



City of Oregon City

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

Meeting Agenda Planning Commission

Monday, June 23, 2014

7:00 PM

Commission Chambers

Work Session (6:00 P.M.)

Linn Ave, Leland Road, Meyers Road Corridor Plan

Regular Meeting (7:00 P.M.)

1. **Call to Order**
2. **Public Comment on Non-Agenda Items**
3. **Public Hearing**
- 3a. [PC 14-057](#) Proposed annexation of 5.5 acres located at 19588 S. McCord Road (Planning file: AN 14-01).
 - Sponsors:** Planner Pete Walter
 - Attachments:** [Commission Report AN 14-01](#)
[AN 14-01 McCord Road Annexation Application](#)

- 3b. [PC 14-056](#) Proposed zone change from R-8 to R-6 and a 10-lot subdivision for properties located at 19751 and 19735 Meyers Road (Planning Files ZC 14-02 and TP 14-02)

Sponsors: Community Development Director Tony Konkol

Attachments: [Commission Report ZC 14-12 / TP 14-02 June 23](#)

[Memorandum to PC from staff - denial findings](#)

[ZC 14-12 TP 14-02 Staff Report June 9 draft](#)

[Vicinity Map](#)

[Surrounding Zoning Map](#)

[Signed Applications](#)

[Applicant's Letter to Planning Commission](#)

[Applicant's Narrative Revised](#)

[Applicant's Response to Determination of Incompleteness](#)

[Preliminary Plat and Plan Set Revised](#)

[Trails Master Plan Map](#)

[Traffic Analysis Letter](#)

[Letter from John Replinger](#)

[Preliminary Stormwater Plan Revised](#)

[Preliminary Title Reports](#)

[Gaffney Lane Neighborhood Association Notes](#)

[Pre-Application Notes](#)

- 3c. [PC 14-065](#) Oregon City Sign Code Update (Planning file: L 14-01).

Sponsors: Community Development Director Tony Konkol

Attachments: [140623 PC Staff Report.pdf](#)

[5.12.14 Draft Sign Code.pdf](#)

[Public Process Final Report.pdf](#)

4. Communications

5. Adjournment

Work Session (Following Regular Meeting)

Sign Code

[14-382](#)

Planning Commission work session for the Oregon City Sign Code Update (Planning file L 14-01)

Attachments: [5.12.14 Draft Sign Code.pdf](#)

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

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

Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site(oregon-city.legistar.com).

Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at www.orcity.org and is available on demand following the meeting.

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



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Staff Report

File Number: PC 14-057

Agenda Date: 6/23/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Planner Pete Walter

File Type: Planning Item

SUBJECT:

Proposed annexation of 5.5 acres located at 19588 S. McCord Road (Planning file: AN 14-01).

RECOMMENDED ACTION (Motion):

Open the public hearing, take testimony from any citizens present who wish to speak on this item, and continue the public hearing for AN 14-01 to the date certain of July 14, 2014.

BACKGROUND:

The applicant has requested annexation of 5.5 acres at 19588 S. McCord Road into the City of Oregon City. The property has a comprehensive plan designation of Low Density Residential. Staff has not completed their review of the annexation request. A staff report will be presented at the July 14, 2014 public hearing.

ANNEXATION APPLICATION FOR 19588 S McCORD ROAD

DATE: April 2014

SUBMITTED TO: Oregon City
Planning Department
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

APPLICANTS: Brian D'Ambrosio & Valerie Hunter
3336 SE Belmont
Portland, OR 97214



13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140
P: (503) 925-8799
F: (503) 925-8969
www.aks-eng.com

ANNEXATION APPLICATION FOR 19588 S McCORD ROAD

TABLE OF CONTENTS

APPLICATION CONTENTS:

- City Land Use Application
- City Submittal Checklist
- Petition Certifications
- Legal Description and Map of Property to be Annexed
- Boundary Change Information Sheet
- Annexation Written Narrative/Reason for Boundary Change
- Public Facilities Memorandum
- Notice List
- County Assessor's Quarter- Section Map

INCLUDED SEPARATELY WITH APPLICATION:

- Full Quarter-Section County Assessor's Tax Maps (2 Copies)
- Mailing Address Labels (2 Sets)
- Annexation Plans (2 Full Size Copies – 22" x 34")
- Annexation Plans (2 Reduced Size Copy – 11" x 17")
- City Application Fee (1 check)

CITY LAND USE APPLICATION



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: Annexation request for a single parcel from Clackamas County to the City of Oregon City.

Project Name: McCord Road Annexation Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 19588 S McCord Road, Oregon City, OR 97045

Clackamas County Map and Tax Lot Number(s): T3S, R2E, Section 7B, TL 4100

Applicant(s):

Applicant(s) Signature: [Signature]

Applicant(s) Name Printed: Brian D'Ambrosio & Valerie Hunter Date: 3/30/2014

Mailing Address: 3336 SE Belmont Street, OR 97214

Phone: Contact Applicant's Const Fax: Contact Applicant's Con Email: Contact Applicant's Consultant

Property Owner(s):

Property Owner(s) Signature: [Signature] [Signature]

Property Owner(s) Name Printed: David G. and Diane M. Douglass Date: 3/30/14

Mailing Address: 19588 S McCord Road, Oregon City, OR 97045

Phone: Contact Applicant's Const Fax: Contact Applicant's Con Email: Contact Applicant's Consultant

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Chris Goodell, AKS Engineering & Forestry Date: _____

Mailing Address: 13910 SW Galbreath Drive Suite 100, Sherwod, OR 97140

Phone: 503-925-8799 Fax: 503-925-8969 Email: chrisg@aks-eng.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.



CITY SUBMITTAL CHECKLIST

CITY OF OREGON CITY

Community Development Department, 320 Warner-Milne Road
P.O. Box 3040, Oregon City, OR 97045 (503) 657-0891
www.ci.oregon-city.or.us

ANNEXATION APPLICATION SUBMITTAL CHECKLIST

Quoted from OCMC 14.04.050.

Contents of Application. An applicant seeking to annex land to the city shall file with the city the appropriate application form approved by the city manager. The application shall include the following:

1. ☒ Written consent form to the annexation signed by the requisite number of affected property owners, electors or both, provided by ORS 222, if applicable;
2. ☒ A legal description of the territory to be annexed, meeting the relevant requirements of the Metro Code and ORS Ch. 308. If such a description is not submitted, a boundary survey may be required. A lot and block description may be substituted for the metes and bounds description if the area is platted. If the legal description contains any deed or book and page references, legible copies of these shall be submitted with the legal description;
3. ☒ A list of property owners within three hundred feet of the subject property and if applicable, those property owners that will be "islanded" by the annexation proposal, on mailing labels acceptable to the city manager (equal to 30 labels per 8.5-inch by 11-inch sheet);
4. ☒ Two full quarter-section county tax assessor's maps, with the subject property(ies) outlined;
5. ☒ Twenty-five copies of a site plan, drawn to scale (not greater than one inch = fifty feet), indicating:
 - a. The location of existing structures (if any),
 - b. The location of streets, sewer, water, electric and other utilities, on or adjacent to the property to be annexed,
 - c. The location and direction of all water features on and abutting the subject property. Approximate location of areas subject to inundation, stormwater overflow or standing water. Base flood data showing elevations of all property subject to inundation in the event of one hundred year flood shall be shown,
 - d. Natural features, such as rock outcroppings, marshes or wetlands (as delineated by the Division of State Lands) wooded areas, isolated preservable trees (trees with trunks over six inches in diameter--as measured four feet above ground), and significant areas of vegetation,
 - e. General land use plan indicating the types and intensities of the proposed, or potential development;
6. N/A If applicable, a double-majority worksheet, certification of ownership and voters. Certification of legal description and map, and boundary change data sheet on forms provided by the city.
7. ☒ A narrative statement explaining the conditions surrounding the proposal and addressing the factors contained in the ordinance codified in this chapter, as relevant, including:
 - a. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities,

CITY OF OREGON CITY

Community Development Department, 320 Warner-Milne Road
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b. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time,


c. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand,

d. Statement outlining method and source of financing required to provide additional facilities, if any,

e. Statement of overall development concept and methods by which the physical and related social environment of the site, surrounding area and community will be enhanced,

f. Statement of potential physical, aesthetic, and related social effects of the proposed, or potential development on the community as a whole and on the small subcommunity or neighborhood of which it will become a part; and proposed actions to mitigate such negative effects, if any,

g. Statement indicating the type and nature of any comprehensive plan text or map amendments, or zoning text or map amendments that may be required to complete the proposed development;

8.  The application fee for annexations established by resolution of the city commission and any fees required by Metro. In addition to the application fees, the city manager shall require a deposit, which is adequate to cover any and all costs related to the election. (Ord. 99-1030 §5, 1999)

PETITION CERTIFICATIONS

CERTIFICATION OF PROPERTY OWNERSHIP OF

100% OF LAND AREA

(City 100% Ownership Method)

I hereby certify that the attached petition for a proposed boundary change involving the territory described in the petition contains the names of the owners* of 100% of the land area within the annexation area described in the petition, as shown on the last available complete assessment roll.

NAME DS Storm
TITLE GIS Cartographer 2
DEPARTMENT A&T
COUNTY OF Clackamas
DATE 4-8-14

- * "Owner" means the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes of the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.



CERTIFICATION OF LEGAL DESCRIPTION AND MAP

I hereby certify that the description of the property included within the attached petition (located on Assessor's Map 3ZE07B) has been checked by me and it is a true and exact description of the property under consideration, and the description corresponds to the attached map indicating the property under consideration.

NAME DT Storm
TITLE GIS Coordinator 2
DEPARTMENT A&T
COUNTY OF Clark
DATE 4-8-14



CERTIFICATION OF REGISTERED VOTERS

I hereby certify that the attached petition for annexation of territory described herein to the City of Oregon City contains the names of at least a majority of the electors registered in the territory to be annexed.

NAME FLOYD THOMAS

TITLE DEPUTY CLERK

DEPARTMENT ELECTIONS

COUNTY OF CLACKAMAS

DATE 4-8-14

Floyd Thomas

CLACKAMAS COUNTY ELECTIONS
SHERRY HALL, COUNTY CLERK
1710 RED SOILS CT, SUITE 100
OREGON CITY, OR 97045



ANNEXATION PETITION

NOTE: This petition may be signed by qualified persons even though they may not know their property description or precinct number.

[illegible]

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**ENGINEERING PLANNING
FORESTRY**

13910 S.W. Galbreath Dr., Suite 100
Sherwood, Oregon 97140
Phone: (503) 925-8799
Fax: (503) 925-8969
AKS Job #3523



**LANDSCAPE ARCHITECTURE
SURVEYING**

AKS Group of Companies:
SHERWOOD, OREGON
SALEM, OREGON
VANCOUVER, WASHINGTON
www.aks-eng.com

EXHIBIT A

A tract of land located in the Northwest One-Quarter of Section 7, Township 3 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon and being more particularly described as follows:

Beginning at the easterly corner of Lot 56 of the Plat of "Pavillion Park", thence along the southeasterly line of said Plat and the city limits of Oregon City, North 43°54'17" East 202.56 feet to the westerly corner of the Plat of "Rian Park"; thence along the southwesterly line of said Plat of "Rian Park" and being the city limits of Oregon City, South 44°52'10" East 387.62 feet to the northerly corner of that tract of land conveyed to Bond A. Fisher and Kellie I. Fisher in Document Number 96-064521, Clackamas County deed records; thence along the northwesterly line of the Fisher tract and the northwesterly line of that tract land conveyed to Dennis Mark Brown in Document Number 98-101393, Clackamas County deed records, South 45°07'52" West 178.50 feet to the westerly corner of the Brown tract; thence along the southwesterly line of the Brown tract and the southeasterly extension thereof, South 44°56'19" East 288.00 feet to a point on the southeasterly right-of-way line of Leland Road (30.00 feet from centerline); thence along said southeasterly right-of-way line, South 45°07'52" West 50.00 feet to a point on the southeasterly extension of the northeasterly line of that tract of land conveyed to Judy J. Douglass in Document Number 87-03341, Clackamas County deed records; thence along said southeasterly extension and the northeasterly line of the Douglass tract, North 44°56'19" West 288.00 feet to the northerly corner thereof; thence along the northwesterly line of the Douglass tract, South 45°07'52" West 177.00 feet to the westerly corner thereof, being a point on the northeasterly line of that tract of land conveyed to Bill Creel and Dana Creel in Document Number 2008-063341, Clackamas County deed records; thence along the northeasterly line of the Creel tract, North 44°56'19" West 122.00 feet to the northerly corner thereof; thence along the northwesterly line of the Creel tract and the southwesterly extension thereof, South 45°07'52" West 275.00 feet to a point on the southwesterly right-of-way line of McCord Road (20.00 feet from centerline); thence along said southwesterly right-of-way line, North 44°56'19" West 251.04 feet to a point on the southwesterly extension of the southeasterly line of the Plat of "Pavillion Park"; thence along said southwesterly extension of the southeasterly line of said Plat, being the city limits of Oregon City, North 43°54'17" East 478.55 feet to the Point of Beginning.

The above described tract of land contains 5.50 acres, more or less.



