract conveyed to Jerald E. Charlson et ux by Deed recorded under Recorder's Fee No. 74-32290; thence South  $16^{\circ} 00'$  West along the line of said Charlson tract, 95 feet, more or less, to the northerly right of way line of Amanda Court in the recorded plat of ARISTA HEIGHTS; thence Southeasterly and Easterly, tracing the line of Amanda Court to its intersection with the west line of the right of way of South End Road; thence North along said road line, 17.89 feet, more or less, to the point of beginning.

Assessor  
confirmed that  
legal description  
is correct.

6/17/2014



D.L.C.  
ABSALOM F. HEDGES NO. 40

SE 1/4 NE 1/4 SEC. 1 T.3S. R.1E. W.M.  
CLACKAMAS COUNTY

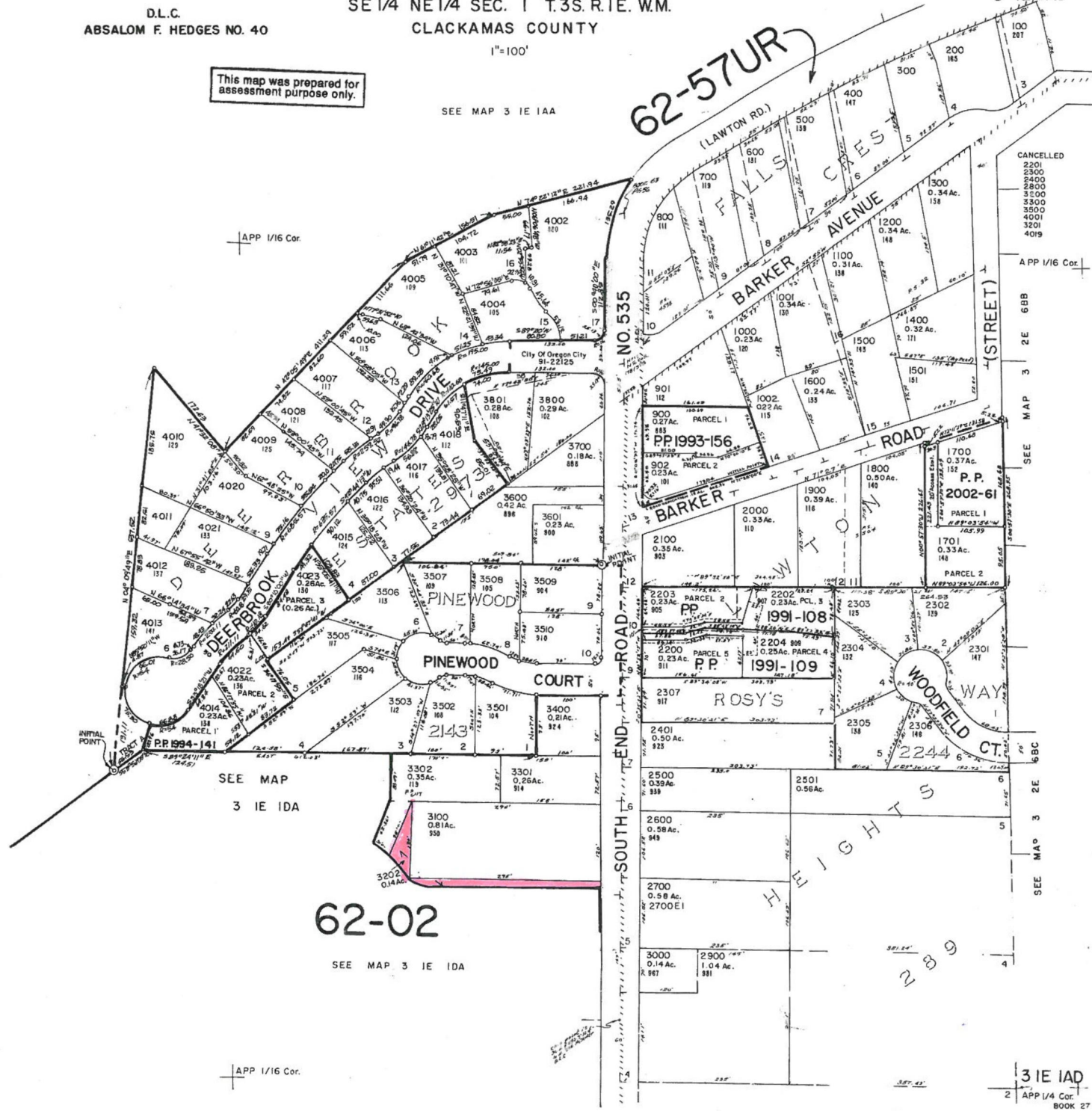
1"=100'

This map was prepared for  
assessment purpose only.

SEE MAP 3 IE IAA

APP 1/16 Cor.

3 IE IAD



CANCELLED  
2201  
2300  
2400  
2800  
3200  
3300  
3500  
4001  
3201  
4019

APP 1/16 Cor.

SEE MAP 3 IE IAD

SEE MAP 3 IE IAD

3 IE IAD  
2 APP 1/4 Cor.  
BOOK 27

62-02

SEE MAP 3 IE IDA

APP 1/16 Cor.

## **Tree Protection Standards – Chapter 17.41**

### **17.41.010 Protection of Trees – Intent**

The proposed development will mitigate for all trees that will be removed due to the proposed building footprint or parking area / walkways. A Tree Removal Plan is provided on Sheet DR.T1 as well as a Landscape Plan on Sheet DR.L1.

### **17.41.020 Tree Protection-Applicability**

Tree protection is required for this development because of the requirement for a Site Plan and Design Review.

### **17.41.030 Tree Protection – Conflicting Code Provisions**

N/A

### **17.41.040 Same – Exemptions**

N/A

### **17.41.050 Same – Compliance Options**

Trees that will be removed will be mitigated by replanting of new trees. Reference Landscape Plan on Sheet DR.L1 and the Tree Removal Plan on Sheet DR.T1 of the plan set.

### **17.41.060 Tree Removal and Replanting – Mitigation (Option 1)**

An arborist report completed by a certified arborist is provided in the submittal package along with a Tree Removal Plan on sheet DR.T1 and a Landscape Plan, which proposes several new trees, on sheet DR.L1 for the mitigation of the trees being removed.

A total of 51 trees are proposed for the new development. See Landscape Plan on Sheet DR.L1.

### **17.41.070 Planting Area Priority for Mitigation (Option 1)**

All trees for mitigation of removal of existing trees shall be planted on site.

### **17.41.075 Alternate Mitigation Plan**

N/A

### **17.41.080 Tree Preservation Within Subdivisions and Partitions – Dedicated Tract (Option 2)**

N/A

### **17.41.090 Density Transfers Incentives for Tree Protection Tracts (Option 2)**

N/A

### **17.41.100 Permitted Modifications to Dimensional Standards (Option 2 Only)**

N/A

### **17.41.110 Tree Protection by Restrictive Covenant (Option 3)**

N/A

### **17.41.120 Permitted Adjustments (Option 3 Only)**

N/A

### **17.41.1[25] Cash-in-lieu of Planting (Tree Bank/Fund) (Option 4)**

N/A

### **17.41.130 Regulated Tree Protection Procedures During Construction**



No trees will be removed without the required approval and/or authorizations as outlined in this chapter.

Tree protection measures have been recommended by a certified arborist. A report is attached. Also reference the Tree Removal Plan on sheet DR.T1 for details.

1. All required tree protection measures set forth in this chapter 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. Construction and root protection fencing, 6' tall with steel posts placed no farther than 10' apart, is proposed around all trees that will remain. The fencing will be installed at the edge of the tree protection zone or drip line, whichever is greater.
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 will 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 will 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 will occur within the tree protection zone unless directed by arborist present on site and approved by the community development director.
7. No machinery repair or clean shall be performed within 10' of the drip line 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 and shall not be performed. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant the approved written recommendations and on-site guidance and supervision of a certified arborist.
9. If construction activities may affect the drip line of trees to be protected, a certified arborist will be present during such activities.

Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. See civil sheets for proposed drainage, storm water disposal, utility layouts, and other details which may affect tree protection areas.

### **Storm Applicability and Exemptions - Chapter 13.12.050**

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

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

- A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:
1. The conveyance facilities are located entirely on one privately owned parcel;  
FINDINGS:  
For the roof will have Stormtech chambers and the parking and driveways will be porous pavement, located on the subject private property
  2. The conveyance facilities are privately maintained; and  
FINDINGS:  
All the onsite proposed stormwater conveyance will be privately maintain
  3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.  
FINDINGS:  
Will be closed basin, no stormwater runoff from outside the property

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

Stormwater Quantity Control and Stormwater Quality Control are not applicable for this project.