A TRACT OF LAND LOCATED IN THE NW 1/4 OF SEC. 7,
TOWNSHIP 3 SOUTH, RANGE 2 EAST, W.M.,
CLACKAMAS COUNTY, OREGON



 CITY OF OREGON CITY
CITY LIMITS

**ENGINEERING · PLANNING · SURVEYING
FORESTRY · LANDSCAPE ARCHITECTURE**

LEGAL DESCRIPTION AND MAP OF PROPERTY TO BE ANNEXED

**ENGINEERING PLANNING
FORESTRY**

13910 S.W. Galbreath Dr., Suite 100
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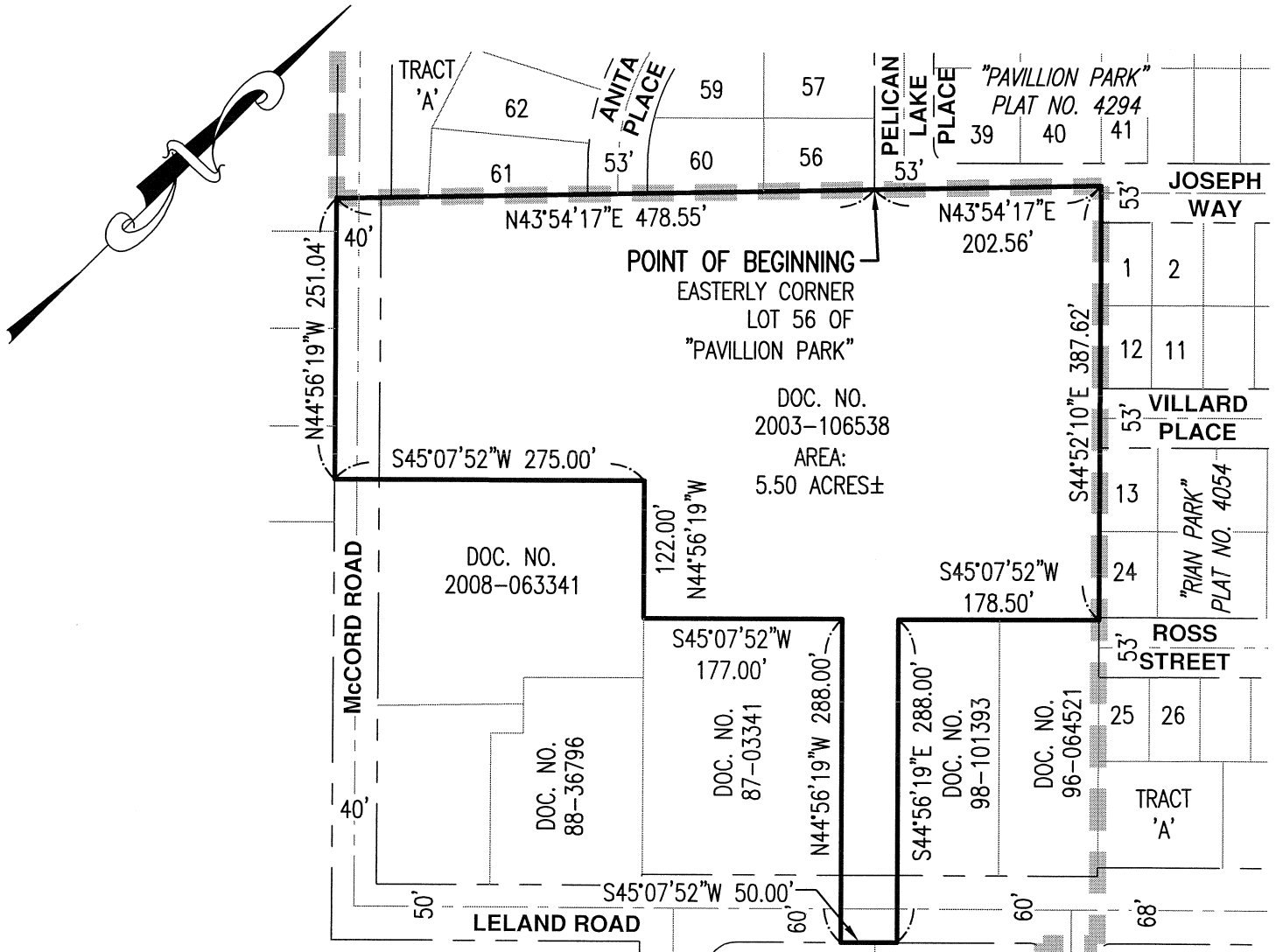
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The above described tract of land contains 5.50 acres, more or less.



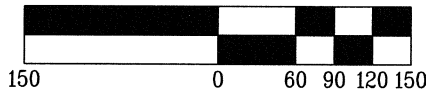
EXHIBIT B

A TRACT OF LAND LOCATED IN THE NW 1/4 OF SEC. 7,
TOWNSHIP 3 SOUTH, RANGE 2 EAST, W.M.,
CLACKAMAS COUNTY, OREGON



PREPARED FOR
H&H PREFERRED REAL ESTATE

SCALE 1" = 150 FEET



LEGEND

CITY OF OREGON CITY
CITY LIMITS

08-01-13
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 11, 2005
ROBERT D. RETTIG
60124LS

RENEWS: 12/31/14

JOB NAME: McCORD ROAD

JOB NUMBER: 3523

DRAWN BY: MSK

CHECKED BY: RDR

DWG NO.: ANNEX-1

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969

AKS

ENGINEERING · PLANNING · SURVEYING
FORESTRY · LANDSCAPE ARCHITECTURE



BOUNDARY CHANGE INFORMATION SHEET

BOUNDARY CHANGE INFORMATION SHEET

I. EXISTING CONDITIONS IN AREA TO BE ANNEXED

A. General location 19588 S McCord Road

B. Land Area: Acres +/- 5.50 or Square Miles

C. General description of territory. (Include topographic features such as slopes, vegetation, drainage basins, floodplain areas, which are pertinent to this proposal).
Generally flat property with existing single-family residence.

D. Describe land uses on surrounding parcels. Use tax lots as reference points.

North: Single-family residential development.

East: Single-family residential development.

South: Single-family residential development.

West: Single-family residential development.

E. Existing Land Use:

Number of single-family units 1 Number of multi-family units 0

Number commercial structures 0 Number industrial structures 0

Public facilities or other uses N/A

What is the current use of the land proposed to be annexed: Single-family residential.

F. Total current year Assessed Valuation \$ 379,860

G. Total existing population 2

✓ II. REASON FOR BOUNDARY CHANGE **(See Attached Written Narrative)**

- ✓ A. The City Code (Section 6) and the Metro Code (3.09.050 (d) & (e)) spell out criteria for consideration (see copies attached). Please provide a narrative which addresses these criteria. With regard to the City criteria, please provide a narrative statement explaining the conditions surrounding the proposal and addressing the factors in Section 6, as relevant, including:

- ✓ 1. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities;
- ✓ 2. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;
- ✓ 3. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand;
- ✓ 4. Statement outlining method and source of financing required to provide additional facilities, if any;
- ✓ 5. Statement of overall development concept and methods by which physical and related social environment of the site, surrounding area and community will be enhanced;
- ✓ 6. Statement of potential physical, aesthetic and related social effects of the proposed or potential development on the community as a whole and on the small subcommunity or neighborhood of which it will become a part; and proposed actions to mitigate such negative effects, if any;
- ✓ 7. Statement indicating the type and nature of any Comprehensive Plan text or map amendments or Zoning text or map amendments that may be required to complete the proposed development.

- ✓ B. Please submit 25 copies of a site plan, drawn to scale (not greater than 1" = 50') indicating:

- ✓ 1. The location of existing structures (if any);
- ✓ 2. The location of streets, sewer, water, electric and other utilities, on or adjacent to the property to be annexed.
- N/A 3. The location and direction of all water features on and abutting the subject property. Approximate location of areas subject to inundation, stormwater overflow or standing water. Base flooding data showing elevations of all property subject to inundation in the event of one-hundred year flood shall be shown;
- N/A 4. Natural features, such as rock outcroppings, marshes or wetlands (as delineated by the Division of State Lands) wooded areas, isolated preservable trees (trees with trunks over 6" in diameter - - as measured 4 feet above the ground) and significant areas of vegetation.
- ✓ 5. General land use plan indicating the types and intensities of the proposed or potential development;

III. LAND USE AND PLANNING

- A. What is the applicable County Planning Designation? LR- Low Density Residential
What City Planning Designation is being sought? LR- Low Density Residential
- B. What is the zoning on the territory to be served?
FU-10
What zoning designation is being sought? R-10 (Default Zone)
- C. Is the subject territory to be developed at this time? No (A future application would need to be submitted)
- D. Generally describe the anticipated development (building types, facilities, number of units).
Although development is not included in this annexation application, single-family homes are consistent with the LR & R-10 destinations.

- E. Can the proposed development be accomplished under current county zoning?
☐ Yes ☒ No (Development not proposed with this application)

If No,---has a zone change been sought from the county either formally or informally.

☐ Yes ☒ No

Please describe outcome of zone change request if answer to previous questions was Yes. _____

- F. Is the proposed development compatible with the city's comprehensive land use plan for the area? (Development not proposed with this application)

☒ Yes ☐ No ☐ City has no Plan for the area.

Has the proposed development been discussed either formally or informally with any of the following? (Please indicate) (Development not proposed with this application)

☐ City Planning Commission ☒ City Planning Staff
☐ City Council ☐ City Manager
☒ Neighborhood Association

Please describe the reaction to the proposed development from the persons or agencies indicated above.

Positive and supportive.

- G. Please indicate all permits and/or approvals from a City, County, or Regional Government which will be needed for the proposed development. If already granted, please indicate date of approval and identifying number:

APPROVAL	PROJECT FILE #	DATE OF APPROVAL	FUTURE REQUIREMENT
Metro UGB Amendment			
City or County Plan Amendment			
Pre-Application Hearing (City or County)	PA-13-10	4/2/2013	
Preliminary Subdivision Approval			✓
Final Plat Approval			✓
Land Partition			
Conditional Use			
Variance			
Sub-Surface Sewage Disposal			
Building Permit			

Please submit copies of proceedings relating to any of the above permits or approvals which are pertinent to the annexation.

- H. Does the proposed development comply with applicable regional, county or city comprehensive plans? Please describe.

Future residential development. Annexation to R-10 zones is consistent with the applicable County and City Comprehensive plans. Both recommend low density residential use of the property.

- I. If a city and/or county-sanctioned citizens' group exists in the area of the annexation, please list its name and address of a contact person.
Tower-Vista Neighborhood Association - Todd Last - Todd.Last@comcast.net

IV. SERVICES AND UTILITIES

- A. Please indicate the following:

- Location and size of nearest water line which can serve the subject area.
The subject property is currently served by two 8-inch water mains stubbed to the northwest property line from the Pavilion Park Subdivision and two 8-inch water mains stubbed to the northeast property line from the Rian Park Subdivision.
- Location and size of nearest sewer line which can serve the subject area.
There is an existing 8 inch sewer line which stubs the northwestern and northeastern property lines.

-
3. Proximity of other facilities (storm drains, fire engine companies, etc.) which can serve the subject area Existing stormwater management facilities are adjacent to the property in Anita Place (northwestern property line). Connection to these services would be possible with future development of the property. The property is currently served by Clackamas County Fire Department No. 1 and Clackamas County Sheriff's office. Future development of this property would continue to use these same services, except that the property will receive service from the City Police Department.
4. The time at which services can be reasonably provided by the city or district. The adjacent services will be able to be extended once development is proposed for the property. Existing services will continue to serve the property until that time.
5. The estimated cost of extending such facilities and/or services and what is to be the method of financing. (Attach any supporting documents.) The estimated cost of extending these services will be determined once a application is proposed for this property.
-

6. Availability of the desired service from any other unit of local government. (Please indicate the government.)

N/A

- B. If the territory described in the proposal is presently included within the boundaries of or being served extraterritorially or contractually by, any of the following types of governmental units, please so indicate by stating the name or names of the governmental units involved.

City N/A

Rural Fire Dist Clackamas Fire Dept. No. 1

County Service Dist. Clackamas County Sheriff's Office

Sanitary District N/A

Hwy. Lighting Dist. N/A

Water District Clackamas River Water

Grade School Dist. John McLoughlin Elementary

Drainage District N/A

High School Dist. Oregon City High

Diking District N/A

Library Dist. N/A

Park & Rec. Dist. N/A

Special Road Dist. N/A

Other Dist. Supplying Water Service

- C. If the territory is proposed to be served by any of the above units or any other units of government please note.

- D. If any of the above units are presently servicing the territory (for instance, are

residents in the territory hooked up to a public sewer or water system), please so describe.

The subject property currently benefits from water service from Clackamas River Water.

APPLICANT'S NAME Brian D'Ambrosio and Valerie Hunter

MAILING ADDRESS 3336 SE Belmont Street
Portland, OR 97214

TELEPHONE NUMBER Applicant's Consultant: (503) 925-8799 (Work)
(Res.)

REPRESENTING Applicants Consultant: AKS Engineering & Forestry (Monty Hurley)

DATE: 04/11/2014

ANNEXATION WRITTEN NARRATIVE/ REASON FOR BOUNDARY CHANGE

ANNEXATION APPLICATION FOR 19588 S McCORD ROAD

DATE: April 2014

SUBMITTED TO: City of Oregon City
Planning Department
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

OWNER: David G. and Diane M. Douglass
19588 S McCord Road
Oregon City, OR 97045

APPLICANT: Brian D'Ambrosio & Valerie Hunter
3336 SE Belmont Street
Portland, OR 97214

**APPLICANT'S
CONSULTANT:** AKS Engineering & Forestry, LLC
13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140
Contact(s): Monty Hurley (monty@aks-eng.com)
Chris Goodell (chrisg@aks-eng.com)
Phone: (503) 925-8799 Fax: (503) 925-8969

SITE ADDRESS: 19588 S McCord Road
Oregon City, OR 97045

ASSESSOR'S INFO: Tax Map 3S 2E 7B Tax Lot 4100

SITE SIZE: +/- 5.50 acres



I. BACKGROUND AND OVERVIEW

The applicant is seeking to annex one (1) property into the City of Oregon City, to allow for the potential to create a new single family subdivision in the future. The property is currently located within unincorporated Clackamas County, inside the Portland metropolitan area Urban Growth Boundary (UGB), and within the Urban Growth Management Agreement (UGMA) Area of Oregon City and Clackamas County. The area of the annexation is located northwest of Leland Road and northeast of McCord Road. The area is comprised of one (1) tax lot for a total area of roughly +/-5.50 acres.

The site is bordered by subdivisions and the City of Oregon City limits on the northwest and northeast and is bordered by large lot single family residences to the southeast side. The property has access to McCord Road along the southwest side of the property. There are currently two residents who reside on the proposed annexation site. The 2014 assessed valuation for the property is \$379,860.

The site is not on or near any natural hazards identified by the City (such as wetlands, floodplains, and steep slopes). The site is not on, near, nor will it affect designated open space, scenic, historic, or natural resource areas.

The parcel currently exhibits Clackamas County Zoning Designation of Future Urbanizable (FU-10) and is located adjacent to the City limits. Under the Clackamas County / Oregon City UGMA, the lot exhibits an Oregon City Comprehensive Plan Designation of Low Density Residential (LR). If successfully annexed, the LR-designated lot will be zoned R-10 Single Family Dwelling District, unless a different zoning is requested and approved by the City.

The property is currently served by Clackamas River Water for water service. The property is not currently served for sanitary sewer or storm water management facilities, although the site would be annexed to Tri-City Service District upon approval of annexation to the City. Sanitary Sewer is located in Anita Place and Pelican Lake Place (from the Pavilion Park subdivision), both of which border the property along the northwest property line, as well as Leland Road approximately 200 feet northeasterly from the subject sites' southeasterly property corner. A stormwater main is also located in Anita Place along with a stormwater facility being located close to the northwesterly property corner. If the subject property is annexed and then developed in the future, connections to sanitary and stormwater services can be made available to serve the subject site.

A meeting with the Tower-Vista Neighborhood Association was held on June 18th, 2013 with regards to this application.

II. AVAILABILITY, CAPACITY AND STATUS OF EXISTING WATER, SEWER, DRAINAGE, TRANSPORTATION, PARK AND SCHOOL FACILITIES

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

The annexation, if approved, would not create an increase in service demands. An increase in service demand would only occur if in the future, if/when an application for a subdivision is submitted and additional home(s) built. Such an application would be subject to review and compliance with City zoning and subdivision codes and standards at that time.

The City has anticipated development throughout the areas of the Portland metropolitan UGB that lie within the Oregon City UGMA area, including the subject annexation area. Basic services are available and adequate to support initial annexation and the impact of a possible future subdivision of the site.

The subject property is currently within and served by Clackamas Fire District No. 1 and Clackamas County Sheriff's Office. There will not be any additional demand of either service if the annexation is approved, although police services would change from Clackamas County Sheriff's Office to the Oregon City Police Department. If the property were to be subdivided in the future, additional residence(s) would also be served by Clackamas Fire District No. 1.

If the property were to be subdivided and any additional homes built in the future, the City has established System Development Charges (SDC's) to ensure that a proportionate share for any impacts are offset.

WATER FACILITIES

Availability

The subject property is currently within and served by the Clackamas River Water (CRW) District service area. There are two (2) 8-inch City water mains along the northwest property line from the Pavilion Park Subdivision, and there are two (2) 8-inch OD City water mains along the northeast property line from the Rian Park Subdivision. If the property was to be divided and an additional home(s) built, new water connections would be established with these existing water mains.

If the property was to be subdivided and additional home(s) built, they would connect to the existing water system and the appropriate connection fees, and/or SDC's and on-going user fees would be paid, thereby paying their fair share.

Capacity

The existing 8-inch water mains have adequate capacity to serve additional homes if the subject property were to be subdivided sometime in the future.

Status

The subject property is currently within and served by the Clackamas River Water (CRW) District service area. If the property were to be subdivided in the future, the additional home(s) would obtain water service from Oregon City. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information

SANITARY SEWER FACILITIES

Availability

At this time the subject property is not connected to a sanitary sewer system, nor is it within the service area of a sewer district. The existing residence is served by private septic system. Tri-City Service District provides wastewater treatment for Oregon City. Per the Pre-Application Conference notes, the applicant will file the appropriate documents for annexation into the Tri-City Service District following successful annexation to the City, but no sewer connection is anticipated at this time.

The City operates the sanitary sewer collection system, which connects to the Tri-City Service District interceptor. Sanitary sewer is available to the subject property if it were to be divided in the future. The

nearest City sanitary sewer mains to the property are 8-inch lines in Anita Place, Pelican Lake Place, Joseph Way, and Villard Place. If the subject property were to be subdivided in the future these facilities are available for connections.

If the subject property is subdivided and additional homes built in the future, the existing home and additional home(s) would connect to the City's sewer system and would pay connection fees, SDC's and on-going user fees, thereby paying their fair share.

Capacity

The Tri-City Service District has adequate capacity to serve the subject property if it were to be subdivided and additional homes in the future.

Status

As noted above, the applicant will file the appropriate documents for annexation into the Tri-City Service District, following successful annexation to the City. If the subject property were to be subdivided in the future, the sanitary mains in Anita Place, Pelican Lake Place, Joseph Way, and Villard Place are available as connection points for public sewer service.

STORM DRAINAGE

Availability

Currently there is no formal stormwater management facility for the subject parcel. Stormwater collection and connection would not be required with the subject property's annexation, but would most likely be required if the property were to be subdivided in the future. Existing 12-inch storm lines in Anita Place, Pelican Lake Place, Joseph Way, or Villard Place are available for connection.

If the property was to be subdivided in the future, the properties would be connected to the City's stormwater system and would pay connection fees, SDC's and ongoing user fees, thereby paying their fair share.

Capacity

If the property were to be subdivided in the future, a stormwater report would be prepared demonstrating that the existing system has the capacity to serve the property.

Status

As noted above, if the property were to be subdivided, the existing stormwater infrastructure exists and is available to access for service future homes would connect to the City's stormwater system and connection fees, SDC's and ongoing user fees would be paid, thereby paying their fair share. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

TRANSPORTATION FACILITIES

Availability

Access to the property is currently provided by way of a private driveway from S McCord Road. The property also has frontage on Leland Road.

Capacity

Successful annexation would not create any increase in service demands. No impact would occur unless the property proposed to be annexed was subdivided and new home(s) constructed in the future.

The subject property was evaluated and included in the current City TSP for an R-10 designation and found to have no adverse impacts that would require a traffic study for the property. The property will benefit from this same zoning once the annexation is approved.

The property was included in the Urban Growth Boundary in 1980, had a Comprehensive Plan Designation, and was considered when the current TSP was adopted. The state TPR regulations in Section 9 provide that under OAR 660-012-0060 – *Plan and Land Use Regulation Amendments*;

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

PARK FACILITIES

Availability

The closest park is Wesley Lynn Park, 500+/- feet to the northeast. The annexation application by itself will not impact the existing parks in the area. The City's Comprehensive Plan designated the subject property as Low Density Residential (LDR). Once annexed, it will be zoned R-10, a LDR designation. If a future subdivision and construction of homes on the property were to occur in the future, it would increase the need for park facilities. It would also require SDC fees and property taxes be paid in order to offset these impacts. This is the accepted process for funding for a future park.

Capacity

Annexation of the subject property would not affect the capacity of park facilities.

Status

As noted above, the site is not adjacent to existing park facilities and the annexation application will not impact the existing parks in the area.

SCHOOL FACILITIES

Availability

The existing home on the subject property is currently served by the Oregon City School District, and annexation along would have no impact on the school district. The site is located within roughly one (1) mile of Gaffney Lane Elementary School to the east and John McLoughlin Elementary School to the northwest; less than two (2) miles from Gardiner Middle school to the northeast; and roughly two (2) miles from Oregon City High School and Clackamas Community College to the east. If the property was to be subdivided

and new homes constructed, it will increase the service demands for the local schools. Oregon City School District has adopted a \$1.00/sq.ft. construction excise tax on residential development as permitted by state law. In addition, future property (home) owners would be responsible for additional property tax payments.

Capacity

The applicant attended a Pre-Application Conference with City staff and was not informed of any existing issues regard current capacity of schools that serve the proposed annexation area.

Status

As noted above, the existing home on the subject property is currently served by the Oregon City School District, and annexation alone would have no impact on the school district. The details surrounding existing and future capacity are unknown, but if the property were to be subdivided and future homes built, the construction excise tax and additional property tax revenues would contribute to increase in school capacity.

III. INCREASED DEMAND GENERATED BY PROPOSED DEVELOPMENT FOR WATER, SEWER, DRAINAGE, TRANSPORTATION, PARK AND SCHOOL FACILITIES

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

Water Facilities

As noted above, the subject property is currently within and served by the Clackamas River Water (CRW) District service area. There will not be any additional demand if the annexation is approved. If the property were to be subdivided and future homes built, the existing public water system is available and has the capacity to serve this property. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

Sewer Facilities

As noted above, the subject property is not connected to a public sanitary sewer system as it is served by an on-site private septic system. There will not be any additional demand if the annexation is approved. Upon successful annexation to the City, the applicant will file the appropriate documents for annexation into the Tri-City Service District, but no sewer connection will be made. If the subject property were to be subdivided in the future, the existing sanitary mains are available for connection.

Drainage Facilities

As noted above, the subject property is not connected to the public stormwater system. There will not be any additional demand if the annexation is approved. Stormwater connection would be required if the property were to be subdivided and additional homes built in the future. The existing public storm drainage system is available for connection. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

Transportation Facilities

As previously noted, the property is currently accessed by way of an existing private driveway approach from S. McCord Road. There will not be any additional demand if the annexation is approved. As discussed above, the subject property was included in the Comprehensive Plan with a future LDR designation and studied by the adopted TSP for the R-10 zoning district. The TSP confirms that potential traffic impacts for

this property with this designation have been considered. If/When a future application for a subdivision is submitted to the City, a traffic study will be provided to address any traffic related impacts and potential mitigation, if necessary.

Park Facilities

The property is not adjacent to existing parks. The closest park is Wesley Lynn Park, 500 feet to the northeast. The annexation application by itself will not impact the existing parks in the area. The City's Comprehensive Plan designated the subject property as Low Density Residential (LDR). Once annexed, it will be zoned R-10, a LDR designation. If a future subdivision and construction of homes were to occur on the property it would increase the need for park facilities. It would also require SDC fees and property taxes be paid in order to offset these impacts. If a future subdivision and construction of homes were to occur on the property it would provide additional funding for future park facilities that would be collected and used by the City for this purpose.

School Facilities

The existing home on the subject property is currently served by the Oregon City School District, and annexation alone would have no impact on the school district. If the property were to be subdivided and additional homes built, the construction excise tax and additional property tax revenue will contribute funds to offset any possible increase in school capacity impacts.

IV. ADDITIONAL FACILITIES REQUIRED TO MEET INCREASED DEMAND AND PROPOSED PHASING OF SUCH FACILITIES

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

Water Facilities

As noted above, the subject property is currently within and served by the Clackamas River Water (CRW) District service area. There will not be any additional demand if the annexation is approved. If the property were to be subdivided and future homes built, the existing public water system is available and has the capacity to serve this property. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

Sewer Facilities

As noted above, the subject property is not connected to a public sanitary sewer system as it is served by an on-site private septic system. There will not be any additional demand if the annexation is approved. Upon successful annexation to the City, the applicant will file the appropriate documents for annexation into the Tri-City Service District, but no sewer connection will be made. If the subject property were to be subdivided in the future, the existing sanitary mains are available for connection.

Drainage Facilities

As noted above, the subject property is not connected to the public stormwater system. There will not be any additional demand if the annexation is approved. Stormwater connection would be required if the property were to be subdivided and additional homes built in the future. The existing public storm drainage system is available for connection. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

Transportation Facilities

As previously noted, the property is currently accessed by way of an existing private driveway approach from S. McCord Road. There will not be any additional demand if the annexation is approved. As discussed above, the subject property was included in the Comprehensive Plan with a future LDR designation and studied by the adopted TSP for the R-10 zoning district. The TSP confirms that potential traffic impacts for this property with this designation have been considered. If/When a future application for a subdivision is submitted to the City, a traffic study will be provided to address any traffic related impacts and potential mitigation, if necessary.

Park Facilities

The property is not adjacent to existing parks. The closest park is Wesley Lynn Park, 500 feet to the northeast. The annexation application by itself will not impact the existing parks in the area. The City's Comprehensive Plan designated the subject property as Low Density Residential (LDR). Once annexed, it will be zoned R-10, a LDR designation. If a future subdivision and construction of homes were to occur on the property it would increase the need for park facilities. It would also require SDC fees and property taxes be paid in order to offset these impacts. If a future subdivision and construction of homes were to occur on the property it would provide additional funding for future park facilities that would be collected and used by the City for this purpose.

School Facilities

The existing home on the subject property is currently served by the Oregon City School District, and annexation alone would have no impact on the school district. If the property were to be subdivided and additional homes built, the construction excise tax and additional property tax revenue will contribute funds to offset any possible increase in school capacity impacts.

Additional Facilities

The subject property is currently within and served by Clackamas County Fire District No. 1. There will not be any additional demand if the annexation is approved. If the property were to be subdivided and new homes built in the future, the additional residence(s) would be served by Clackamas County Fire District No. 1 as well. The Fire District is funded by property taxes, levies and SDC's during the construction and continued use of the property. Future subdivision and construction of additional homes on the property will provide additional revenue for these fire protection services.

The subject property is currently served by Clackamas County's Sheriff's Office. Upon successful annexation to the City, the property will also be annexed into and served by the Oregon City Police Department. If the property were to be subdivided and new homes built, a one-time fee of \$3,500 per new dwelling unit would be paid at the time a new building permit is applied for on the annexed property.

Phasing of Facilities

No phasing of additional facilities is necessary or proposed.

V. METHOD AND SOURCE OF FINANCING FOR ADDITIONAL FACILITIES

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

As noted above, if the property were to be subdivided and additional homes built in the future, a fee of \$3,500 per new dwelling unit for police services would be applied when a new building permit was pulled

within the annexed property. No other additional facilities – besides water, sanitary sewer, stormwater, transportation, parks and schools that have already been addressed – are necessary to meet increased demand if the property were to be subdivided and additional homes built in the future. Thus, no methods and sources for financing additional facilities are necessary.

VI. DEVELOPMENT CONCEPT AND METHODS OF ENHANCEMENT OF PHYSICAL AND SOCIAL ENVIRONMENT OF SITE, SURROUNDING AREA AND COMMUNITY

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

Development Concept and Method of Physical and Social Enhancement of Environment of Site, Surrounding Area and Community

Upon successful annexation to the City, there will not be an impact on the development concept, physical and social enhancement of environment of the site or surrounding area and community. Furthermore, future subdivision or construction of residences on the property (should there be any) would be subject to review and approval by the City during the applicable permitting process. All potential future development of the property is subject to the applicable portions of the Oregon City Municipal Code and all other relevant standards.

VII. EFFECTS OF AND MITIGATION FOR POTENTIAL PHYSICAL, AESTHETIC AND RELATED SOCIAL EFFECTS OF PROPOSED DEVELOPMENT

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

Effects of Proposed Development and Mitigation for Community, Sub-Community and Neighborhood

Upon successful annexation to the City, there will not be an impact on the development concept, physical and social enhancement of environment of the site or surrounding area and community. Furthermore, future subdivision or construction of residences on the property (should there be any) would be subject to review and approval by the City during the applicable permitting process. All potential future development of the property is subject to the applicable portions of the Oregon City Municipal Code and all other relevant standards.

VIII. TYPE AND NATURE OF REQUIRED COMPREHENSIVE PLAN, OR ZONING, TEXT OR MAP AMENDMENTS

Oregon City Municipal Code Subsection 14.04.050(E) (7): Annexation Procedures

Required Comprehensive Plan and/or Zoning Text or Map Amendments

As noted above, under the Clackamas County / Oregon City UGMA, the parcel already exhibits an Oregon City Comprehensive Plan Designation of Low Density residential (LR). Upon successful annexation, the site will automatically be zoned R-10 Single Family Dwelling District, pursuant to Section 17.68.025 of the

Oregon City Municipal Code (OMC). Therefore, no Comprehensive Plan Map or text. Amendments will be required for the annexation, but a Zoning Map Amendment will be required.

IX. CITY OF OREGON CITY COMPREHENSIVE PLAN

Goal 14.3: Orderly Provision of Services to Growth Areas

Policy 14.3.1 – Annexation of the subject property will not affect current public facilities or services. If the property were to be subdivided and additional homes built in the future, utility connections and services would be made available.

Policy 14.3.2 – Annexation of the subject property will not affect existing utility services. If the parcel were to be subdivided and additional homes built in the future, the extension of new services would not diminish the delivery of those same services to existing areas and residents in the City.

Policy 14.3.3 – Annexation of the subject property will not create a new service district. If the property were to be subdivided and additional homes built in the future, connections would be made to existing facilities and would not create a new service district.

Policy 14.3.4 – Annexation of the subject property will not create any new service connections, so there will be no cost borne by the applicant for connections. The applicant will file the appropriate documents for annexation into the Tri-City sewer service District if the annexation is successful, but no sewer connection will be made. If the property were to be subdivided and additional homes built in the future, the utility connection fees, SDC's and ongoing user fees, would be paid for by private parties.

Therefore, this proposal is consistent with Goal 14.3 and its' policies 14.3.1 – 14.3.4 of the City's Comprehensive Plan.

Goal 14.4: Annexation of Lands to the City

Policy 14.4.1 – Annexation of the subject property would support compact urban form and support efficient delivery of public services as the site is within the City's Urban Growth Boundary and contiguous with the City Limits.

Policy 14.4.2 – Annexation alone of the subject property will not fiscally impact the City of Oregon City. There will not be any additional demand of fire services, as the property is currently within and served by Clackamas County Fire District No. 1. The City will not collect SDC fees unless the property is subdivided and new homes are built in the future or the existing house is connected to sewer, as the property will not be connecting immediately to City operated utilities at this time.

The property is currently being served by Clackamas County Sheriff's Office. It will be annexed into and served by the Oregon City Police Department upon annexation. Fees for police services will not be collected at the time of annexation. If the subject property were to be subdivided and additional homes built in the future, a fee of \$3,500 per new dwelling unit for police services would be applied when a new building permit was applied for on the annexed property. Utility (water, sewer and drainage) connections would be paid for through SDC fees. Additional property would also result in additional property tax revenue.