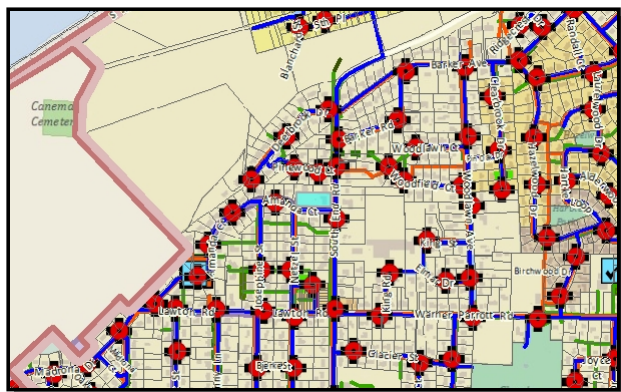


- 

[illegible]







Overview Map

### Taxlot Information

APN: 3-1E-01AD-03100

Alt ID: 00744047

Site Address: 950 SOUTH END RD  
OREGON CITY, OR 97045

Year Built: 1948

### Taxpayer Information

Taxpayer: DONALD F & THEODA L BURNS

Address: 950 SOUTH END RD  
OREGON CITY, OR 97045

### Reference Information

Parcel Area (acres - approx): 0.8

Parcel Area (sq. ft. - approx): 35,719

Twn/Rng/Sec: 03S 01E 1

Tax Map Reference: 31E01AD

### Values

Mkt Values as of: 12/15/2011

Land Value (Mkt): \$127,382

Building Value (Mkt): \$144,400

Exempt Amount: \$0

Net Value (Mkt): \$271,782

Note: These are Market, NOT Assessed values.



Taxlot highlighted in blue

### Planning Designations

Zoning: R10

- 10,000 Single Family Dwelling District

Comprehensive Plan: Ir

- Residential - Low Density

Subdivision: NONE

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

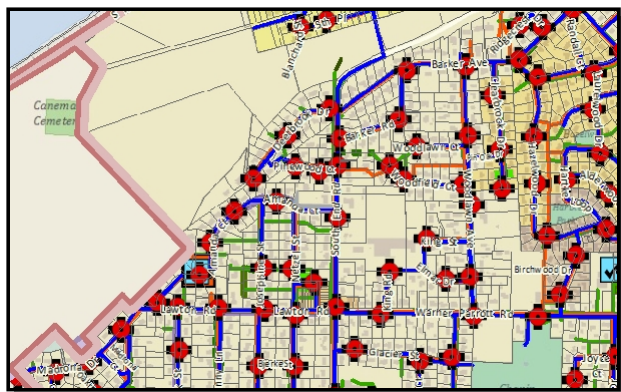
Historic Designated Structure? N

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N



Overview Map

### Taxlot Information

APN: 3-1E-01AD-03202

Alt ID: 00744065

Site Address: NO SITUS ADDRESS

Year Built: 0

### Taxpayer Information

Taxpayer: PATRICIA ADAMS

Address: 5555 SE JERRY DR  
PRINEVILLE, OR 97754

### Reference Information

Parcel Area (acres - approx): 0.2

Parcel Area (sq. ft. - approx): 6,534

Twn/Rng/Sec: 03S 01E 1

Tax Map Reference: 31E01AD

### Values

Mkt Values as of: 12/15/2011

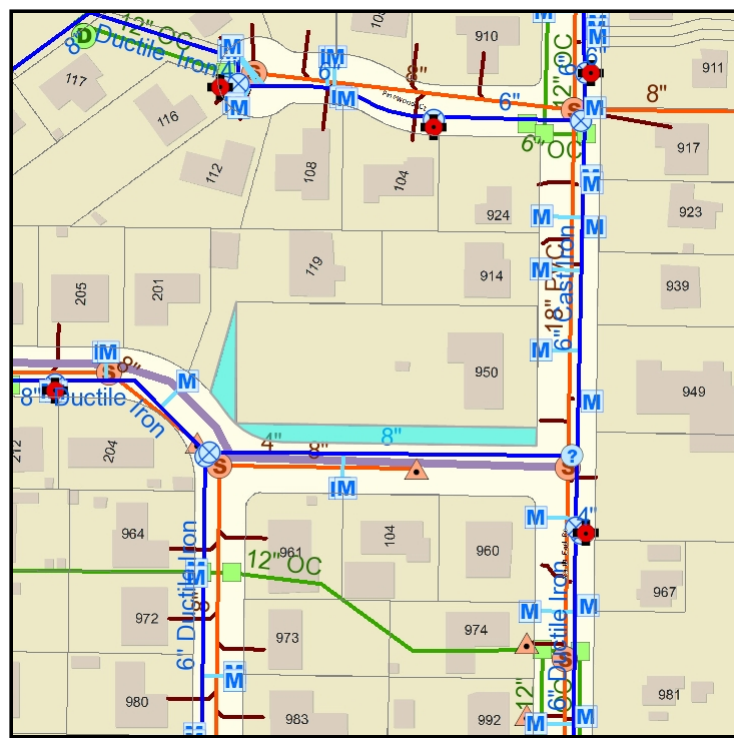
Land Value (Mkt): \$6,378

Building Value (Mkt): \$0

Exempt Amount: \$0

Net Value (Mkt): \$6,378

Note: These are Market, NOT Assessed values.



Taxlot highlighted in blue

### Planning Designations

Zoning: R10

- 10,000 Single Family Dwelling District

Comprehensive Plan: Ir

- Residential - Low Density

Subdivision: NONE

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N



1967

KNOW ALL MEN BY THESE PRESENTS, That **LEIGHTON G. PERKINS and PATRICIA M. PERKINS, husband and wife,**

, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by **DONALD F. BURNS and THEODA L. BURNS, husband and wife,**

, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of **Clackamas** and State of Oregon, described as follows, to-wit:

A tract of land in the A. F. Hedges D.L.C. in Section 1, T.3S., R.1E. of the W.M. in the City of Oregon City, Clackamas County, Oregon, described as follows:

Beginning at a stone marked with a cross that is 30 feet West and 690.7 feet North of the Northwest corner of the M. M. McCarver DLC in said Section 1, said point being in the center of the County Road leading to Canemah; thence North along the center of said County Road 224 feet to the true point of beginning of the tract to be described; thence West at right angles to the preceding course 325 feet; thence North parallel with the center line of the County Road 120 feet; thence East at right angles with the preceding course 325 feet to the center line of said County Road; thence South along said center line 120 feet to the true point of beginning.

TOGETHER WITH a non-exclusive easement for roadway over and across a strip of land 27 feet in width lying South of and adjacent to the above described tract. ✓

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances except rights of the public in and to portion of above property lying within limits of roads and highways,

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ 17,000.00

However, the actual consideration consists of or includes other property or value given or promised which is part of the consideration (indicate which):

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand this 29th day of May, 1968

*Leighton G. Perkins*  
*Patricia M. Perkins*

STATE OF OREGON, County of **Clackamas** ) ss. May 29th, 1968

Personally appeared the above named **Leighton G. Perkins and Patricia M. Perkins**

and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me: *E. F. Schumacher*

Notary Public for Oregon

My commission expires 3/26/72

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

## WARRANTY DEED

**LEIGHTON G. PERKINS, et ux**

TO

**Donald F. Burns, et ux**

AFTER RECORDING RETURN TO

**AFTER RECORDING RETURN TO  
TRANSMERICA TITLE INS. CO.**

**902 Main Street  
Oregon City, Oregon 97045**

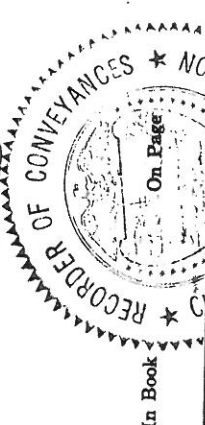
10-356

STATE OF OREGON, }  
County of Clackamas, }

I, Robert Schumacher, County Clerk, Ex-Officio Recorder of Conveyances and Ex-Officio Clerk of the Circuit Court of the State of Oregon, for the County of Clackamas, do hereby certify that the within instrument of writing was received for record and recorded in the records of

1968 JUN 6 PM 3:30 County at

DEED



Witness my hand and seal of said Court affixed at **OREGON CITY, CLACKAMAS COUNTY, OREGON**

*Robert Schumacher*  
Deputy

Recording Certificate

950 South End

9 May 95

68 10555

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

June 18, 2014

Mr. Pete Walter  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045

**SUBJECT:        REVIEW OF TRANSPORTATION ANALYSIS LETTER – PETRA  
                     MEMORY CARE DEVELOPMENT – CU14-01**

Dear Mr. Walter:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed construction of the Petra Memory Care facility at 950 South End Road. The TAL was prepared under the direction of Frank Charbonneau, PE of Charbonneau Engineering. The TAL is dated December 17, 2013.

The applicant proposes to redevelop the site in the northwest quadrant of the intersection of South End Road and Amanda Court. The facility is proposed to total just over 16,000 square feet and have 31 beds.

**Overall**

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed development.

**Comments**

- 1. Trip Generation.** The TAL presents information on trip generation for a 31-bed assisted living facility. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The engineer used the trip generation rates for land use category 254 – assisted living facility. The engineer predicted that the facility would produce 4 AM peak hour trips; 7 PM peak hour trips; and 82 weekday trips.
- 2. Access Locations.** According to the TAL, the entrance would be on South End Road near the north edge of the property. According to supplemental information presented in a drawing dated May 28, 2014, additional access may be sought on Amanda Court. The applicant needs to provide final locations.
- 3. Driveway Width.** The TAL does not indicate any impediments to meeting city requirements for driveway width.

- 4. *Intersection Spacing.*** No new street intersections are proposed.
- 5. *Sight Distance.*** The engineer measured sight distance at the proposed driveway location approximately 140 feet north of Amanda Court. He found the sight distance to be in excess of 400 feet to both directions, which exceeds the necessary sight distance for South End Road.
- 6. *Safety Issues.*** The engineer indicated there were no reported crashes in the vicinity during the previous three years. He did not find any safety issues associated with the proposed development.
- 7. *Consistency with the Transportation System Plan (TSP).*** Frontage improvements along South End Road and Amanda Court will help improve pedestrian access and help implement the Transportation System Plan.

## **Conclusion and Recommendations**

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.

Based on the materials I have reviewed, the applicant has not clearly identified the access for the site. The TAL indicates a single site access located on South End Road approximately 140 feet north of Amanda Court. Subsequent materials provided by the applicant include an egress to Amanda Court approximately 30 feet west of South End Road. This proposed access is closer to the intersection with South End Road than is desirable. Due to the low volumes it may prove acceptable. Yet another access for a secondary parking lot near the west property boundary has also been discussed. If this secondary lot were to be permitted, I recommend that it be located as far from Netzel Street as possible. Furthermore, this secondary lot must be configured such that vehicles can exit the site driving forward; backing onto the street is not permissible. For all access locations, care must be taken to maximize sight distance through vegetative trimming and placement of signs and other features such that they do not unnecessarily restrict sight distance. The applicant should submit supplemental information from his traffic engineer relating to sight distance and any other issues associated with his final site access locations.

Mr. Pete Walter  
June 18, 2014  
Page 3

Other than requiring the applicant to address access and sight distance issues described above, I do not recommend any conditions be placed on the development for transportation-related issues associated.

If you have any questions or need any further information concerning this review, please contact me at [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net).

Sincerely,

A handwritten signature in black ink that reads "John Replinger". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

John Replinger, PE  
Principal



**From:** [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)  
**To:** [Pete Walter](#)  
**Subject:** CU14-01 Petra Memory Care  
**Date:** Wednesday, June 18, 2014 8:50:42 PM  
**Attachments:** [CU14-01.pdf](#)

---

Pete:

I've attached my comment letter. If the applicant has sorted out his access, I could revise my letter. Otherwise, my comments and recommendations can be used as the basis for conditions of approval.

Let me know if you have questions.

John

John Replinger, PE  
Replinger & Associates LLC  
6330 SE 36th Avenue  
Portland, OR 97202  
503-719-3383  
[replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)

**From:** [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)  
**To:** [Todd Martinez](#)  
**Cc:** [Gordon Munro](#); [Pete Walter](#); [Aleta Froman-Goodrich](#)  
**Subject:** Re: Revised Off-Street Parking Layout for 950 South End Road Assisted Living: CU 14-01  
**Date:** Thursday, May 29, 2014 8:44:45 AM

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Todd:

I agree it is appropriate to have a parking lot behind the building with a configuration that allows vehicles to turn around on site and exit driving forward onto Amanda Court.

The location for the driveway is not ideal, but I think it would be acceptable due to the low volume from the parking lot and on the street. I think it would be best if the driveway were located as far from Netzel Street as possible. It will be important to maintain vegetation including that on the adjacent property to maximize sight distance.

John

John Replinger, PE  
Replinger & Associates LLC  
6330 SE 36th Avenue  
Portland, OR 97202  
503-719-3383  
[replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)

---

**From:** "Martinez, Todd" <[tmartinez@ci.oregon-city.or.us](mailto:tmartinez@ci.oregon-city.or.us)>  
**To:** "replinger-associates" <[replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)>  
**Cc:** "Gordon Munro" <[GordonMunro@KennedyJenks.com](mailto:GordonMunro@KennedyJenks.com)>, "Walter, Pete" <[pwalter@ci.oregon-city.or.us](mailto:pwalter@ci.oregon-city.or.us)>, "Froman-Goodrich, Aleta" <[afroman-goodrich@ci.oregon-city.or.us](mailto:afroman-goodrich@ci.oregon-city.or.us)>  
**Sent:** Thursday, May 29, 2014 8:19:39 AM  
**Subject:** RE: Revised Off-Street Parking Layout for 950 South End Road Assisted Living: CU 14-01

John,

The applicants came to talk to me about the parking arrangement yesterday. I told them to pursue showing four staff parking spaces behind the building with a hammer-head turning movement. The drive-way apron to access the four spaces from Amanda Ct. would be 24- wide. I would like your comments on this proposal since it places the driveway near the bend in Amanda and the intersection of Netzel Street.

Todd

---

**From:** [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net) [<mailto:replinger-associates@comcast.net>]  
**Sent:** Thursday, May 29, 2014 6:20 AM  
**To:** Pete Walter  
**Cc:** Gordon Munro; Todd Martinez; Mike Boumann; Doug Whiteley ([dougwhi@ccfd1.com](mailto:dougwhi@ccfd1.com))  
**Subject:** Re: Revised Off-Street Parking Layout for 950 South End Road Assisted Living: CU 14-01

Pete:

I consider the applicant's proposal for head-in parking to be unacceptable. I think it is not appropriate due to safety concerns.

Backing onto a public street and across a sidewalk from a commercial establishment should be avoided regardless of the street classification.

It's also worth noting that to provide the four off-street spaces, curb space for two or three cars would be eliminated. There's really little gain from this proposal.

I think approval of this parking layout would set an awful precedent.

John

John Replinger, PE  
Replinger & Associates LLC  
6330 SE 36th Avenue  
Portland, OR 97202  
503-719-3383  
[replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)

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**From:** "Walter, Pete" <[pwalter@ci.oregon-city.or.us](mailto:pwalter@ci.oregon-city.or.us)>  
**To:** "Gordon Munro" <[GordonMunro@KennedyJenks.com](mailto:GordonMunro@KennedyJenks.com)>, "replinger-associates" <[replinger-associates@comcast.net](mailto:replinger-associates@comcast.net)>, "Martinez, Todd" <[tmartinez@ci.oregon-city.or.us](mailto:tmartinez@ci.oregon-city.or.us)>  
**Cc:** "Mike Boumann" <[michaelbou@ccfd1.com](mailto:michaelbou@ccfd1.com)>, "Doug Whiteley" ([dougwhi@ccfd1.com](mailto:dougwhi@ccfd1.com)) <[dougwhi@ccfd1.com](mailto:dougwhi@ccfd1.com)>

**Sent:** Wednesday, May 28, 2014 1:30:01 PM

**Subject:** Revised Off-Street Parking Layout for 950 South End Road Assisted Living: CU 14-01

Good afternoon,

As you know we deemed this application incomplete recently. I advised the applicant that they should provide some off-street parking off of Amanda Court and not rely solely on on-street parking to satisfy their minimum parking needs. Amanda appears to have 32' of pavement today looking at OC Maps, so there should be room for parking on both sides of the street. But we want to make sure to minimize traffic conflicts and to not impact the neighbors. We had discussed them locating a few spaces parking behind the building with a driveway closer to the curve that would allow a car to maneuver on-site without backing into the ROW. Instead they have proposed head-in spaces. Since this is not a single-family residential use I am not sure this the safest layout, but I'd like to get you input. The traffic generation for this use is very low, and Amanda Court is a local street.

I do think it would be better to have them put the parking behind the building with hammerhead turn around or 20' drive aisle so that there is no potential for backing into the public ROW.

Before they do any further revisions, I'd like to see what you guys have to say. Thanks for your input.

Pete

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

July 30, 2014

Mr. Pete Walter  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045

**SUBJECT:        REVIEW OF TRANSPORTATION ANALYSIS LETTER – PETRA  
                     MEMORY CARE DEVELOPMENT – CU14-01**

Dear Mr. Walter:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed construction of the Petra Memory Care facility at 950 South End Road. The TAL was prepared under the direction of Frank Charbonneau, PE of Charbonneau Engineering. The TAL, an updated version of the December 2013 TAL, is dated June 2014. The new TAL addresses issues I raised in my June 18, 2014 review of the December 2013 TAL.

The applicant proposes to redevelop the site in the northwest quadrant of the intersection of South End Road and Amanda Court. The facility is proposed to total just over 16,000 square feet and have 31 beds.

**Overall**

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed development.