Policy 14.4.3 – As shown on the preliminary plans, annexation of the subject property will not create unincorporated islands within the City, will allow public services to be extended to the area if the parcel were to be subdivided and additional homes built in the future, and does not conflict with the City’s master plan.

Policy 14.4.4 – Annexation of the subject property will not affect sewer service as the property is currently served by private septic system. The applicant will file the appropriate documents for annexation into the Tri-City Service District if the annexation is successful, but no sewer connection will be made. If the subject property were to be subdivided in the future, the existing sanitary mains could be extended and made available for connection.

Therefore, this proposal is consistent with Goal 14.4 and its’ policies 14.4.1 – 14.4.4 of the City’s Comprehensive Plan.

X. REGIONAL PLANNING CRITERIA

Metro boundary Change Criteria

By meeting the annexation criteria set forth by the City, the proposed annexation is consistent with the Metro Boundary Change Criteria.

Clackamas County Urban Growth Management Agreement (UGMA)

This annexation area is currently under the jurisdiction of unincorporated Clackamas County and is designated Future Urbanizable (FU-10), meaning that it is poised to urbanize, but must first connect to urban services. Under the Clackamas County / Oregon City UGMA, urbanization of the proposed annexation area, and possible connections to urban services in the future, requires the subject property to first be annexed to the City of Oregon City. Per that UGMA, the property exhibits an Oregon City Comprehensive Plan Designation of Low Density Residential (LR). Upon successful annexation, the site would automatically be zoned with the R-10 Single Family Dwelling District, pursuant to Section 17.68.025 of the OMC. Therefore, the proposed annexation area meets the applicable criteria for annexation to the City of Oregon City, pursuant to the Clackamas County / Oregon City UGMA.

XI. CONCLUSION

The required findings have been made and the written narrative and accompanying documentation demonstrate that the proposal is consistent with the applicable provisions of the City of Oregon City Municipal Code. The evidence in the record is substantial and supports scheduling a hearing with the City Council for approval of the annexation to be placed on the ballot. Therefore, the applicant respectfully requests approval of the proposed Annexation Application.

PUBLIC FACILITIES MEMORANDUM

April 22, 2014

City of Oregon City
Planning Department
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

Re: Adequacy of Public Facilities (Water, Sanitary Sewer, Storm Drainage, and Streets) for an Annexation on Property located along South McCord Road (identified as Clackamas County 3 2 E 07B 04100)

City Planning Department Staff:

AKS has performed engineering due diligence for the subject properties including reviewing City Master Plans for transportation and utilities, reviewing City GIS Maps and as-built records. AKS is familiar with this area, as we have performed engineering services on several projects near to and/or adjacent to the subject properties. In addition, AKS reviewed the project with City Engineering Staff. Through our research, we are not aware of any deficiencies with public facilities. It is our understanding that public facilities are available and adequate for the annexation of this property.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Montgomery B. Hurley – PE, PLS Principal



NOTICE LIST

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

1

Owner	: Abraham Philip J	Parcel #	: 05014865
Site	: 19424 Reddaway Ave Oregon City 97045	Ref Parcel #	: 32E07BD03300
Mail	: 19424 Reddaway Ave Oregon City Or 97045	13-14Taxes	: \$3,673.26
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$231,717
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 10/31/2013	Sales Price	:
Prior Sale Date	: 10/29/2010	Prior Sale Price	: \$200,000 Full
Legal	: SUBDIVISION RIAN PARK 4054 LT 33	Doc #	: 013-074513
:	:	Prior Doc#	: 010-068882
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$162,410
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,035
		Lot Sq Ft: 3,746	Acres: .09

2

Owner	: Alexander James E/Laurie J	Parcel #	: 05022911
Site	: 12753 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03862
Mail	: 208 NE 199th Ave Portland Or 97230	13-14Taxes	: \$1,205.56
Land Use	: 100 Vacant,Residential Land	Market Total	: \$72,468
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 01/03/2014	Sales Price	: \$366,400
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 014-000181
:	: 62	Prior Doc#	: 011-052146
:	:	Market Land	: \$72,468
:	:	Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 8,004	Acres: .18

3

Owner	: Anderson Monica	Parcel #	: 05014867
Site	: 19527 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07BD03500
Mail	: 16349 SW 107th Ct Tigard Or 97224	13-14Taxes	: \$3,701.66
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$234,747
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 09/11/2007	Sales Price	: \$305,000
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 35	Doc #	: 007-078034
:	:	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$165,440
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,008
		Lot Sq Ft: 4,351	Acres: .10

4

Owner	: Baker Michael & Tara	Parcel #	: 05014834
Site	: 12670 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD00200
Mail	: 12670 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,669.77
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$241,887
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 06/29/2007	Sales Price	: \$316,225
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 2	Doc #	: 007-057612
:	:	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$172,580
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 2,035
		Lot Sq Ft: 3,371	Acres: .08

5

Owner	: Basom Lara J	Parcel #	: 05022922
Site	: 12667 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03873
Mail	: 12667 Anita Pl Oregon City Or 97045	13-14Taxes	: \$1,915.35
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$116,727
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 03/01/2013	Sales Price	: \$268,761
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 013-014606
:	: 73	Prior Doc#	: 011-052146
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$47,420
Bedrooms: 3	Bath: 2.50	YearBuilt: 2012	BldgSqft: 2,274
		Lot Sq Ft: 3,400	Acres: .08

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)**# 6**

Owner	: Bilyeu Jeff & Melissa	Parcel #	: 05014839
Site	: 12647 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD00700
Mail	: 12647 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,607.04
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$228,747
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 02/22/2008	Sales Price	: \$290,000 Full
Prior Sale Date	: 08/14/2006	Prior Sale Price	: \$1,000,000
Legal	: SUBDIVISION RIAN PARK 4054 LT 7	Doc #	: 008-012418
:	:	Prior Doc#	: 006-076032
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$159,440
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,946
		Lot Sq Ft: 3,813	Acres: .09

7

Owner	: Bosnjak Kasim T	Parcel #	: 05014840
Site	: 12653 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD00800
Mail	: 12653 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,686.34
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$230,107
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 02/28/2012	Sales Price	:
Prior Sale Date	: 04/30/2010	Prior Sale Price	: \$250,080 Full
Legal	: SUBDIVISION RIAN PARK 4054 LT 8	Doc #	: 012-011522
:	:	Prior Doc#	: 010-025895
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$160,800
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,035
		Lot Sq Ft: 3,380	Acres: .08

8

Owner	: Box Elizabeth Diane & Jeremy	Parcel #	: 05022890
Site	: 12675 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03841
Mail	: 12675 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,979.78
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$243,847
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 04/18/2012	Sales Price	: \$226,900 Full
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 012-023640
:	: 41	Prior Doc#	: 011-052146
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$174,540
Bedrooms: 3	Bath: 2.50	YearBuilt: 2012	BldgSqft: 2,027
		Lot Sq Ft: 3,498	Acres: .08

9

Owner	: Bredehoeft Donald W & Rita R	Parcel #	: 05014842
Site	: 12665 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01000
Mail	: 12665 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,576.55
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$235,177
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 02/14/2008	Sales Price	: \$292,400
Prior Sale Date	: 01/25/2007	Prior Sale Price	: \$250,000
Legal	: SUBDIVISION RIAN PARK 4054 LT 10	Doc #	: 008-010084
:	:	Prior Doc#	: 007-007454
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$165,870
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,991
		Lot Sq Ft: 3,380	Acres: .08

10

Owner	: Bretherton Gary/Samara J	Parcel #	: 05022921
Site	: 12673 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03872
Mail	: 1306 Meadow Dr Molalla Or 97038	13-14Taxes	: \$862.17
Land Use	: 100 Vacant,Residential Land	Market Total	: \$51,876
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 08/29/2013	Sales Price	: \$273,900
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 013-062102
:	: 72	Prior Doc#	: 011-052146
:	:	Market Land	: \$51,876
:	:	Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
			Lot Sq Ft: 3,465
			Acres: .08

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

11

Owner	: Brown Bryan R & Natalie R	Parcel #	: 05014844
Site	: 12677 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01200
Mail	: 12677 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,605.57
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$237,517
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 07/12/2007	Sales Price	: \$313,900
Prior Sale Date	:	Doc #	: 007-061095
Legal	: SUBDIVISION RIAN PARK 4054 LT 12	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$168,210
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 2,053
		Lot Sq Ft: 3,380	Acres: .08

12

Owner	: Brown Dennis Mark	Parcel #	: 00862490
Site	: 19565 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07B 04104
Mail	: 19565 Leland Rd Oregon City Or 97045	13-14Taxes	: \$2,775.80
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$207,258
MapGrid	: 717 C5	Millage Rate	: 14.9468
Sale Date	: 10/27/1998	Sales Price	: \$163,000
Prior Sale Date	:	Doc #	: 098-101393
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E	Prior Doc#	:
:	: QUARTER B TAX LOT 04104	Market Land	: \$104,468
:	:	Mkt Structure	: \$102,790
Bedrooms: 3	Bath: 2.00	YearBuilt: 1972	BldgSqft: 1,568
		Lot Sq Ft: 20,473	Acres: .47

13

Owner	: Bullock Wyatt	Parcel #	: 05022923
Site	: 12661 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03874
Mail	: 12661 Anita Pl Oregon City Or 97045	13-14Taxes	: \$1,796.47
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$109,407
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 04/04/2013	Sales Price	: \$234,900
Prior Sale Date	: 09/14/2011	Doc #	: 013-023131
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 011-052146
:	: 74	Market Land	: \$69,307
:	:	Mkt Structure	: \$40,100
Bedrooms: 3	Bath: 2.50	YearBuilt: 2012	BldgSqft: 1,700
		Lot Sq Ft: 3,400	Acres: .08

14

Owner	: City of Oregon City	Parcel #	: 05022945
Site	: *no Site Address*	Ref Parcel #	: 32E07BD03896
Mail	: PO Box 3040 Oregon City Or 97045	13-14Taxes	:
Land Use	: 100 Vacant,Residential Land	Market Total	: \$5,243
MapGrid	:	Millage Rate	: 18.1778
Sale Date	:	Doc #	:
Prior Sale Date	:	Prior Doc#	:
Legal	: SUBDIVISION PAVILION PARK 4294	Market Land	: \$5,243
:	: TRACT A	Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 34,128	Acres: .78

15

Owner	: City of Oregon City	Parcel #	: 05014869
Site	: *no Site Address*	Ref Parcel #	: 32E07BD03700
Mail	: PO Box 3040 Oregon City Or 97045	13-14Taxes	:
Land Use	: 100 Vacant,Residential Land	Market Total	: \$9,338
MapGrid	:	Millage Rate	: 18.1778
Sale Date	:	Doc #	:
Prior Sale Date	:	Prior Doc#	:
Legal	: SUBDIVISION RIAN PARK 4054 TRACT A	Market Land	: \$9,338
:	: STORMWATER MANAGEMENT	Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 10,485	Acres: .24

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

16

Owner	: Clark David S & Tari L	Parcel #	: 05014837
Site	: 12652 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD00500
Mail	: 12652 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,595.02
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$236,567
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 08/03/2007	Sales Price	: \$314,670
Prior Sale Date	:	Doc #	: 007-067890
Legal	: SUBDIVISION RIAN PARK 4054 LT 5	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$167,260
Bedrooms: 3	Bath: 4.00	YearBuilt: 2007	BldgSqft: 2,038
		Lot Sq Ft: 3,371	Acres: .08

17

Owner	: Coday James & Rachael	Parcel #	: 00863220
Site	: 19581 Kalal Ct Oregon City 97045	Ref Parcel #	: 32E07DC02600
Mail	: 18266 SW Mer Ct Sherwood Or 97140	13-14Taxes	: \$2,229.64
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$180,908
MapGrid	: 717 C5	Millage Rate	: 14.9468
Sale Date	: 04/10/2012	Sales Price	: \$122,000 Full
Prior Sale Date	:	Doc #	: 012-021612
Legal	: 1629 KALAL SUBDIV #2 LT 26	Prior Doc#	:
:	:	Market Land	: \$104,068
:	:	Mkt Structure	: \$76,840
Bedrooms: 3	Bath: 2.50	YearBuilt: 1972	BldgSqft: 1,675
		Lot Sq Ft: 20,145	Acres: .46

18

Owner	: Cook William & Tammy	Parcel #	: 05022903
Site	: 12682 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03854
Mail	: 12682 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,843.73
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$275,872
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 10/13/2011	Sales Price	: \$237,900 Full
Prior Sale Date	: 09/20/2010	Doc #	: 011-058643
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 010-058730
:	: 54	Market Land	: \$81,342
:	:	Mkt Structure	: \$194,530
Bedrooms: 3	Bath: 2.00	YearBuilt: 2010	BldgSqft: 1,698
		Lot Sq Ft: 6,186	Acres: .14

19

Owner	: Cotnam Troy D & Stacie J	Parcel #	: 05022925
Site	: 12649 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03876
Mail	: 11976 SE 33rd Ave Milwaukie Or 97222	13-14Taxes	: \$3,821.65
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$253,247
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 02/28/2012	Sales Price	: \$239,900 Full
Prior Sale Date	: 09/14/2011	Doc #	: 012-011338
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 011-052146
:	: 76	Market Land	: \$69,307
:	:	Mkt Structure	: \$183,940
Bedrooms: 3	Bath: 2.50	YearBuilt: 2011	BldgSqft: 2,268
		Lot Sq Ft: 3,400	Acres: .08

20

Owner	: Craft Steven & Vicci	Parcel #	: 05014838
Site	: 12646 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD00600
Mail	: 18281 S Brookstone Dr Oregon City Or 97045	13-14Taxes	: \$3,625.32
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$238,857
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 05/16/2012	Sales Price	: \$215,000 Full
Prior Sale Date	: 01/30/2012	Doc #	: 012-030384
Legal	: SUBDIVISION RIAN PARK 4054 LT 6	Prior Doc#	: 012-004558
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$169,550
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 2,053
		Lot Sq Ft: 3,788	Acres: .09

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

21

Owner	: Creel Bill & Dana	Parcel #	: 00862472
Site	: 19630 McCord Rd Oregon City 97045	Ref Parcel #	: 32E07B 04101
Mail	: 19630 McCord Rd Oregon City Or 97045	13-14Taxes	: \$2,560.68
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$201,586
MapGrid	: 717 B5	Millage Rate	: 14.9468
Sale Date	: 09/01/2008	Sales Price	:
Prior Sale Date	: 06/18/2001	Prior Sale Price	: \$202,000
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E	Market Land	: \$121,266
	: QUARTER B TAX LOT 04101	Mkt Structure	: \$80,320
Bedrooms: 4	Bath: 1.00	YearBuilt: 1920	BldgSqft: 1,341
		Lot Sq Ft: 43,996	Acres: 1.01

22

Owner	: Crews Matthew C & Katherine B	Parcel #	: 05022915
Site	: 12721 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03866
Mail	: 12721 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,063.93
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$187,172
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 02/11/2013	Sales Price	: \$307,900
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 011-052146
	: 66	Market Land	: \$81,342
		Mkt Structure	: \$105,830
Bedrooms: 4	Bath: 2.50	YearBuilt: 2012	BldgSqft: 2,850
		Lot Sq Ft: 6,022	Acres: .14

23

Owner	: Davidson Brent A & Abbey N	Parcel #	: 05022904
Site	: 12690 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03855
Mail	: 12690 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,714.07
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$266,312
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 06/24/2011	Sales Price	: \$249,900 Full
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	:
	: 55	Market Land	: \$81,342
		Mkt Structure	: \$184,970
Bedrooms: 3	Bath: 2.00	YearBuilt: 2010	BldgSqft: 1,688
		Lot Sq Ft: 6,515	Acres: .15

24

Owner	: Deschaine Michael L & Janine I	Parcel #	: 05022924
Site	: 12655 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03875
Mail	: 12655 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,672.37
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$224,917
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 06/15/2012	Sales Price	: \$218,213 Full
Prior Sale Date	: 03/13/2012	Prior Sale Price	: \$359,400 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 012-014940
	: 75	Market Land	: \$69,307
		Mkt Structure	: \$155,610
Bedrooms: 3	Bath: 2.50	YearBuilt: 2012	BldgSqft: 1,676
		Lot Sq Ft: 3,400	Acres: .08

25

Owner	: Devault Sean A & Brenda L	Parcel #	: 05014845
Site	: 12678 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01300
Mail	: 12678 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,734.23
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$236,217
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 02/07/2007	Sales Price	: \$303,120
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 13	Prior Doc#	:
	:	Market Land	: \$69,307
		Mkt Structure	: \$166,910
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,035
		Lot Sq Ft: 3,845	Acres: .09

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

26

Owner : **Dietrich Michael W**

Site : 12745 Anita Pl Oregon City 97045

Mail : 12745 Anita Pl Oregon City Or 97045

Land Use : 101 Res,Residential Land,Improved

MapGrid : 717 B5

Sale Date : 05/13/2013

Prior Sale Date : 10/24/2012

Legal : SUBDIVISION PAVILION PARK 4294 LT

63

Sales Price : \$327,900

Prior Sale Price : \$74,650

Parcel # : 05022912

Ref Parcel # : 32E07BD03863

13-14Taxes : \$1,828.07

Market Total : \$111,072

Millage Rate : 18.1778

Doc # : 013-032815

Prior Doc# : 012-069565

Market Land : \$81,342

Mkt Structure : \$29,730

Bedrooms: 4

Bath: 2.50

YearBuilt: 2012

BldgSqft: 2,812

Lot Sq Ft: 6,467

Acres: .15

27

Owner : **Douglass Diane M**

Site : 19588 McCord Rd Oregon City 97045

Mail : 19588 McCord Rd Oregon City Or 97045

Land Use : 401 Tract,Tract Land,Improved

MapGrid : 717 B5

Sale Date : 08/13/2003

Prior Sale Date : 12/23/1992

Legal : SECTION 07 TOWNSHIP 3S RANGE 2E

QUARTER B TAX LOT 04100

Sales Price : \$125,000

Prior Sale Price : \$125,000

Parcel # : 00862463

Ref Parcel # : 32E07B 04100

13-14Taxes : \$5,541.64

Market Total : \$420,001

Millage Rate : 14.9468

Doc # : 003-106538

Prior Doc# : 0092-81979

Market Land : \$215,661

Mkt Structure : \$204,340

Bedrooms: 3

Bath: 2.00

YearBuilt: 1978

BldgSqft: 4,464

Lot Sq Ft: 237,838

Acres: 5.46

28

Owner : **Douglass Judy J**

Site : 19575 Leland Rd Oregon City 97045

Mail : 19575 Leland Rd Oregon City Or 97045

Land Use : 101 Res,Residential Land,Improved

MapGrid : 717 C5

Sale Date :

Prior Sale Date :

Legal : SECTION 07 TOWNSHIP 3S RANGE 2E

QUARTER B TAX LOT 04106

Sales Price :

Prior Sale Price :

Parcel # : 00862515

Ref Parcel # : 32E07B 04106

13-14Taxes : \$2,653.41

Market Total : \$206,740

Millage Rate : 14.9468

Doc # : 87-03341

Prior Doc# :

Market Land : \$124,420

Mkt Structure : \$82,320

Bedrooms: 3

Bath: 2.00

YearBuilt: 1976

BldgSqft: 1,826

Lot Sq Ft: 40,075

Acres: .92

29

Owner : **Dupell Wayne Arnold & Katherine F**

Site : 19580 Kalal Ct Oregon City 97045

Mail : 19580 Kalal Ct Oregon City Or 97045

Land Use : 101 Res,Residential Land,Improved

MapGrid : 717 C5

Sale Date :

Prior Sale Date :

Legal : 1629 KALAL SUBDIV #2 LT 27

:

Sales Price :

Prior Sale Price :

Parcel # : 00863239

Ref Parcel # : 32E07DC02700

13-14Taxes : \$2,360.22

Market Total : \$182,228

Millage Rate : 14.9468

Doc # : 77-05346

Prior Doc# :

Market Land : \$104,068

Mkt Structure : \$78,160

Bedrooms: 4

Bath: 1.50

YearBuilt: 1973

BldgSqft: 1,387

Lot Sq Ft: 20,145

Acres: .46

30

Owner : **Edwards Kelly L**

Site : 12671 Villard Pl Oregon City 97045

Mail : 12671 Villard Pl Oregon City Or 97045

Land Use : 101 Res,Residential Land,Improved

MapGrid : 717 C5

Sale Date : 02/07/2008

Prior Sale Date : 03/07/2007

Legal : SUBDIVISION RIAN PARK 4054 LT 11

:

Sales Price : \$304,500

Prior Sale Price : \$250,000

Parcel # : 05014843

Ref Parcel # : 32E07BD01100

13-14Taxes : \$3,575.69

Market Total : \$235,467

Millage Rate : 18.1778

Doc # : 008-008454

Prior Doc# : 007-020261

Market Land : \$69,307

Mkt Structure : \$166,160

Bedrooms: 3

Bath: 2.50

YearBuilt: 2007

BldgSqft: 1,951

Lot Sq Ft: 3,380

Acres: .08

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

31

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

: Effinger Cheri L Trustee

: 19348 Pelican Lake Pl Oregon City 97045

: 19348 Pelican Lake Pl Oregon City Or 97045

: 101 Res,Residential Land,Improved

: 717 B5

: 01/07/2013

: 03/28/2012

: SUBDIVISION PAVILION PARK 4294 LT

: 57

Sales Price

Prior Sale Price

:

: \$269,900 Full

Bedrooms: 3

Bath: 2.00

YearBuilt: 2012

BldgSqft: 2,148

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

: 05022906

: 32E07BD03857

: \$4,921.15

: \$301,532

: 18.1778

: 013-000745

: 012-018414

: \$81,342

: \$220,190

Lot Sq Ft: 6,336

Acres: .15

32

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

: Fathalla Ali

: 19667 Leland Rd Oregon City 97045

: 19667 Leland Rd Oregon City Or 97045

: 101 Res,Residential Land,Improved

: 717 C5

: 06/13/2008

: 11/19/2001

: SECTION 07 TOWNSHIP 3S RANGE 2E

: QUARTER C TAX LOT 00105

Sales Price

Prior Sale Price

:

: \$210,000

Bedrooms: 3

Bath: 2.00

YearBuilt: 1977

BldgSqft: 2,394

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

: 00862579

: 32E07C 00105

: \$3,528.54

: \$259,872

: 14.9468

: 008-043078

: 001-096743

: \$115,732

: \$144,140

Lot Sq Ft: 29,621

Acres: .68

33

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

: Faucett Timothy E & Rolonda M

: 19629 McCord Rd Oregon City 97045

: 19629 McCord Rd Oregon City Or 97045

: 101 Res,Residential Land,Improved

: 717 B5

: 06/01/1994

:

: SEE SPLIT CODE ACCT 00301

:

Sales Price

Prior Sale Price

: \$165,000

:

Bedrooms: 4

Bath: 2.00

YearBuilt: 1948

BldgSqft: 2,396

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

: 01655658

: 32E07C 00391

: \$2,236.56

: \$169,493

: 14.9468

: 94-48159

:

: \$53,423

: \$116,070

Lot Sq Ft: 8,276

Acres: .19

34

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

: Faucett Timothy E & Rolonda M

: 19629 McCord Rd Oregon City 97045

: 19629 McCord Rd Oregon City Or 97045

: 101 Res,Residential Land,Improved

: 717 B5

: 06/10/1994

:

: SEE SPLIT CODE ACCT 00391

:

Sales Price

Prior Sale Price

: \$165,000

:

Bedrooms:

Bath:

YearBuilt:

BldgSqft:

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

: 00862640

: 32E07C 00301

: \$512.17

: \$59,239

: 14.2270

: 0094-48159

:

: \$59,239

:

Lot Sq Ft: 18,295

Acres: .42

35

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

: Fisher Kellie I

: 19555 Leland Rd Oregon City 97045

: 19555 Leland Rd Oregon City Or 97045

: 101 Res,Residential Land,Improved

: 717 C5

: 08/30/1996

: 05/19/1993

: SECTION 07 TOWNSHIP 3S RANGE 2E

: QUARTER B TAX LOT 04105

Sales Price

Prior Sale Price

: \$146,500

: \$88,000

Bedrooms: 3

Bath: 2.00

YearBuilt: 1979

BldgSqft: 1,526

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

: 00862506

: 32E07B 04105

: \$2,570.23

: \$195,638

: 14.9468

: 0096-64521

: 0093-33510

: \$104,468

: \$91,170

Lot Sq Ft: 20,038

Acres: .46

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

36

Owner	: Fuller Kelly-Shane	Parcel #	: 05014859
Site	: 12668 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02700
Mail	: 12668 Ross St Oregon City Or 97045	13-14Taxes	: \$3,648.41
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$231,697
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 01/21/2011	Sales Price	: \$210,000 Full
Prior Sale Date	: 11/12/2010	Prior Sale Price	: \$284,646
Legal	: SUBDIVISION RIAN PARK 4054 LT 27	Doc #	: 011-005131
:	:	Prior Doc#	: 010-072389
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$162,390
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,035
		Lot Sq Ft: 3,351	Acres: .08

37

Owner	: Gervais Chrystal A	Parcel #	: 05014849
Site	: 12654 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01700
Mail	: PO Box 2924 Oregon City Or 97045	13-14Taxes	: \$3,722.51
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$235,697
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 02/15/2011	Sales Price	: \$210,000 Full
Prior Sale Date	: 02/23/2007	Prior Sale Price	: \$312,900
Legal	: SUBDIVISION RIAN PARK 4054 LT 17	Doc #	: 011-010859
:	:	Prior Doc#	: 007-015600
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$166,390
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,035
		Lot Sq Ft: 3,385	Acres: .08

38

Owner	: Giordano Jennifer Christine	Parcel #	: 05014853
Site	: 12661 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02100
Mail	: 17879 Peter Skene Way Oregon City Or 97045	13-14Taxes	: \$3,587.53
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$236,267
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 08/30/2011	Sales Price	: \$206,060 Full
Prior Sale Date	: 04/05/2007	Prior Sale Price	: \$300,000
Legal	: SUBDIVISION RIAN PARK 4054 LT 21	Doc #	: 011-049271
:	:	Prior Doc#	: 007-029391
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$166,960
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 2,011
		Lot Sq Ft: 3,475	Acres: .08

39

Owner	: Gorman Kent Leon & Molly K	Parcel #	: 01655649
Site	: 19613 McCord Rd Oregon City 97045	Ref Parcel #	: 32E07C 00390
Mail	: 19613 McCord Rd Oregon City Or 97045	13-14Taxes	: \$2,975.80
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$214,764
MapGrid	: 717 B5	Millage Rate	: 14.9468
Sale Date	: 03/10/2006	Sales Price	: \$259,900
Prior Sale Date	: 12/21/1998	Prior Sale Price	: \$157,000
Legal	: SEE SPLIT CODE ACCT 00300	Doc #	: 006-021544
:	:	Prior Doc#	: 098-121633
:	:	Market Land	: \$42,604
:	:	Mkt Structure	: \$172,160
Bedrooms: 3	Bath: 2.00	YearBuilt: 1979	BldgSqft: 2,425
		Lot Sq Ft: 10,019	Acres: .23

40

Owner	: Gorman Kent Leon & Molly K	Parcel #	: 00862631
Site	: *no Site Address*	Ref Parcel #	: 32E07C 00300
Mail	: 19613 McCord Rd Oregon City Or 97045	13-14Taxes	: \$896.06
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$103,592
MapGrid	:	Millage Rate	: 14.2270
Sale Date	: 03/09/2006	Sales Price	: \$259,900
Prior Sale Date	:	Prior Sale Price	:
Legal	: SEE SPLIT CODE ACCT 00390	Doc #	: 06-021544
:	:	Prior Doc#	:
:	:	Market Land	: \$103,592
:	:	Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 65,340	Acres: 1.50

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)**# 41**

Owner	: Guy Robin & Marjorie	Parcel #	: 05022905
Site	: 19354 Pelican Lake Pl Oregon City 97045	Ref Parcel #	: 32E07BD03856
Mail	: 19354 Pelican Lake Pl Oregon City Or 97045	13-14Taxes	: \$4,226.41
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$258,752
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 01/30/2013	Sales Price	: \$284,900
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 013-006983
	: 56	Prior Doc#	: 011-052146
		Market Land	: \$81,342
		Mkt Structure	: \$177,410
Bedrooms: 3	Bath: 2.00	YearBuilt: 2012	BldgSqft: 2,097
		Lot Sq Ft: 6,406	Acres: .15

42

Owner	: Hamilton Betty	Parcel #	: 05014851
Site	: 12649 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD01900
Mail	: 12649 Ross St Oregon City Or 97045	13-14Taxes	: \$3,841.75
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$240,972
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 07/23/2010	Sales Price	:
Prior Sale Date	: 02/15/2007	Prior Sale Price	: \$299,960
Legal	: SUBDIVISION RIAN PARK 4054 LT 19	Doc #	: 010-044095
	:	Prior Doc#	: 007-013682
		Market Land	: \$78,022
		Mkt Structure	: \$162,950
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,035
		Lot Sq Ft: 5,624	Acres: .13

43

Owner	: Handris Holdings LLC	Parcel #	: 05022897
Site	: 19290 Reddaway Ave Oregon City 97045	Ref Parcel #	: 32E07BD03848
Mail	: 1980 Willamette Falls Dr #200 West Linn Or 97068	13-14Taxes	: \$3,667.03
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$241,487
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	:	Sales Price	:
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	:
	: 48	Prior Doc#	:
		Market Land	: \$69,307
		Mkt Structure	: \$172,180
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,844
		Lot Sq Ft: 4,477	Acres: .10

44

Owner	: Handris Holdings LLC	Parcel #	: 05022893
Site	: 12657 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03844
Mail	: 1980 Willamette Falls Dr #200 West Linn Or 97068	13-14Taxes	: \$3,456.76
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$227,007
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 09/12/2011	Sales Price	:
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 011-051449 Multi-Parcel
	: 44	Prior Doc#	:
		Market Land	: \$69,307
		Mkt Structure	: \$157,700
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,629
		Lot Sq Ft: 3,483	Acres: .08