**Comments**

- 1. Trip Generation.** The TAL presents information on trip generation for a 31-bed assisted living facility. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The engineer used the trip generation rates for land use category 254 – assisted living facility. The engineer predicted that the facility would produce 4 AM peak hour trips; 7 PM peak hour trips; and 82 weekday trips.
- 2. Access Locations.** According to the TAL, there would be three points of access. The primary entrance would be on South End Road near the north edge of the property. In connection with this ingress, an egress would be located on Amanda Court approximately 50 feet west of South End Road. In addition, an access to a small parking lot near the rear of the building would provide access to Amanda Court. In response to



my comments from June 18, 2014, the applicant has located the access to the small parking lot as far from Netzel Street as possible. The egress near South End Road is also located as far from South End Road as practical. All three access locations are acceptable.

3. **Driveway Width.** The TAL does not indicate any impediments to meeting city requirements for driveway width.
4. **Intersection Spacing.** No new street intersections are proposed.
5. **Sight Distance.** The engineer measured sight distance at the proposed ingress driveway location approximately 140 feet north of Amanda Court. He found the sight distance to be in excess of 400 feet in both directions, which exceeds the necessary sight distance for South End Road. For the site egress on Amanda Court near South End Road, he states sight distance is unrestricted toward Netzel Street to the west and toward South End Road to the east. At the access for the small parking lot near Netzel Street, he measured sight distance to the west to be approximately 255 feet and to the east to be approximately 275 feet. These measurements are just shy of the 280-foot sight distance appropriate for a 25 mph roadway, but exceed by a generous amount the stopping sight distance of 155 feet for a vehicle traveling at 25 mph. I find the sight distance provided at the proposed site access locations to be acceptable.
6. **Safety Issues.** The engineer indicated there were no reported crashes in the vicinity during the previous three years. He did not find any safety issues associated with the proposed development.
7. **Consistency with the Transportation System Plan (TSP).** Frontage improvements along South End Road and Amanda Court will help improve pedestrian access and help implement the Transportation System Plan.

## Conclusion and Recommendations

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.

In response to my comments on the December 2013 version of the TAL, the applicant has more clearly identified the access for the site. The primary ingress to the facility will be located on South End Road approximately 140 feet north of Amanda Court. Egress will be

provided via an egress to Amanda Court approximately 50 feet west of South End Road. Access to a small parking lot is proposed at the rear of the building. In the TAL, the engineer recommends a parking lot configuration that allows vehicles to enter and exit the lot without backing onto the street. The engineer further recommends that sight distance be maximized by controlling vegetation and not restricting it by placement of signs, fences and other features. I concur with the engineer's recommendation for the site access and the means of maximizing sight distance.

Because of the proximity of the egress driveway to South End Road, I recommend that parking be prohibited on the north side of Amanda Court for a distance of approximately 100 feet west of South End Road. This will help to maintain adequate sight distance in both directions for the proposed egress. Other than this parking restriction, I do not recommend any conditions be placed on the development for transportation-related issues associated.

If you have any questions or need any further information concerning this review, please contact me at [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net).

Sincerely,

A handwritten signature in dark ink that reads "John Replinger". The signature is written in a cursive, flowing style.

John Replinger, PE  
Principal

# Clackamas County Fire District #1

## Fire Prevention Office



To: **Pete Walter, Oregon City Planning**

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

Date: **7/7/2014**

Re: **South End Road Memory Care Facility**

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This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements. When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access and water supply may be modified as approved by the fire code official. The following items should be addressed by the applicant:

### **FD Apparatus Access**

- 1) Fire apparatus access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building.
- 2) Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants) and an unobstructed vertical clearance of not less than 13 feet 6 inches.
- 3) Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking Fire Lane" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Roads 26 feet wide or less shall be posted on both sides as a fire lane. Roads more than 26 feet wide to 32 feet wide shall be posted on one side as fire lane. Painted curbs considered as an alternate.
- 4) Turning radii for curves and turnarounds shall be not less than 28 feet and 48 feet respectively, measured from the same center point.

### **Water Supply**

- 1) All new buildings shall have a firefighting water supply that meets the fire flow requirements of Appendix B of the 2010 Oregon Fire Code.
- 2) A third party fire flow test will be required and data will need to be provided on code summary plan.
- 3) Fire hydrant spacing to meet Appendix C of the 2010 Oregon Fire Code.
- 4) Each building to have individual fire department connection.
- 5) The fire department connection (FDC) for any fire sprinkler system shall be placed within 100 feet of a fire hydrant and be readily accessible. FDC will need to be remote from the building in most cases.



### LAND USE APPLICATION FORM

2014 APR 21 AM 10:34  
CITY OF OREGON CITY

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

File Number(s): SP 14-09, UZ 14-a, LU 14-01

Proposed Land Use or Activity: \_\_\_\_\_

Project Name: Petra Memory Care Number of Lots Proposed (If Applicable): \_\_\_\_\_

Physical Address of Site: 950 Southend Rd. Oregon City, OR - 97045

Clackamas County Map and Tax Lot Number(s): 3-1E-01AD TL- 3100, 3202, 3302

**Applicant(s):**

Applicant(s) Signature: Petronella Donovan, Daniel Donovan

Applicant(s) Name Printed: Petronella Donovan, Daniel Donovan Date: 4/16/14

Mailing Address: 182 Warner Parrott Rd. Oregon City

Phone: 503-810-9045 Fax: \_\_\_\_\_ Email: petronelladonovan@comcast.net

**Property Owner(s):**

Property Owner(s) Signature: Shan Senthuraj Send all mail.

Property Owner(s) Name Printed: Naga Senthuraj Shan Senthuraj Date: 4/19/2014

Mailing Address: 994 Maple Street, Oregon City, OR 97045

Phone: (503) 657-3312 Fax: \_\_\_\_\_ Email: mapleleaf1320@msn.com

**Representative(s):**

Representative(s) Signature: \_\_\_\_\_

Representative (s) Name Printed: \_\_\_\_\_ Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

*All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.*





# LAND USE APPLICATION FORM

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

File Number(s): \_\_\_\_\_

Proposed Land Use or Activity: \_\_\_\_\_

Project Name: Petra Memory Care Number of Lots Proposed (If Applicable): \_\_\_\_\_

Physical Address of Site: 950 Southend Rd - Oregon City, OR 97045

Clackamas County Map and Tax Lot Number(s): \_\_\_\_\_

### Applicant(s):

Applicant(s) Signature: CNA

Applicant(s) Name Printed: CNA VALLEY Date: 4-16-14

Mailing Address: 4040 SE INTERNATIONAL WAY E205

Phone: 503.730.5970 Fax: \_\_\_\_\_ Email: CNA@EMPIRE-BUILDING-CO.COM

### Property Owner(s):

Property Owner(s) Signature: Mary Godley Mary Godley

Property Owner(s) Name Printed: MARY GODLEY Date: 4/20/14

Mailing Address: 119 Amanda Ct - Oregon City OR 97045

Phone: 503 722-5655 Fax: \_\_\_\_\_ Email: mgodley5655a@msn.com

### Representative(s):

Representative(s) Signature: \_\_\_\_\_

Representative (s) Name Printed: \_\_\_\_\_ Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

4/29/14

To Whom it May Concern:

Please remove Mike & Mary Godley  
and the Property 119 Amanda Court.  
from file numbers SP 14-09, VR 14-01, and  
CU 14-01

Thank you  
Peter Doul  
for Lark

For  
Pete  
Walter



### LAND USE APPLICATION FORM

#### Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☒ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification

#### Type II (OCMC 17.50.030.B)

- ☐ Extension
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☒ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

#### Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☒ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☒ Variance
- ☐ Zone Change

File Number(s): \_\_\_\_\_

Proposed Land Use or Activity: \_\_\_\_\_

Project Name: PETRA MEMORY CARE Number of Lots Proposed (If Applicable): \_\_\_\_\_

Physical Address of Site: 950 SOUTH END RD. OREGON CITY, OR. ~~97045~~ 97045

Clackamas County Map and Tax Lot Number(s): \_\_\_\_\_

#### Applicant(s):

Applicant(s) Signature: \_\_\_\_\_

Applicant(s) Name Printed: \_\_\_\_\_ Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

#### Property Owner(s):

Property Owner(s) Signature: \_\_\_\_\_

Property Owner(s) Name Printed: \_\_\_\_\_ Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

#### Representative(s):

Representative(s) Signature: [Signature]

Representative (s) Name Printed: EDWARD RADULESCU Date: 4/16/14

Mailing Address: 825 NE 20th AVE SUITE 202, PORTLAND, OR. 97232

Phone: 503.265.8461 Fax: 503.265.8462 Email: eddie@eprdesign.com

*All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.*

RECORD OF SURVEY

LOCATED IN:  
THE A.F. HEDGES D.L.C.  
IN THE NE 1/4 OF SECTION 1, T3S, R1E, W.M.,  
OREGON CITY, CLACKAMAS COUNTY, OREGON

PS-25548 (C)

NARRATIVE NOTES:

PURPOSE OF SURVEY: THIS SURVEY WAS REQUESTED BY THE CLIENT IN ORDER TO RECOVER AND/OR ESTABLISH MONUMENTS AT THE EXTERIOR CORNERS OF THE TRACT DESCRIBED IN CLACKAMAS COUNTY DEED NO. 93-93885.