45

Owner	: Handris Holdings LLC	Parcel #	: 05022895
Site	: 19302 Reddaway Ave Oregon City 97045	Ref Parcel #	: 32E07BD03846
Mail	: 1980 Willamette Falls Dr #200 West Linn Or 97068	13-14Taxes	: \$3,702.01
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$243,877
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 12/15/2010	Sales Price	:
Prior Sale Date	: 04/01/2010	Prior Sale Price	: \$319,600 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 010-080281 Multi-Parcel
	: 46	Prior Doc#	: 010-019729
		Market Land	: \$69,307
		Mkt Structure	: \$174,570
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,812
		Lot Sq Ft: 4,439	Acres: .10

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

46

Owner	: Herring Mark & Julie M	Parcel #	: 00862622		
Site	: *no Site Address*	Ref Parcel #	: 32E07C 00200		
Mail	: 15930 SE Mallard Ct Milwaukie Or 97267	13-14Taxes	: \$1,137.95		
Land Use	: 401 Tract,Tract Land,Improved	Market Total	: \$131,318		
MapGrid	:	Millage Rate	: 14.2270		
Sale Date	:	Doc #	:		
Prior Sale Date	:	Prior Doc#	:		
Legal	: SEE SPLIT CODE ACCT 00290	Market Land	: \$131,318		
	:	Mkt Structure	:		
Bedrooms:	Bath:	YearBuilt:	BldgSqft:	Lot Sq Ft: 131,551	Acres: 3.02

47

Owner	: Herring Mark & Julie M	Parcel #	: 01655630		
Site	: 19657 McCord Rd Oregon City 97045	Ref Parcel #	: 32E07C 00290		
Mail	: 15930 SE Mallard Ct Milwaukie Or 97267	13-14Taxes	: \$1,841.11		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$143,333		
MapGrid	: 717 B5	Millage Rate	: 14.9468		
Sale Date	: 05/04/2012	Doc #	: 012-027926		
Prior Sale Date	: 09/27/2005	Prior Doc#	: 005-095293		
Legal	: SEE SPLIT CODE ACCT 00200	Market Land	: \$59,983		
	:	Mkt Structure	: \$83,350		
Bedrooms: 3	Bath: 1.00	YearBuilt: 1951	BldgSqft: 2,160	Lot Sq Ft: 32,670	Acres: .75

48

Owner	: Hewitt Lori A	Parcel #	: 05014852		
Site	: 12655 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02000		
Mail	: 12655 Ross St Oregon City Or 97045	13-14Taxes	: \$3,518.30		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$231,527		
MapGrid	: 717 C5	Millage Rate	: 18.1778		
Sale Date	: 12/31/2007	Doc #	: 007-108307		
Prior Sale Date	: 02/05/2007	Prior Doc#	: 007-010669		
Legal	: SUBDIVISION RIAN PARK 4054 LT 20	Market Land	: \$69,307		
	:	Mkt Structure	: \$162,220		
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,871	Lot Sq Ft: 3,475	Acres: .08

49

Owner	: Isenberger Daniel & Leandra	Parcel #	: 05022899		
Site	: 12656 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03850		
Mail	: 12656 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,451.36		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$226,607		
MapGrid	: 717 B5	Millage Rate	: 18.1778		
Sale Date	: 02/25/2011	Doc #	: 011-013125		
Prior Sale Date	: 03/31/2010	Prior Doc#	: 010-019474		
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Market Land	: \$69,307		
	: 50	Mkt Structure	: \$157,300		
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,695	Lot Sq Ft: 3,485	Acres: .08

50

Owner	: Jamison Matthew	Parcel #	: 05022909		
Site	: 12760 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03860		
Mail	: 12760 Anita Pl Oregon City Or 97045	13-14Taxes	: \$4,972.32		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$304,682		
MapGrid	: 717 B5	Millage Rate	: 18.1778		
Sale Date	: 07/26/2012	Doc #	: 012-046830		
Prior Sale Date	: 03/13/2012	Prior Doc#	: 012-014940		
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Market Land	: \$81,342		
	: 60	Mkt Structure	: \$223,340		
Bedrooms: 3	Bath: 2.00	YearBuilt: 2012	BldgSqft: 2,088	Lot Sq Ft: 6,806	Acres: .16

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

51

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

:

Jenkins Megan E & Andrew R

12659 Villard Pl Oregon City 97045

12659 Villard Pl Oregon City Or 97045

101 Res,Residential Land,Improved

717 C5

02/13/2008

01/25/2007

SUBDIVISION RIAN PARK 4054 LT 9

:

Sales Price

:

\$272,125

Prior Sale Price

:

\$250,000

Bedrooms: 3

Bath: 2.50

YearBuilt: 2007

BldgSqft: 1,859

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

:

:

:

:

:

:

:

:

:

05014841

32E07BD00900

\$3,519.02

\$231,137

18.1778

008-009793

007-007454

\$69,307

\$161,830

:

:

:

:

:

:

:

:

:

Lot Sq Ft: 3,380

Acres: .08

52

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

:

Johnson Ashley A

12674 Anita Pl Oregon City 97045

12674 Anita Pl Oregon City Or 97045

101 Res,Residential Land,Improved

717 B5

11/15/2011

:

SUBDIVISION PAVILION PARK 4294 LT

53

Sales Price

:

\$225,900 Full

Prior Sale Price

:

:

Bedrooms: 3

Bath: 2.50

YearBuilt: 2011

BldgSqft: 2,016

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

:

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:

:

:

05022902

32E07BD03853

\$3,667.80

\$242,547

18.1778

011-065789

:

:

\$69,307

\$173,240

:

:

:

:

:

:

:

Lot Sq Ft: 3,456

Acres: .08

53

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

:

Johnson Patrick R

12668 Anita Pl Oregon City 97045

12668 Anita Pl Oregon City Or 97045

101 Res,Residential Land,Improved

717 B5

10/14/2011

:

SUBDIVISION PAVILION PARK 4294 LT

52

Sales Price

:

\$213,250 Full

Prior Sale Price

:

:

Bedrooms: 3

Bath: 2.50

YearBuilt: 2011

BldgSqft: 1,960

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

:

:

:

:

:

:

:

:

:

05022901

32E07BD03852

\$3,639.41

\$240,607

18.1778

011-058815

:

:

\$69,307

\$171,300

:

:

:

:

:

:

:

Lot Sq Ft: 3,485

Acres: .08

54

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

:

Karpal Mary Ann

12680 Ross St Oregon City 97045

12680 Ross St Oregon City Or 97045

101 Res,Residential Land,Improved

717 C5

02/23/2007

:

SUBDIVISION RIAN PARK 4054 LT 25

:

Sales Price

:

\$300,875

Prior Sale Price

:

:

Bedrooms: 3

Bath: 2.50

YearBuilt: 2006

BldgSqft: 2,008

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

:

:

:

:

:

:

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:

:

05014857

32E07BD02500

\$3,630.87

\$230,297

18.1778

007-015598

:

:

\$69,307

\$160,990

:

:

:

:

:

:

:

Lot Sq Ft: 3,351

Acres: .08

55

Owner

Site

Mail

Land Use

MapGrid

Sale Date

Prior Sale Date

Legal

:

Kasubuchi Kenneth

12672 Villard Pl Oregon City 97045

12672 Villard Pl Oregon City Or 97045

101 Res,Residential Land,Improved

717 C5

10/10/2007

08/14/2006

SUBDIVISION RIAN PARK 4054 LT 14

:

Sales Price

:

\$302,900

Prior Sale Price

:

\$1,000,000

Bedrooms: 3

Bath: 2.50

YearBuilt: 2006

BldgSqft: 1,946

Parcel #

Ref Parcel #

13-14Taxes

Market Total

Millage Rate

Doc #

Prior Doc#

Market Land

Mkt Structure

:

:

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:

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:

:

05014846

32E07BD01400

\$3,628.40

\$229,427

18.1778

007-087762

006-076032

\$69,307

\$160,120

:

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:

Lot Sq Ft: 3,845

Acres: .09

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

56

Owner	: Kingrey Cynthia	Parcel #	: 05014856		
Site	: 12679 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02400		
Mail	: 12679 Ross St Oregon City Or 97045	13-14Taxes	: \$3,602.28		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$237,287		
MapGrid	: 717 C5	Millage Rate	: 18.1778		
Sale Date	:	Doc #	:		
Prior Sale Date	:	Prior Doc#	:		
Legal	: SUBDIVISION RIAN PARK 4054 LT 24	Market Land	: \$69,307		
:	:	Mkt Structure	: \$167,980		
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,864	Lot Sq Ft: 3,948	Acres: .09

57

Owner	: Kleser Tyler W	Parcel #	: 05022900		
Site	: 12662 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03851		
Mail	: 12662 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,468.49		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$227,797		
MapGrid	: 717 B5	Millage Rate	: 18.1778		
Sale Date	: 07/27/2012	Sales Price	: \$211,900		
Prior Sale Date	: 03/01/2010	Prior Sale Price	: \$319,600		
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 010-019472		
:	: 51	Market Land	: \$69,307		
:	:	Mkt Structure	: \$158,490		
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,629	Lot Sq Ft: 3,485	Acres: .08

58

Owner	: Kreitzberg Ryan J/Amanda M	Parcel #	: 05022910		
Site	: 12761 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03861		
Mail	: 18606 NE Russell St Portland Or 97220	13-14Taxes	: \$1,269.25		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$74,901		
MapGrid	: 717 B5	Millage Rate	: 18.1778		
Sale Date	: 03/17/2014	Sales Price	: \$335,978		
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full		
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 011-052146		
:	: 61	Market Land	: \$73,871		
:	:	Mkt Structure	: \$1,030		
Bedrooms: 2	Bath: 1.00	YearBuilt: 1910	BldgSqft: 836	Lot Sq Ft: 7,478	Acres: .17

59

Owner	: Krivolenkov Aleksandr P	Parcel #	: 05014864		
Site	: 19412 Reddaway Ave Oregon City 97045	Ref Parcel #	: 32E07BD03200		
Mail	: 19412 Reddaway Ave Oregon City Or 97045	13-14Taxes	: \$3,676.70		
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$233,777		
MapGrid	: 717 C5	Millage Rate	: 18.1778		
Sale Date	: 08/03/2007	Sales Price	: \$290,000		
Prior Sale Date	:	Doc #	: 007-067886		
Legal	: SUBDIVISION RIAN PARK 4054 LT 32	Prior Doc#	:		
:	:	Market Land	: \$69,307		
:	:	Mkt Structure	: \$164,470		
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,946	Lot Sq Ft: 3,383	Acres: .08

60

Owner	: Lausche Charles L & Sandra L	Parcel #	: 01655676		
Site	: 19525 McCord Rd Oregon City 97045	Ref Parcel #	: 32E07C 00791		
Mail	: 19525 McCord Rd Oregon City Or 97045	13-14Taxes	: \$458.68		
Land Use	: 400 Vacant,Tract Land Only	Market Total	: \$46,990		
MapGrid	: 717 B5	Millage Rate	: 14.9468		
Sale Date	:	Doc #	: 74-28427		
Prior Sale Date	:	Prior Doc#	:		
Legal	: SEE SPLIT CODE ACCT 00701	Market Land	: \$46,990		
:	:	Mkt Structure	:		
Bedrooms:	Bath:	YearBuilt: 1974	BldgSqft:	Lot Sq Ft: 53,143	Acres: 1.22

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

61

Owner	: Lausche Charles L & Sandra L			Parcel #	: 00862702
Site	: 19525 McCord Rd Oregon City 97045			Ref Parcel #	: 32E07C 00701
Mail	: 19525 McCord Rd Oregon City Or 97045			13-14Taxes	: \$4,074.31
Land Use	: 401 Tract,Tract Land,Improved			Market Total	: \$332,604
MapGrid	: 717 B5			Millage Rate	: 14.2270
Sale Date	:	Sales Price	:	Doc #	: 74-28427
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:
Legal	: SEE SPLIT CODE ACCT 00791			Market Land	: \$172,314
:				Mkt Structure	: \$160,290
Bedrooms: 4	Bath: 2.00	YearBuilt: 1974	BldgSqft: 2,652	Lot Sq Ft: 164,657	Acres: 3.78

62

Owner	: Lazoff Gary S & Pamella J			Parcel #	: 00862686
Site	: 19573 McCord Rd Oregon City 97045			Ref Parcel #	: 32E07C 00601
Mail	: PO Box 1136 Oregon City Or 97045			13-14Taxes	: \$3,479.42
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$274,608
MapGrid	: 717 B5			Millage Rate	: 14.9468
Sale Date	:	Sales Price	:	Doc #	: 84-28484
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E			Market Land	: \$126,168
:	: QUARTER C TAX LOT 00601			Mkt Structure	: \$148,440
Bedrooms: 4	Bath: 2.00	YearBuilt: 1964	BldgSqft: 2,251	Lot Sq Ft: 38,768	Acres: .89

63

Owner	: Lazoff Gary S & Pamella J			Parcel #	: 00862677
Site	: *no Site Address*			Ref Parcel #	: 32E07C 00600
Mail	: PO Box 1136 Oregon City Or 97045			13-14Taxes	: \$18.33
Land Use	: 640 Vacant,Forest Land			Market Total	: \$43,191
MapGrid	:			Millage Rate	: 14.9468
Sale Date	: 08/01/1984	Sales Price	: \$88,000	Doc #	: 84-28484
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E			Market Land	: \$43,191
:	: QUARTER C TAX LOT 00600			Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:	Lot Sq Ft: 132,858	Acres: 3.05

64

Owner	: Lewis Michael			Parcel #	: 05014861
Site	: 12656 Ross St Oregon City 97045			Ref Parcel #	: 32E07BD02900
Mail	: 12656 Ross St Oregon City Or 97045			13-14Taxes	: \$3,631.21
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$230,577
MapGrid	: 717 C5			Millage Rate	: 18.1778
Sale Date	: 07/01/2008	Sales Price	: \$280,000 Full	Doc #	: 008-047696
Prior Sale Date	: 02/21/2007	Prior Sale Price	: \$305,375	Prior Doc#	: 007-015027
Legal	: SUBDIVISION RIAN PARK 4054 LT 29			Market Land	: \$69,307
:				Mkt Structure	: \$161,270
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,008	Lot Sq Ft: 3,351	Acres: .08

65

Owner	: Lopez Gabriel & Amalia			Parcel #	: 05014868
Site	: 19533 Leland Rd Oregon City 97045			Ref Parcel #	: 32E07BD03600
Mail	: 19533 Leland Rd Oregon City Or 97045			13-14Taxes	: \$3,561.77
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$226,177
MapGrid	: 717 C5			Millage Rate	: 18.1778
Sale Date	: 07/09/2007	Sales Price	: \$299,950	Doc #	: 007-059831
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 36			Market Land	: \$69,307
:				Mkt Structure	: \$156,870
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,871	Lot Sq Ft: 4,339	Acres: .10

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

66

Owner	: Lunas Larry Jay & Elise M	Parcel #	: 00862659
Site	: 19585 McCord Rd Oregon City 97045	Ref Parcel #	: 32E07C 00500
Mail	: 19585 McCord Rd Oregon City Or 97045	13-14Taxes	: \$1,548.01
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$138,658
MapGrid	: 717 B5	Millage Rate	: 14.9468
Sale Date	:	Doc #	: 0079-38023
Prior Sale Date	:	Prior Doc#	:
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E	Market Land	: \$104,068
	: QUARTER C TAX LOT 00500	Mkt Structure	: \$34,590
Bedrooms: 3	Bath: 1.00	YearBuilt: 1900	BldgSqft: 1,316
		Lot Sq Ft: 20,038	Acres: .46

67

Owner	: Magnuson Steven M	Parcel #	: 05022920
Site	: 12681 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03871
Mail	: 12681 Anita Pl Oregon City Or 97045	13-14Taxes	: \$1,062.16
Land Use	: 100 Vacant,Residential Land	Market Total	: \$63,911
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 09/10/2013	Sales Price	: \$310,044
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 011-052146
	: 71	Market Land	: \$63,911
		Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 6,150	Acres: .14

68

Owner	: McKinney Joseph C & Gloria J	Parcel #	: 00862971
Site	: 19558 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07DC00100
Mail	: 19558 Leland Rd Oregon City Or 97045	13-14Taxes	: \$2,768.98
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$169,455
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	:	Doc #	: 71-09558
Prior Sale Date	:	Prior Doc#	:
Legal	: 1363 KALAL SUBDIV LT 1	Market Land	: \$88,335
	:	Mkt Structure	: \$81,120
Bedrooms: 3	Bath: 1.00	YearBuilt: 1971	BldgSqft: 1,247
		Lot Sq Ft: 20,104	Acres: .46

69

Owner	: Mead James & Lindsay	Parcel #	: 05014847
Site	: 12664 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01500
Mail	: 12664 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,635.88
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$230,637
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 06/07/2007	Sales Price	: \$306,900
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 15	Prior Doc#	:
	:	Market Land	: \$69,307
	:	Mkt Structure	: \$161,330
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,008
		Lot Sq Ft: 3,385	Acres: .08

70

Owner	: Moore Carol Sharkey	Parcel #	: 05022888
Site	: 12691 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03839
Mail	: 12691 Joseph Way Oregon City Or 97045	13-14Taxes	: \$1,991.93
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$121,162
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 04/08/2013	Sales Price	: \$271,900
Prior Sale Date	: 03/29/2013	Prior Sale Price	: \$271,900
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 013-021777
	: 39	Market Land	: \$81,342
		Mkt Structure	: \$39,820
Bedrooms: 3	Bath: 2.00	YearBuilt: 2012	BldgSqft: 1,682
		Lot Sq Ft: 6,505	Acres: .15

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

# 71						
Owner	: Moore Thomas L/Noel D			Parcel #	: 05022917	
Site	: 12705 Anita Pl Oregon City 97045			Ref Parcel #	: 32E07BD03868	
Mail	: 265 Atlantic Dr Rio Vista Ca 94571			13-14Taxes	: \$1,062.16	
Land Use	: 100 Vacant,Residential Land			Market Total	: \$63,911	
MapGrid	: 717 B5			Millage Rate	: 18.1778	
Sale Date	: 08/05/2013	Sales Price	: \$352,900	Doc #	: 013-055320	
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full	Prior Doc#	: 011-052146	
Legal	: SUBDIVISION PAVILION PARK 4294 LT			Market Land	: \$63,911	
	: 68			Mkt Structure	:	
Bedrooms:	Bath:	YearBuilt:	BldgSqft:	Lot Sq Ft:	6,756	Acres: .16
# 72						
Owner	: Neils Daniel E & Lee A			Parcel #	: 00862524	
Site	: 19652 McCord Rd Oregon City 97045			Ref Parcel #	: 32E07B 04107	
Mail	: 19652 McCord Rd Oregon City Or 97045			13-14Taxes	: \$3,170.61	
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$244,263	
MapGrid	: 717 B5			Millage Rate	: 14.9468	
Sale Date	: 03/28/2005	Sales Price	: \$264,000	Doc #	: 005-027994	
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:	
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E			Market Land	: \$98,023	
	: QUARTER B TAX LOT 04107			Mkt Structure	: \$146,240	
Bedrooms: 4	Bath: 2.00	YearBuilt: 1966	BldgSqft: 2,422	Lot Sq Ft:	16,988	Acres: .39
# 73						
Owner	: Nepotchatov Sergei N			Parcel #	: 05014835	
Site	: 12664 Joseph Way Oregon City 97045			Ref Parcel #	: 32E07BD00300	
Mail	: 12664 Joseph Way Oregon City Or 97045			13-14Taxes	: \$3,513.41	
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$231,207	
MapGrid	: 717 B5			Millage Rate	: 18.1778	
Sale Date	: 04/28/2008	Sales Price	: \$280,000 Full	Doc #	: 008-030663	
Prior Sale Date	: 03/05/2007	Prior Sale Price	: \$375,000	Prior Doc#	: 007-019485	
Legal	: SUBDIVISION RIAN PARK 4054 LT 3			Market Land	: \$69,307	
	:			Mkt Structure	: \$161,900	
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,859	Lot Sq Ft:	3,371	Acres: .08
# 74						
Owner	: Niemi Patrick A & Gail A			Parcel #	: 00862695	
Site	: 19521 McCord Rd Oregon City 97045			Ref Parcel #	: 32E07C 00700	
Mail	: 19521 McCord Rd Oregon City Or 97045			13-14Taxes	: \$855.63	
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$98,930	
MapGrid	: 717 B5			Millage Rate	: 14.2270	
Sale Date	: 02/05/2001	Sales Price	: \$173,000	Doc #	: 01-007586	
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:	
Legal	: SEE SPLIT CODE ACCT 00790			Market Land	: \$98,930	
	:			Mkt Structure	:	
Bedrooms:	Bath:	YearBuilt:	BldgSqft:	Lot Sq Ft:	72,745	Acres: 1.67
# 75						
Owner	: Oneill Kymerly			Parcel #	: 05014863	
Site	: 12644 Ross St Oregon City 97045			Ref Parcel #	: 32E07BD03100	
Mail	: 12644 Ross St Oregon City Or 97045			13-14Taxes	: \$3,726.92	
Land Use	: 101 Res,Residential Land,Improved			Market Total	: \$236,277	
MapGrid	: 717 C5			Millage Rate	: 18.1778	
Sale Date	: 02/15/2007	Sales Price	: \$313,900	Doc #	: 007-013469	
Prior Sale Date	:	Prior Sale Price	:	Prior Doc#	:	
Legal	: SUBDIVISION RIAN PARK 4054 LT 31			Market Land	: \$69,307	
	:			Mkt Structure	: \$166,970	
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 2,015	Lot Sq Ft:	3,753	Acres: .09

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

76

Owner	: Park Sarah S	Parcel #	: 05022891
Site	: 12669 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03842
Mail	: 12669 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,428.31
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$225,877
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 08/22/2011	Sales Price	: \$215,000 Full
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 011-047705
	: 42	Prior Doc#	:
		Market Land	: \$69,307
		Mkt Structure	: \$156,570
Bedrooms: 3	Bath: 2.50	YearBuilt: 2011	BldgSqft: 1,631
		Lot Sq Ft: 3,483	Acres: .08

77

Owner	: Peltz Libbi L	Parcel #	: 05022908
Site	: 12736 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03859
Mail	: PO Box 1148 Mulino Or 97042	13-14Taxes	: \$4,020.44
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$265,032
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 12/09/2011	Sales Price	: \$244,900 Full
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 011-071242
	: 59	Prior Doc#	: 011-052146
		Market Land	: \$81,342
		Mkt Structure	: \$183,690
Bedrooms: 3	Bath: 2.50	YearBuilt: 2011	BldgSqft: 2,022
		Lot Sq Ft: 6,760	Acres: .16

78

Owner	: Peters Jonathan	Parcel #	: 00862999
Site	: 19582 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07DC00300
Mail	: PO Box 3168 Oregon City Or 97045	13-14Taxes	: \$2,730.95
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$219,308
MapGrid	: 717 C5	Millage Rate	: 14.9468
Sale Date	: 10/27/2004	Sales Price	:
Prior Sale Date	: 02/06/2004	Prior Sale Price	: \$138,883
Legal	: 1363 KALAL SUBDIV LT 3	Doc #	: 004-098934
	:	Prior Doc#	: 004-009403
		Market Land	: \$104,068
		Mkt Structure	: \$115,240
Bedrooms: 2	Bath: 1.00	YearBuilt: 1970	BldgSqft: 1,291
		Lot Sq Ft: 20,017	Acres: .46

79

Owner	: Phillips Alexander	Parcel #	: 05022907
Site	: 19342 Pelican Lake Pl Oregon City 97045	Ref Parcel #	: 32E07BD03858
Mail	: 19342 Pelican Lake Pl Oregon City Or 97045	13-14Taxes	: \$4,427.93
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$287,252
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 04/20/2012	Sales Price	: \$270,500 Full
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 012-024285
	: 58	Prior Doc#	: 011-052146
		Market Land	: \$81,342
		Mkt Structure	: \$205,910
Bedrooms: 4	Bath: 2.50	YearBuilt: 2011	BldgSqft: 2,536
		Lot Sq Ft: 6,700	Acres: .15

80

Owner	: Quinn Candace D	Parcel #	: 05022918
Site	: 12697 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03869
Mail	: 12697 Anita Pl Oregon City Or 97045	13-14Taxes	: \$4,066.04
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$268,212
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	:	Sales Price	:
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	:
	: 69	Prior Doc#	:
		Market Land	: \$81,342
		Mkt Structure	: \$186,870
Bedrooms: 3	Bath: 2.00	YearBuilt: 2011	BldgSqft: 1,676
		Lot Sq Ft: 6,688	Acres: .15

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

81

Owner	: Schwarzkopf Eric K & Kathleen M	Parcel #	: 05022892
Site	: 12663 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03843
Mail	: 12663 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,669.49
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$242,687
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 10/26/2011	Sales Price	: \$223,900 Full
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 011-061361
	: 43	Prior Doc#	:
		Market Land	: \$69,307
		Mkt Structure	: \$173,380
Bedrooms: 3	Bath: 2.50	YearBuilt: 2011	BldgSqft: 2,016
		Lot Sq Ft: 3,483	Acres: .08

82

Owner	: Smith Leigh N	Parcel #	: 00862668
Site	: 19593 McCord Rd Oregon City 97045	Ref Parcel #	: 32E07C 00501
Mail	: 19593 McCord Rd Oregon City Or 97045	13-14Taxes	: \$3,048.07
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$233,038
MapGrid	: 717 B5	Millage Rate	: 14.9468
Sale Date	: 12/09/2005	Sales Price	:
Prior Sale Date	: 04/28/2005	Prior Sale Price	: \$177,950
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E	Prior Doc#	: 005-037925
	: QUARTER C TAX LOT 00501	Market Land	: \$104,068
		Mkt Structure	: \$128,970
Bedrooms: 3	Bath: 2.50	YearBuilt: 1979	BldgSqft: 2,076
		Lot Sq Ft: 20,038	Acres: .46

83

Owner	: Streight Wayne E & Patsy R	Parcel #	: 00862533
Site	: 19673 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07C 00100
Mail	: 19673 Leland Rd Oregon City Or 97045	13-14Taxes	: \$3,029.08
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$240,611
MapGrid	: 717 C5	Millage Rate	: 14.9468
Sale Date	:	Sales Price	:
Prior Sale Date	:	Prior Sale Price	:
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E	Prior Doc#	:
	: QUARTER C TAX LOT 00100	Market Land	: \$136,051
		Mkt Structure	: \$104,560
Bedrooms: 3	Bath: 2.00	YearBuilt: 1900	BldgSqft: 1,824
		Lot Sq Ft: 56,628	Acres: 1.30

84

Owner	: Strong Scott R	Parcel #	: 05022898
Site	: 12650 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03849
Mail	: 12650 Anita Pl Oregon City Or 97045	13-14Taxes	: \$3,455.18
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$226,897
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 03/02/2011	Sales Price	: \$215,000 Full
Prior Sale Date	: 03/01/2010	Prior Sale Price	: \$319,600
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 010-019472
	: 49	Market Land	: \$69,307
		Mkt Structure	: \$157,590
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,649
		Lot Sq Ft: 3,485	Acres: .08

85

Owner	: Suppressed Name	Parcel #	: 05014860
Site	: 12662 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02800
Mail	: 12662 Ross St Oregon City Or 97045	13-14Taxes	: \$3,624.33
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$229,407
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 11/06/2007	Sales Price	:
Prior Sale Date	: 05/01/2007	Prior Sale Price	: \$301,900
Legal	: SUBDIVISION RIAN PARK 4054 LT 28	Prior Doc#	: 007-037436
	:	Market Land	: \$69,307
		Mkt Structure	: \$160,100
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,951
		Lot Sq Ft: 3,351	Acres: .08

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

86

Owner	: Swanson Amy S	Parcel #	: 05014862
Site	: 12650 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD03000
Mail	: 12650 Ross St Oregon City Or 97045	13-14Taxes	: \$3,707.02
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$234,987
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 06/28/2007	Sales Price	: \$298,500
Prior Sale Date	:	Doc #	: 007-056741
Legal	: SUBDIVISION RIAN PARK 4054 LT 30	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$165,680
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,972
		Lot Sq Ft: 3,351	Acres: .08

87

Owner	: Swiski John & Laurie	Parcel #	: 05014850
Site	: 12648 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01800
Mail	: 2520 Beacon Hill Dr West Linn Or 97068	13-14Taxes	: \$3,558.91
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$225,777
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 10/22/2007	Sales Price	: \$279,900
Prior Sale Date	:	Doc #	: 07-094249
Legal	: SUBDIVISION RIAN PARK 4054 LT 18	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$156,470
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,876
		Lot Sq Ft: 4,176	Acres: .10

88

Owner	: Thompson Charles T Co-Trustee	Parcel #	: 05014854
Site	: 12667 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02200
Mail	: 61637 Tam McArthur Loop Bend Or 97702	13-14Taxes	: \$3,569.52
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$235,037
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 01/29/2010	Sales Price	: \$255,000 Full
Prior Sale Date	: 02/05/2007	Doc #	: 010-006423
Legal	: SUBDIVISION RIAN PARK 4054 LT 22	Prior Doc#	: 007-010669
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$165,730
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,951
		Lot Sq Ft: 3,475	Acres: .08

89

Owner	: Tidwell Steven M	Parcel #	: 00862980
Site	: 19570 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07DC00200
Mail	: 19570 Leland Rd Oregon City Or 97045	13-14Taxes	: \$2,272.53
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$186,988
MapGrid	: 717 C5	Millage Rate	: 14.9468
Sale Date	: 09/21/1994	Sales Price	: \$88,825
Prior Sale Date	:	Doc #	: 0094-74287
Legal	: 1363 KALAL SUBDIV LT 2	Prior Doc#	:
:	:	Market Land	: \$104,068
:	:	Mkt Structure	: \$82,920
Bedrooms: 3	Bath: 1.00	YearBuilt: 1971	BldgSqft: 1,353
		Lot Sq Ft: 20,118	Acres: .46