BASIS OF BEARINGS: ALL BEARINGS ARE BASED UPON N90°00'00"E BETWEEN THE FOUND MONUMENTS ALONG THE NORTH LINE OF AMANDA COURT PER PLAT OF "ARISTA HEIGHTS" (PLAT NO. 1847), S 90°00'00" E 251.33' MEASURED VERSUS S 90°00'00" E 251.10' PLAT

EQUIPMENT USED: TOPCON 300 SERIES ELECTRONIC TOTAL STATION WITH TDS DATA COLLECTOR.

NOTES ABOUT THE SURVEY: THE FOUND MONUMENTS WERE LOCATED AND TIED BY TRAVERSE. THE MONUMENTS FIT WELL WITH RECORD AND WERE ACCEPTED. THE NORTH LINE OF AMANDA COURT WAS ESTABLISHED BY PLAT OF ARISTA HEIGHTS; THE MOST WESTERLY LINE OF DEED 93-93885 WAS ESTABLISHED BY DEED CALL AT S 16° W FROM THE FOUND 3/4" IRON PIPE AT THE NW CORNER OF TAX LOT 3100. THE SW CORNER OF TAX LOT 3100 WAS ESTABLISHED AT SOUTH 120.03' FROM THE SAID 3/4" IRON PIPE; THE WEST LINE OF SOUTH END ROAD WAS ESTABLISHED BY HOLDING THE FOUND MONUMENTS AS SHOWN.

THE SOUTH LINE OF TAX LOT 3100 WAS ESTABLISHED BY INVERSE BETWEEN THE FOUND MONUMENT AT THE S.E. CORNER OF TAX LOT 3100 AND THE SET CORNER AT THE S.W. CORNER OF TAX LOT 3100.

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	135.00'	19.21'	9.82'	19.20'	N 37°40'18" W	08°09'13"
C2	70.00'	68.91'	37.54'	68.16'	N 61°47'51" W	56°24'19"

LEGEND:

- BOUNDARY OF PROPERTY
- FOUND 5/8" IRON ROD PER PLAT OF ARISTA HEIGHTS MONUMENT UNLESS INDICATED OTHERWISE
- SET 5/8" X 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "HWA 1678" SET 10/01/93.
- CENTERLINE OF BPA RIGHT-OF-WAY
- EDGE OF PAVEMENT
- RECORD INFORMATION PER PLAT OF "ARISTA HEIGHTS"
- DRIVEWAY ENCROACHMENT
- CURB LINE
- CURVE TABLE REFERENCE NUMBER

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
GARY W. HICKMAN  
JULY 14, 1978  
1678

EXPIRES 06/30/95

CLACKAMAS COUNTY  
RECEIVED

NOV 04 1993

Thomas A. [Signature], County Surveyor  
Deputy  
Filed 7-13-94  
PS-25548

REVISIONS

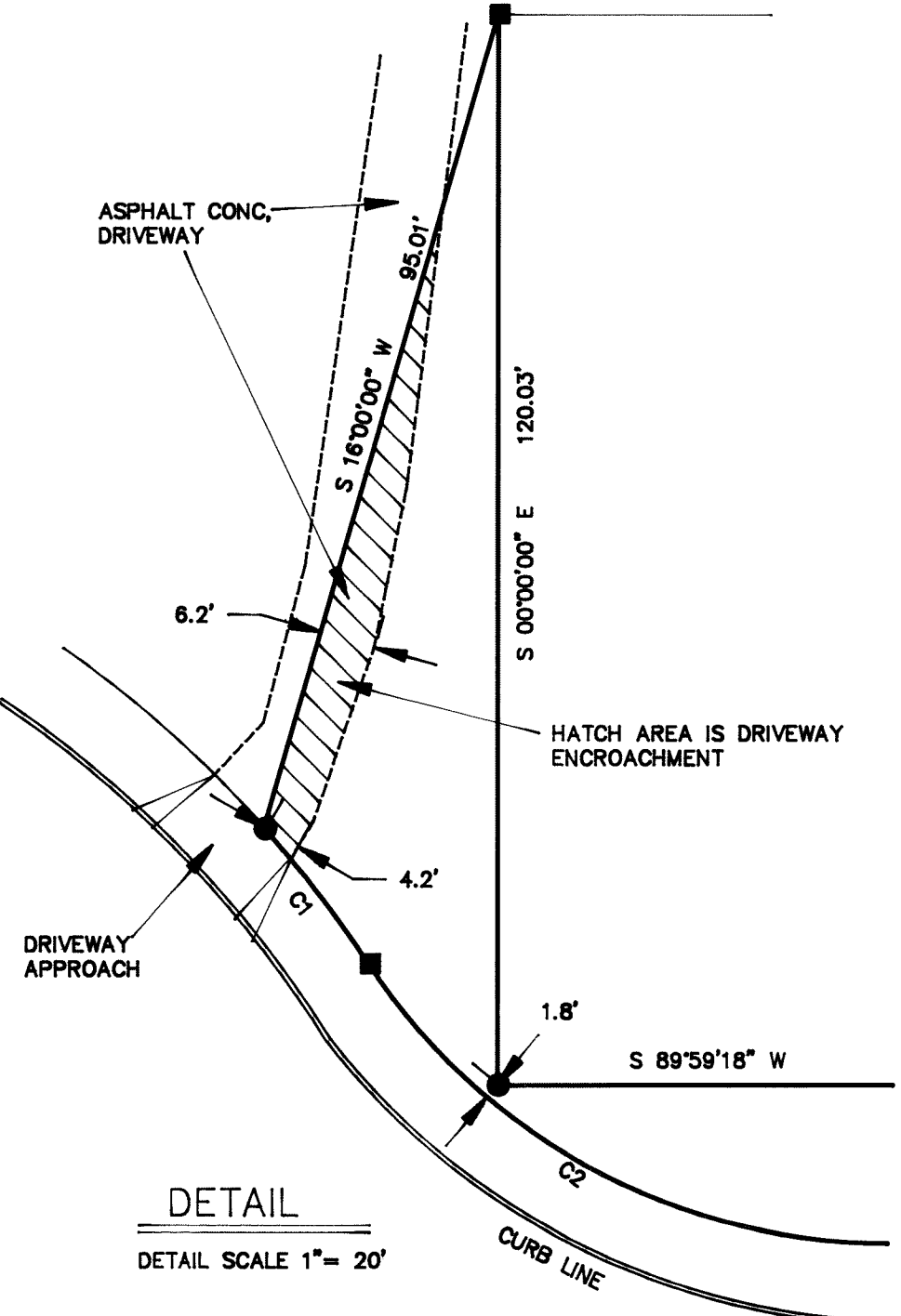
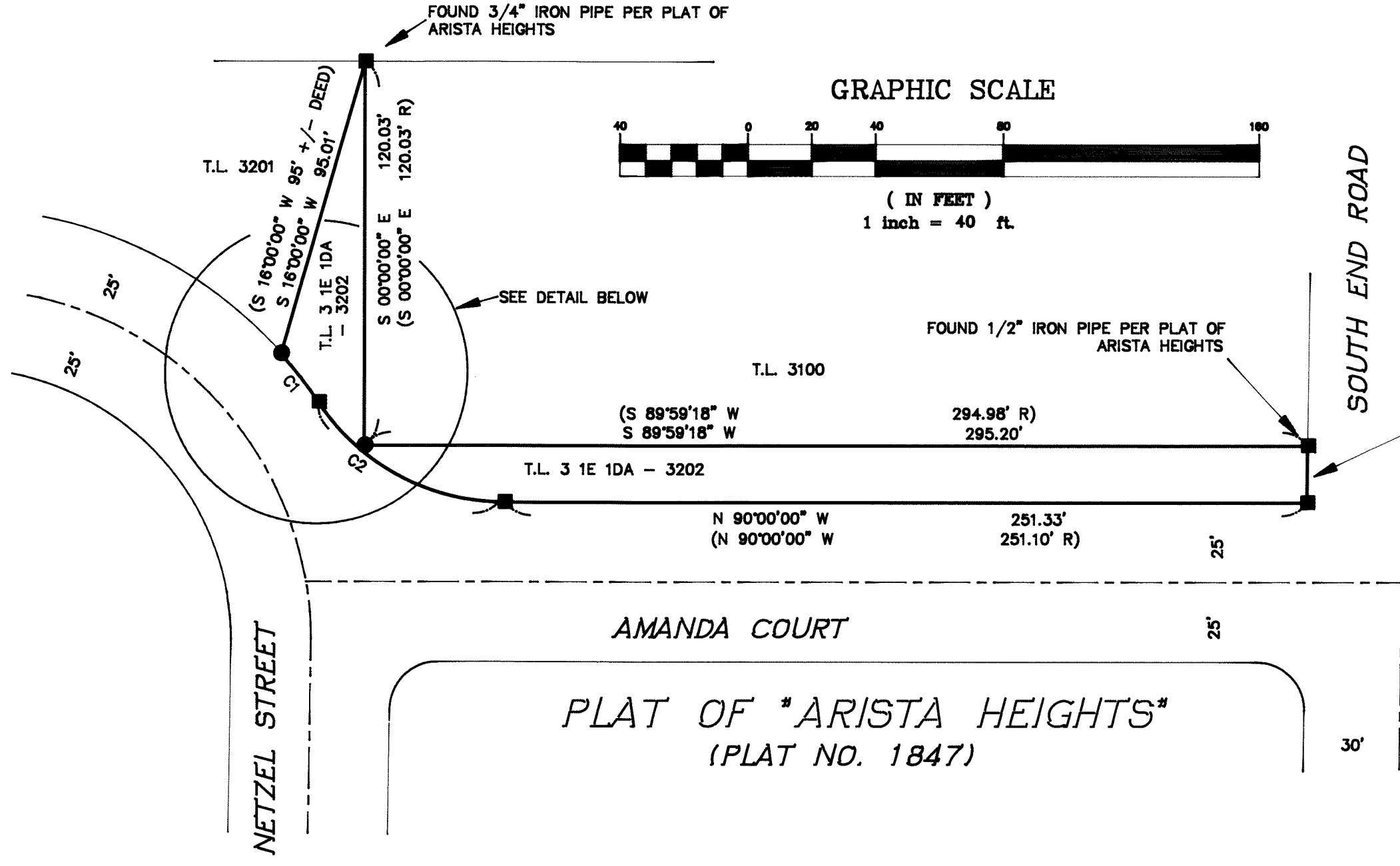
NO.	BY	APPVL	DATE

DESIGNED BY: DATE: 9/23/93  
DRAWN BY: GWH SCALE: 1"=40'  
CHECKED BY: GWH  
DRAWING NO. 2930707.DWG

RECORD OF SURVEY  
IN THE NE 1/4 OF SECTION 1, T3S, R1E, W.M.,  
OREGON CITY, CLACKAMAS COUNTY, OREGON  
FOR: BOB McVICKER

HWA HICKMAN WILLIAMS  
& ASSOCIATES, INC.  
7150 S.W. FIR LOOP, TIGARD, OREGON 97223  
PHONE (503) 636-5438

SHEET  
1/1







6605 SE Lake Road, Portland, OR 97222  
PO Box 22109, Portland, OR 97269-2109  
Phone: 503-684-0360 Fax: 503-620-3433  
E-mail: [legals@commnewspapers.com](mailto:legals@commnewspapers.com)

## AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS  
I, Charlotte Allsop, being the first duly sworn, depose  
and say that I am Accounting Manager of *Clackamas  
Review/Oregon City News and Estacada News*, a  
newspaper of general circulation, published at  
Clackamas, in the aforesaid county and state, as  
defined by ORS 193.010 and 193.020, that

**City of Oregon City**  
**Notice of Public Hearing – Planning Commission**  
CU 14-01; LL14-05; SP14-09; VR14-01  
**CLK13130**

a copy of which is hereto annexed, was published in  
the entire issue of said newspaper for

**1**  
week in the following issue:  
**June 18, 2014**

*Charlotte Allsop*

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this  
June 18, 2014.

*René R. Muller*

NOTARY PUBLIC FOR OREGON

My commission expires *Sept. 11, 2016*

**PO: Pete Walter**

Acct #500291  
**Attn: Pete Walter**  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045-0304

Size: 3 x 5.5

Amount Due: \$195.52\*

\*Please remit to address above.

## NOTICE OF OREGON CITY PLANNING COMMISSION PUBLIC HEARING

**COMMENT DEADLINE:** On Monday, July 14, 2014, the City of Oregon City will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 97045 on the following Type III Land Use Applications. Any interested party may appear at the hearing or submit written testimony at or prior to the close of the Planning Commission meeting. Comments on these Type III Land Use Applications must be received by the City no later than Tuesday, July 1, 2014 to be included in the Staff Report. Comments will be provided to the Planning Commission at the hearing. The public record will be closed after the Commission closes the public hearing.

**FILE NUMBERS:** CU 14-01: Conditional Use / LL 14-05: Property Line Abandonment and Design Review / VR 14-01: Variance

**OWNERS:** Petronella & Daniel Donovan (3-1E-01AD-03100), 182 Warner Street, 97045

**APPLICANT:** Shan & Naga Senthirajah (3-1E-01AD-03202), 994 Netzel Street, Oregon City, OR 97222

**REPRESENTATIVES:** EPR Design, LLC., 825 NE 20th Ave. Suite 202, Portland, OR 97232; Richard Georgescu, RSG Engineering, 16802 NE 152nd Ave., Brush Prairie, WA 98616

**REQUEST:** Site Plan and Design Review, Conditional Use, Variance and Lot Split for Construction of a 31-Bed Assisted Living Facility at the NW corner of Aman Road and 3100 and 3200

**LOCATION:** 950 South End Road, Oregon City, OR 97045, Clackamas County, Oregon

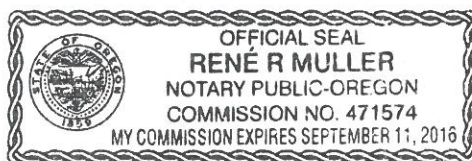
**CONTACT PERSON:** Pete Walter, AICP, Planner, Phone: (503) 496-1568, Email: [pete.walter@cityoforegoncity.org](mailto:pete.walter@cityoforegoncity.org)

**NEIGHBORHOOD ASSOCIATION:** South End Neighborhood Association

**CRITERIA:** Administration and Procedures are set forth in Chapter 17.50, Official Code of Ordinances, City of Oregon City. Other criteria are found in Chapter 17.52, Supplemental Zoning Regulations and Exceptions in Chapter 17.62, Tree Protection Standards in Chapter 17.41, Stormwater Management in Chapter 12.04, Public and Street Trees in Chapter 12.08, Stormwater Management in Chapter 13.12, Grading, Filling and Excavating in Chapter 15.48, Conditional Uses in Chapter 16.20, and Abandonment Process and Standards in Chapter 16.20. The "R-10" Single-Family Dwelling District in Chapter 17.08 of the Oregon City Municipal Code is available on-line at [www.oregoncity.org](http://www.oregoncity.org).

The application and all documents submitted by or on behalf of the applicant at no cost and copies will be provided at reasonable cost at the Oregon City Planning Commission, 97045, from 8:00 a.m. to 5:00 p.m. Monday through Friday. The staff report, with all the applicable approval criteria, will also be available prior to the hearing. Copies of these materials may be obtained for a fee. Please be advised that any issue that is intended to provide a basis for appeal at the Planning Commission hearing, in person or by letter, with sufficient specificity will preclude any appeal on that issue. The decision of the Planning Commission will be appealed to the City Commission by parties with standing within fourteen (14) days of decision. Any appeal will be based on the record. The procedures that govern appeals are found in OCMC Chapter 17.50 and ORS 197.763. A request for an appeal fee waiver pursuant to OCMC 17.50.290(1) may be made at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763. A request through a vote of its general membership or board at a duly announced meeting.

Publish 06/18/2014.





### NOTICE OF PUBLIC HEARING

*Mailed on or before June 20, 2014*

<b>COMMENT DEADLINE:</b>	On Monday, <b>July 14, 2014</b> , the <b>City of Oregon City - Planning Commission</b> will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 on the following Type III Land Use Applications. Any interested party may testify at the public hearing or submit written testimony at or prior to the close of the Planning Commission hearing. Written comments on these Type III Land Use Applications must be received by the Oregon City Planning Division, no later than Tuesday, <b>July 1, 2014</b> to be included in the Staff Report. Comments received after this date will be provided to the Planning Commission at the hearing. The public record will remain open until the Planning Commission closes the public hearing.		
<b>FILE NUMBER:</b>	CU 14-01: Conditional Use SP 14-09: Site Plan and Design Review	LL 14-05: Property Line Abandonment VR 14-01: Variance	
<b>OWNERS:</b>	Petronella & Daniel Donovan (3-1E-01AD-03100) 182 Warner Parrott Rd Oregon City, OR 97045	Shan & Naga Senthirajah (3-1E-01AD-03202) 994 Netzel Street Oregon City, OR 97045	
<b>APPLICANT:</b>	Chad Vallely, Empire Building 4040 SE International Way E205 Milwaukie, Oregon 97222		
<b>REPRESENTATIVES:</b>	EPR Design, LLC. 825 NE 20th Ave. Suite 202 Portland, Oregon 97232	Richard Georgescu RSG Engineering 16802 NE 152nd Ave., Brush Prairie, WA 98606	
<b>REQUEST:</b>	Site Plan and Design Review, Conditional Use, Variance and Lot Line Abandonment application for Construction of a 31-Bed Assisted Living Facility at the NW corner of Amanda Court and South End Road		
<b>LOCATION:</b>	950 South End Road, Oregon City, OR 97045 Clackamas County Map 3-1E-01AD, Tax Lots 3100 and 3202		
<b>CONTACT PERSON:</b>	Pete Walter, AICP, Planner	Phone: (503) 496-1568, Email: <a href="mailto:pwalter@orc.org">pwalter@orc.org</a>	
<b>NEIGHBORHOOD ASSOCIATION:</b>	South End Neighborhood Association		
<b>CRITERIA:</b>	Administration and Procedures are set forth in Chapter 17.50, Off-Street Parking and Loading in Chapter 17.52, Supplemental Zoning Regulations and Exceptions in Chapter 17.54, Site Plan and Design Review in Chapter 17.62, Tree Protection Standards in Chapter 17.41, Streets, Sidewalks and Public Places in Chapter 12.04, Public and Street Trees in Chapter 12.08, Stormwater Management in Chapter 13.12, Grading, Filling and Excavating in Chapter 15.48, Conditional Uses in Chapter 17.56, Property Line Adjustments and Abandonment Process and Standards in Chapter 16.20, Variances in Chapter 17.60 and "R-10" Single-Family Dwelling District in Chapter 17.08 of the Oregon City Municipal Code. The City Code Book is available on-line at <a href="http://www.orcity.org">www.orcity.org</a> .		

The application and all documents submitted by or on behalf of the applicant are available for inspection at no cost and copies will be provided at reasonable cost at the Oregon City Planning Division, 221 Molalla Avenue, Oregon City, Oregon 97045, from 8:00 a.m. to 5:00 p.m. Monday thru Thursday and by appointment on Friday. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the Planning Commission hearing, in person or by letter, with sufficient specificity to afford the Planning Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Planning Commission may be appealed to the City Commission by parties with standing within fourteen (14) calendar days of the notice of decision. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

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





## AFFIDAVIT OF POSTING

FILE NUMBER:	CU 14-01: Conditional Use SP 14-09: Site Plan and Design Review		LL 14-05: Property Line Abandonment VR 14-01: Variance
OWNERS:	Petronella & Daniel Donovan (3-1E-01AD-03100) 182 Warner Parrott Rd Oregon City, OR 97045	Shan & Naga Senthirajah (3-1E-01AD-03202) 994 Netzel Street Oregon City, OR 97045	
APPLICANT:	Chad Vallely, Empire Building 4040 SE International Way E205 Milwaukie, Oregon 97222		
REPRESENTATIVES:	EPR Design, LLC. 825 NE 20th Ave. Suite 202 Portland, Oregon 97232	Richard Georgescu RSG Engineering 16802 NE 152nd Ave., Brush Prairie, WA 98606	

A land use action requires the posting of signs for a period of at least fourteen (14) days that provides a brief description of the application submitted. It is your responsibility to post the signs, which may be obtained at the Oregon City Department of Community Development. **Failure to post the signs by the date specified will result in the automatic extension of the public comment period.**

The signs shall be posted by **June 23, 2014** so that they are clearly visible along the streets fronting the property (see attached map). Any failure to post signs by this date will result in extension of the public comment period.

The signs shall be mounted on a sturdy backing (such as plywood), and posted within 10 to 15 feet of the street so that is clearly visible. The notice shall not be posted on trees or utility poles. If the weather is wet please cover the signs with clear plastic, or other clear weatherproof material.

Please remove the signs after the close of the public hearing for this file. If you have any questions please contact me at (503) 496-1568.

~~Kelly Moosbrugger~~ *Pete Walker*  
City of Oregon City - Planning Division  
221 Molalla Ave., Ste. 200  
Oregon City, Oregon 97045

### PLEASE SIGN AND RETURN THIS NOTICE TO THE PLANNING DIVISION

I hereby certify that on (date) 6-23-14, I posted the required notices on the subject site. If there is any delay in the city's land use process caused by the applicant's failure to correctly post the subject property for the required period of time and in the correct location, the applicant agrees to extend the one-hundred-twenty-day period in a timely manner.

*[Signature]*  
Applicant or Representative

6-23-14  
Date

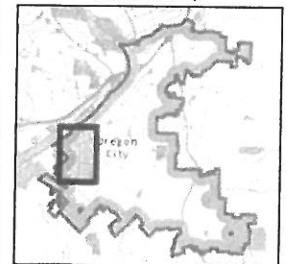


- Legend**
- Taxlots
  - Taxlots (Outside UGB)
  - Unimproved ROW
  - City Limits
  - UGB

**X =**  
**SIGNS**  
**(2)**  
**1 facing**  
**S. End**  
**1 facing**  
**Ananda**

Notes

Overview Map



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



0 675 Feet  
 1: 8,104





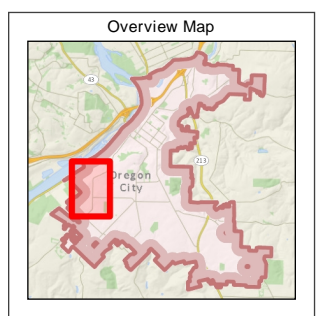
# CU 14-01 / SP 14-09 / VR 14-01 / LL 14-05



### Legend

- Taxlots
- Taxlots (Outside UGB)
- Unimproved ROW
- City Limits
- UGB

### Notes



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



0 675 Feet  
1: 8,104

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



Kathy and Dave Roshak

973 Netzel St.

Oregon City, Or 97045

503 656 0923

[daveroshak@comcast.net](mailto:daveroshak@comcast.net)

File# CU 14-01

We are representing ourselves on this proposed facility in our neighborhood. We have received a notice of an intended "Assisted Living Facility to be built on the corner of Southend Road and Amanda Court. We have found out that it is NOT an Assisted Living Facility but is in fact an Alzheimer Unit with 31 projected beds! My husband and I have concerns about parking and further congestion on this street.

Security and safety of the patients is also a concern for us. I understand that most facilities of this nature would be locked, however, on a busy street such as Southend Drive, traffic is fast and relentless. Will there be 24 hour security on the premises at all times?

Where will the staff, visitors, family members access the Facility; Southend Road or Amanda Court? This will have an effect on our driving patterns as we access Southend Road.

One of our neighbors has gotten some information from the Oregon City planning board that states there would be 2 staff members per shift. This does not make sense with a possible capacity of 31 patients. This does not make sense for any possible emergency that might and will occur at some time or another.

We have grave concerns about this facility being built in this neighborhood for the above reasons. Please address these questions. Thank you

Kathy and Dave Roshak

Judith Klein  
961 Netzel St  
Oregon City OR 97045  
503-656-9898  
klein.judy@yahoo.com  
File # CU 14-01

2014 JUN 30 PM 3:19  
RECEIVED  
CITY OF OREGON CITY

I am representing myself on this proposed facility in my neighborhood.

I have several concerns about this project. The proposal is for a 31-bed Assisted Living. The owners failed to identify it as a Memory Care/Alzheimer Facility on the Public Hearing Notice. I feel that I have been misled of the deception on the posting not being forthcoming on what the actual facility will be. The size and type of this facility does not coincide with this residential community.

How many people will be staffing this facility and how many shift changes? Parking is going to be one of the real issues. A 31-bed facility means many visitors cars on weekends and holidays. Where are they going to park? We have our own friends, relatives and yard maintenance services that use the street in front of our own houses for parking. My neighbor on Amanda Court already has the problem of people using his driveway as a turn-around.

I've been told that Amanda Court is going to be widened to accommodate parking, sidewalks and a greenway with trees. Have any of you driven down Meyers Road with that greenway? The trees are uprooting all the sidewalks.

Other concern is emergency services. With 31 patients in one facility there will be times when emergency services are required, which will mean additional emergency vehicle activity.

One more concern I have is security. If any of these patients were to be able to get out of the facility, how are you going to handle security? I understand that these type of facilities are locked but I am not comfortable with the possibility of an accident. Several cases have been reported in the last several months of patients getting out of their facility.

You granted the building of townhouses at the end of Netzel and this has been an issue of traffic already. You put a stop sign at the end of Cornerstone but those homeowners don't even stop and there have been several times that I just missed being hit by someone exiting that street. All these additional cars on Amanda are going to create more problems for the homeowners in this neighbor.

I live alone and do not want any of these concerns in my neighborhood.

*Judy Klein*



Item 4b

City of Oregon City - Planning Commission  
Commission Chambers  
City Hall, 625 Center Street, Oregon City 97045

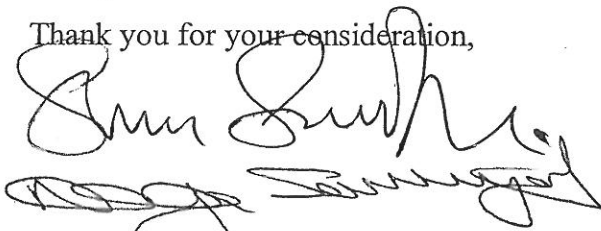
July 14, 2014

Re: Petra Memory Care land use application, 950 South End Road, Oregon City,  
Oregon City Planning Department docket nos. CU-13-02/SP 13-20/VR 14-01/LL 14-05  
*For inclusion in the official record*

Dear Planning Commission members,

We are neighbors and the owners of a parcel included in this land use application, tax lot 31E01AD03202, located at 119 Amanda Court, Oregon City. We respectfully request the Commission leave the record of this matter open for at least seven (7) days, as required by Oregon law. As staff has recommended a continuance of this case to the August 11<sup>th</sup> meeting, we request the Commission allow the record to remain open until 5 p.m. on August 4<sup>th</sup>, 2014.

Thank you for your consideration,



Shan & Naga Senthirajah  
994 Netzel Street  
Oregon City, Oregon 97045  
503.657.3312  
[mapleleaf1320@msn.com](mailto:mapleleaf1320@msn.com)

Oregon City Planning Commission  
Hearing Date: 7/14/14  
File Number: 4b  
Exhibit: B

**From:** Pete Walter  
**To:** ["SHAN SENTHIRAJAH"](#)  
**Subject:** RE: CU 14-01 CONDITIONAL USE SP 14-09: SITE PLAND AND DESIGN REVIEW - LL 14-05: PROPERTY LINE ABANDONMENT VR 14-01:VARIANCE  
**Date:** Tuesday, July 01, 2014 1:13:00 PM

---

Naga,

It is up to you to decide. You may withdraw whenever you choose and we will assess at that point where the City is in its process. If the record is closed, the City will make a decision based on evidence in the record, including the signed applications. Let me know if you would like to discuss. Thank you.

Pete Walter

---

**From:** SHAN SENTHIRAJAH [mailto:[mapleleaf1320@msn.com](mailto:mapleleaf1320@msn.com)]  
**Sent:** Tuesday, July 01, 2014 12:26 PM  
**To:** Pete Walter  
**Subject:** RE: CU 14-01 CONDITIONAL USE SP 14-09: SITE PLAND AND DESIGN REVIEW - LL 14-05: PROPERTY LINE ABANDONMENT VR 14-01:VARIANCE

Hi Peter,

Thanks for reviewing this for us. I am waiting for my attorney to see what can be done before the 14th, is that okay till then for us to decide.

Thanks, Naga

---

From: [pwalter@ci.oregon-city.or.us](mailto:pwalter@ci.oregon-city.or.us)  
To: [NagaSen@co.clackamas.or.us](mailto:NagaSen@co.clackamas.or.us)  
CC: [mapleleaf1320@msn.com](mailto:mapleleaf1320@msn.com)  
Date: Tue, 1 Jul 2014 11:55:32 -0700  
Subject: RE: CU 14-01 CONDITIONAL USE SP 14-09: SITE PLAND AND DESIGN REVIEW - LL 14-05: PROPERTY LINE ABANDONMENT VR 14-01:VARIANCE

Dear Mr. and Mrs. Senthirajah,

I reviewed the e-mail that you sent to me earlier this morning regarding CU 14-01, SP 14-09, LL 14-05, and VR 14-01. You summarized your difficulties in connection to a private real estate transaction with co-applicants, Petronella and Daniel Donovan.

In that message you wrote,

“If the payment is not made [for your portion of the property subject to the application], we are withdrawing the application and will object.”

Please confirm whether you are withdrawing the application. If so, the City will stop processing the application and treat your confirmation as a withdrawal of the application. If you do not intend to withdraw the application, or if you do not respond, the City will treat your earlier e-mail as information submitted in the record for this matter and continue to review the application materials in preparation of making a decision on the merits of the application.

Thank you,

Pete Walter

---

**From:** Senthirajah, Naga [<mailto:NagaSen@co.clackamas.or.us>]

**Sent:** Tuesday, July 01, 2014 10:02 AM

**To:** Pete Walter

**Cc:** [mapleleaf1320@msn.com](mailto:mapleleaf1320@msn.com)

**Subject:** CU 14-01 CONDITIONAL USE SP 14-09: SITE PLAND AND DESIGN REVIEW - LL 14-05: PROPERTY LINE ABANDONMENT VR 14-01:VARIANCE

Hi Peter,

We received the Notice Of Public Hearing, Monday July 14<sup>th</sup> at 7 PM. We just want the following to be on the record for the hearing.

From the very first conversation/meeting with the Donovan's we were not very comfortable. We did not seek them to sell our land and was contacted by Chad Vallely.

We had friends that were interested in that piece of property to do something else with the land and the Donovan's were aware of this thru Chad.

He told us that they need this property to plant flowers, etc. to make upcoming building beautiful.

We went to the City and found out that, it was part of the permit process and our property is very essential for the approval for this application. We found out that their initial application was rejected and this parcel of property is part of their application approval. From the start we felt that they were not honest about the whole application and not forthcoming.

Petronal contacted us and negotiated the purchase. Just a few days before going to the City

Planning she said she will meet us at the planning office so that we both can sign the paperwork before it expired and the Donovan's having to pay again to get the application going. After signing the application (same day) they went with us to the US Bank in Oregon City to get the purchase documents notarized and told us that she could not pay us and gave us a check for \$1,000.00 no-refundable deposit and in will pay us in 60 days (notarized document). It is over 90 days and we have not received the settlement. They had us re-sign the application and had put the address of the builder at International Way in Milwaukie, so we went back to the City and told them that it was not our address and got it corrected. I felt that they were not honest. I sent a certified letter and regular mail a week before the 60 days of the full payment date and did not hear from them. I contacted Petronella and she told me that they ran into some major problems with the City and had to pay the engineers first and that she will try to take care of this by the end of the following month. We told her that we were busy with our son's graduation and family from out of the country and that she needs to take care of this by the 10<sup>th</sup> of May. On the 10th, she had asked a title company to contact us. She should have started this 60 days prior and told us that she does not have the funds and "it is what it is". When Shan contacted her she said that she had handed this to Dan (the builder) and had nothing to do with this anymore. Shan left a message for Dan and it has been over 3 weeks and no call back. The owner who sold the house on the other side (where this facility is going up) is not paid off as promised and we were told that she had hired an attorney to get her payment. This application and deal does not look clean and it seems that there are major issues that need to be ironed out and we don't want to get into a lengthy legal issue.

A month after she promised to pay, we found out that the trees in our property were cut and some of our neighbors contacted us and informed the city. I contacted the city and spoke to Peter about our issues (non-payment and trees being cut) and told him that we were not getting any correspondence since our names were not on the application. Peter is aware of this and made sure to update the application with our address.

If the payment is not made, we are withdrawing the application and will object. We do not want to work with them any longer. We have hired an attorney to deal with these issues of non-payment and cutting of our trees in our property (not informing us) and trying to keep us away from what is going on in our property.

I was told that this is going to be a 31 bed Alzheimer's facility.

Thank you for taking time to review our concerns. Please let us know if there is anything else we need to provide prior to the meeting. Please feel free to contact us at 503-657-3312.

Shan and Naga Senthirajah



Owners of Property (3-1E=01AD-03202)  
994 Netzel Street  
Oregon City, OR 97045



### LAND USE TRANSMITTAL

6/23/2014

#### **IN-HOUSE DISTRIBUTION**

- Building Official
- Development Services Manager
- City Engineer
- Public Works Director
- Right of Way Coordinator

#### **OUTSIDE DISTRIBUTION**

- CIC
- Neighborhood Association Chair
- Neighborhood Association Land Use Chair
- Fire Chief
- Oregon City Police
- 

COMMENTS DUE BY: Public Hearing – July 15, may be continued.

HEARING DATE: July 15, 2014

HEARING BODY: Planning Commission

FILE NUMBER: CU 14-01: Conditional Use

LL 14-05: Property Line Abandonment

SP 14-09: Site Plan and Design Review

VR 14-01: Variance

CITY PROJECT WEBSITE: <http://www.orcity.org/planning/landusecase/cu-14-01-31-bed-assisted-living-facility-950-south-end-road>

APPLICANT: Chad Vallely, Empire Building

REPRESENTATIVES: EPR Design, LLC.

REQUEST: Site Plan and Design Review, Conditional Use, Variance and Lot Line Abandonment application for Construction of a 31-Bed Assisted Living Facility at the NW corner of Amanda Court and South End Road

LOCATION: 950 South End Road, Oregon City, OR 97045

Clackamas County Map 3-1E-01AD, Tax Lots 3100 and 3202

CONTACT PERSON: Pete Walter, AICP, Planner Phone: (503) 496-1568, Email: [pwalter@orcity.org](mailto:pwalter@orcity.org)

NEIGHBORHOOD ASSOCIATION: South End Neighborhood Association

This application material is referred to you for your information, study and official comments. If extra copies are required, please contact the Planning Department. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return the attached copy of this form to facilitate the processing of this application and will insure prompt consideration of your recommendations. Please check the appropriate spaces below.

- X   The proposal does not conflict with our interests.
- The proposal conflicts with our interests for the reasons attached.
- The proposal would not conflict our interests if the changes noted below are included.
- Attach additional pages if needed.

  Pete, this application falls outside the Clackamas River Water's service boundary.  

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Signed   Betty A. Johnson, Clackamas River Water  

**PLEASE RETURN YOUR COPY OF THE APPLICATION AND MATERIAL WITH THIS FORM.**