90

Owner	: Tierney Cynthia	Parcel #	: 05022889
Site	: 12683 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03840
Mail	: 12683 Joseph Way Oregon City Or 97045	13-14Taxes	: \$4,041.89
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$266,542
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 11/15/2011	Sales Price	: \$250,000 Full
Prior Sale Date	: 09/14/2011	Doc #	: 011-065872
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Prior Doc#	: 011-052146
:	: 40	Market Land	: \$81,342
:	:	Mkt Structure	: \$185,200
Bedrooms: 3	Bath: 2.00	YearBuilt: 2011	BldgSqft: 1,676
		Lot Sq Ft: 6,138	Acres: .14

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

91

Owner	: Valasek Richard R	Parcel #	: 05022896
Site	: 19296 Reddaway Ave Oregon City 97045	Ref Parcel #	: 32E07BD03847
Mail	: 19296 Reddaway Ave Oregon City Or 97045	13-14Taxes	: \$3,129.49
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$224,237
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 01/12/2011	Sales Price	: \$210,000 Full
Prior Sale Date	: 03/01/2010	Prior Sale Price	: \$319,600
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 011-003096
	: 47	Prior Doc#	: 010-019472
		Market Land	: \$69,307
		Mkt Structure	: \$154,930
Bedrooms: 3	Bath: 2.00	YearBuilt: 2010	BldgSqft: 1,350
		Lot Sq Ft: 4,509	Acres: .10

92

Owner	: Vo Buoi & Diana Cao	Parcel #	: 05014833
Site	: 12676 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD00100
Mail	: 12676 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,564.27
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$234,707
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 01/31/2008	Sales Price	: \$275,000
Prior Sale Date	: 02/05/2007	Prior Sale Price	: \$500,000
Legal	: SUBDIVISION RIAN PARK 4054 LT 1	Doc #	: 008-006951
	:	Prior Doc#	: 007-010669
		Market Land	: \$69,307
		Mkt Structure	: \$165,400
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,951
		Lot Sq Ft: 3,371	Acres: .08

93

Owner	: Wallace Richard Wayne & Kathi Jean	Parcel #	: 00862481
Site	: *no Site Address*	Ref Parcel #	: 32E07B 04102
Mail	: 19656 McCord Rd Oregon City Or 97045	13-14Taxes	: \$1,112.60
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$109,682
MapGrid	:	Millage Rate	: 14.9468
Sale Date	: 09/01/1988	Sales Price	: \$15,000
Prior Sale Date	:	Doc #	: 88-36796
Legal	: SECTION 07 TOWNSHIP 3S RANGE 2E	Prior Doc#	:
	: QUARTER B TAX LOT 04102	Market Land	: \$98,302
		Mkt Structure	: \$11,380
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 23,522	Acres: .54

94

Owner	: Warren Christina L	Parcel #	: 05014848
Site	: 12660 Villard Pl Oregon City 97045	Ref Parcel #	: 32E07BD01600
Mail	: 12660 Villard Pl Oregon City Or 97045	13-14Taxes	: \$3,694.47
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$230,617
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	:	Sales Price	:
Prior Sale Date	:	Doc #	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 16	Prior Doc#	:
	:	Market Land	: \$69,307
		Mkt Structure	: \$161,310
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,972
		Lot Sq Ft: 3,385	Acres: .08

95

Owner	: Webb Kali M	Parcel #	: 05022913
Site	: 12737 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03864
Mail	: 12737 Anita Pl Oregon City Or 97045	13-14Taxes	: \$1,062.16
Land Use	: 100 Vacant,Residential Land	Market Total	: \$63,911
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 08/28/2013	Sales Price	: \$339,900
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 013-061784
	: 64	Prior Doc#	: 011-052146
		Market Land	: \$63,911
		Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft: 6,611	Acres: .15

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

96

Owner	: Weigel Bryce R & Megan D	Parcel #	: 05014858
Site	: 12674 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02600
Mail	: 12674 Ross St Oregon City Or 97045	13-14Taxes	: \$3,566.23
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$226,387
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 06/25/2009	Sales Price	: \$248,000 Full
Prior Sale Date	: 07/02/2007	Prior Sale Price	: \$300,950
Legal	: SUBDIVISION RIAN PARK 4054 LT 26	Doc #	: 009-045235
:	:	Prior Doc#	: 007-057816
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$157,080
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,871
		Lot Sq Ft: 3,351	Acres: .08

97

Owner	: Westphal Christina	Parcel #	: 00863006
Site	: 19592 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07DC00400
Mail	: 19592 Leland Rd Oregon City Or 97045	13-14Taxes	: \$2,191.42
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$177,778
MapGrid	: 717 C5	Millage Rate	: 14.9468
Sale Date	: 02/28/2006	Sales Price	:
Prior Sale Date	: 07/08/2004	Prior Sale Price	: \$165,850
Legal	: 1363 KALAL SUBDIV LT 4	Doc #	: 006-018086
:	:	Prior Doc#	: 004-063649
:	:	Market Land	: \$104,068
:	:	Mkt Structure	: \$73,710
Bedrooms: 3	Bath: 1.00	YearBuilt: 1971	BldgSqft: 1,112
		Lot Sq Ft: 20,146	Acres: .46

98

Owner	: Whiteley Douglas W & Monica N	Parcel #	: 05014855
Site	: 12673 Ross St Oregon City 97045	Ref Parcel #	: 32E07BD02300
Mail	: 12673 Ross St Oregon City Or 97045	13-14Taxes	: \$3,593.97
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$236,937
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 07/05/2007	Sales Price	: \$324,500
Prior Sale Date	:	Prior Sale Price	:
Legal	: SUBDIVISION RIAN PARK 4054 LT 23	Doc #	: 007-059000
:	:	Prior Doc#	:
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$167,630
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 2,053
		Lot Sq Ft: 3,948	Acres: .09

99

Owner	: Williams Troy	Parcel #	: 05014836
Site	: 12658 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD00400
Mail	: 12658 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,566.25
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$234,837
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 11/27/2007	Sales Price	: \$295,000
Prior Sale Date	: 03/05/2007	Prior Sale Price	: \$375,000
Legal	: SUBDIVISION RIAN PARK 4054 LT 4	Doc #	: 007-099492
:	:	Prior Doc#	: 007-019485
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$165,530
Bedrooms: 3	Bath: 2.50	YearBuilt: 2007	BldgSqft: 1,988
		Lot Sq Ft: 3,371	Acres: .08

100

Owner	: Wilson Bridget A	Parcel #	: 05022894
Site	: 12651 Joseph Way Oregon City 97045	Ref Parcel #	: 32E07BD03845
Mail	: 12651 Joseph Way Oregon City Or 97045	13-14Taxes	: \$3,414.50
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$224,087
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 09/12/2012	Sales Price	: \$209,000
Prior Sale Date	: 03/29/2011	Prior Sale Price	: \$209,900 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 012-058935
:	: 45	Prior Doc#	: 011-019296
:	:	Market Land	: \$69,307
:	:	Mkt Structure	: \$154,780
Bedrooms: 3	Bath: 2.50	YearBuilt: 2010	BldgSqft: 1,717
		Lot Sq Ft: 3,483	Acres: .08

WFG NATIONAL TITLE: FARM REPORT / Clackamas (OR)

101—

Owner	: Wilson Sheila K	Parcel #	: 05022914
Site	: 12729 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03865
Mail	: 12729 Anita Pl Oregon City Or 97045	13-14Taxes	: \$1,062.16
Land Use	: 100 Vacant,Residential Land	Market Total	: \$63,911
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 09/27/2013	Sales Price	: \$329,900
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 013-068060
	: 65	Prior Doc#	: 011-052146
		Market Land	: \$63,911
		Mkt Structure	:
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft:	6,020
		Acres:	.14

102—

Owner	: Wright Albert & Kreta	Parcel #	: 05022919
Site	: 12689 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03870
Mail	: 12689 Anita Pl Oregon City Or 97045	13-14Taxes	: \$1,101.15
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$64,981
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 06/18/2013	Sales Price	: \$355,000
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 013-042296
	: 70	Prior Doc#	: 011-052146
		Market Land	: \$63,911
		Mkt Structure	: \$1,070
Bedrooms:	Bath:	YearBuilt:	BldgSqft:
		Lot Sq Ft:	6,142
		Acres:	.14

103—

Owner	: Zahlmann Trevor J & Mary R	Parcel #	: 05022916
Site	: 12713 Anita Pl Oregon City 97045	Ref Parcel #	: 32E07BD03867
Mail	: 12713 Anita Pl Oregon City Or 97045	13-14Taxes	: \$4,724.49
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$289,422
MapGrid	: 717 B5	Millage Rate	: 18.1778
Sale Date	: 12/20/2012	Sales Price	: \$294,255
Prior Sale Date	: 09/14/2011	Prior Sale Price	: \$275,000 Full
Legal	: SUBDIVISION PAVILION PARK 4294 LT	Doc #	: 012-084108
	: 67	Prior Doc#	: 011-052146
		Market Land	: \$81,342
		Mkt Structure	: \$208,080
Bedrooms: 4	Bath: 2.50	YearBuilt: 2012	BldgSqft: 2,604
		Lot Sq Ft:	6,011
		Acres:	.14

104—

Owner	: Zenoniani Marc A	Parcel #	: 05014866
Site	: 19521 Leland Rd Oregon City 97045	Ref Parcel #	: 32E07BD03400
Mail	: 19521 Leland Rd Oregon City Or 97045	13-14Taxes	: \$3,585.07
Land Use	: 101 Res,Residential Land,Improved	Market Total	: \$230,637
MapGrid	: 717 C5	Millage Rate	: 18.1778
Sale Date	: 11/27/2007	Sales Price	: \$276,900
Prior Sale Date	: 08/14/2006	Prior Sale Price	: \$1,500,000
Legal	: SUBDIVISION RIAN PARK 4054 LT 34	Doc #	: 007-099436
	:	Prior Doc#	: 006-076034
		Market Land	: \$69,307
		Mkt Structure	: \$161,330
Bedrooms: 3	Bath: 2.50	YearBuilt: 2006	BldgSqft: 1,876
		Lot Sq Ft:	4,362
		Acres:	.10



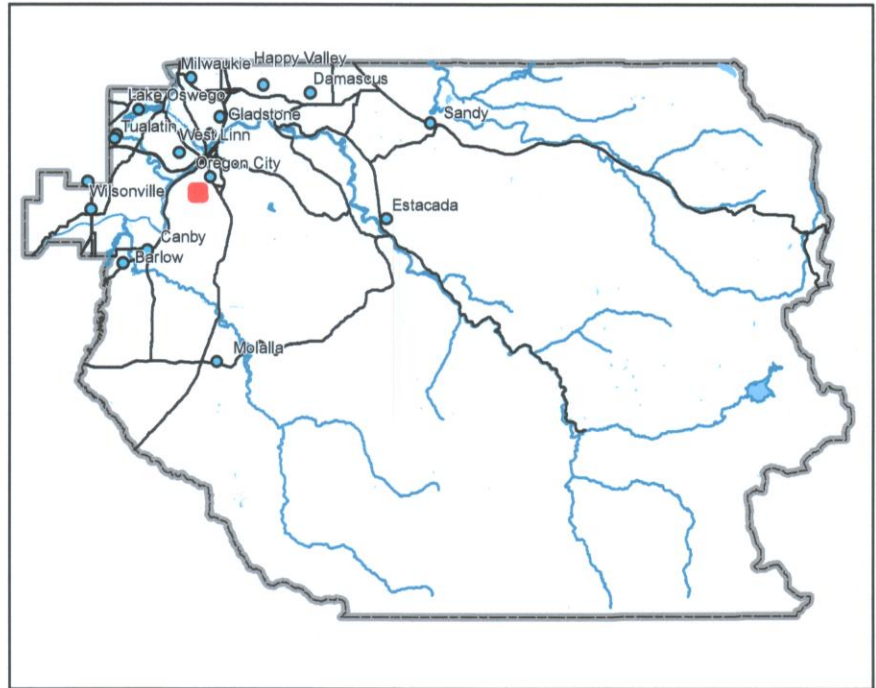
COUNTY ASSESSOR'S QUARTER-SECTION MAP

D. L. C.
M. M. MCCARVER NO. 40
S. S. WHITE NO. 41

Cancelled Taxlots

100
200
201
202
400
401
500
600
700
800
900
901
902
903
904
905
1000A1
1000
1001
1002
1100
1302
1400
1500
1600
1601
1700
1701
1702
1800
1900
1901
2000
2100
2200
2201
2202
2203
2204
2205
2206
2400
2500
2500
2600
2900
3600
3601
3602
3700
3800
3900
4000
4103

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY





City of Oregon City

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

Staff Report

File Number: PC 14-056

Agenda Date: 6/23/2014

Status: Failed

To: Planning Commission

Agenda #:

From: Community Development Director Tony Konkol

File Type: Planning Item

SUBJECT:

Proposed zone change from R-8 to R-6 and a 10-lot subdivision for properties located at 19751 and 19735 Meyers Road (Planning Files ZC 14-02 and TP 14-02)

RECOMMENDED ACTION (Motion):

Staff has prepared findings for denial as requested by the Planning Commission on June 9, 2014.

BACKGROUND:

The applicant has proposed a zone change from R-8 single-family residential to R-6 single-family residential and a 10-lot subdivision on a 2-acre property along Meyers Road. The Planning Commission voted 7-0 to deny the request at a public hearing on June 9, 2014.



MEMORANDUM

To: Oregon City Planning Commission
From: Kelly Moosbrugger, Planner
Re: ZC 14-02 and TP 14-02, Zone Change and 10-lot Subdivision Findings for Denial
Date: June 13, 2014

On June 9th, 2014, the Planning Commission voted 7-0 to deny ZC 14-02 and TP 14-02, an application for a Zone Change from "R-8" Single-Family Dwelling District to "R-6" Single-Family Dwelling District as well as a 10-lot subdivision at the following properties:

- 19751 Meyers Rd, Clackamas County Map 3-2E-08CA-00600
- 19735 Meyers Rd, Clackamas County Map 3-2E-08CA-00700

The findings below are written to summarize the discussion and deliberations of the Planning Commission and provide the basis for denial of the zone change application.

17.68.020 Criteria.

The criteria for a zone change are set forth as follows:

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

Comprehensive Plan Policy 10.1.1

"Maintain the existing residential housing stock in established older neighborhoods by maintaining existing Comprehensive Plan and zoning designations where appropriate."

Finding: Does not Comply. The applicant proposed a zone change from R-8 to R-6 at a subject site that is surrounded on all sides by R-8 zoning. The neighboring subdivisions are all developed as R-8 neighborhoods, and most were built prior to adoption of the municipal code that permitted lots 20 percent smaller than the underlying zoning designation. Thus, most of the residential lots in the neighborhoods surrounding the subject site are larger than 8,000 square feet. The proposed development in this application includes ten lots averaging 6,036 square feet. A zone change of this type is colloquially known as "spot zoning." The R-6 zoning is not appropriate in the middle of established neighborhoods developed in the R-8 zone and it does not comply with this standard.

It is appropriate to maintain the existing R-8 zoning designation at this site per Comprehensive Plan Policy 10.1.1.

These findings do not address or imply noncompliance with any subdivision criteria in Chapter 16.08, 16.12, 12.04, 12.09, 17.41, or 13.12.



TYPE IV APPLICATION STAFF REPORT AND RECOMMENDATION

June 3, 2014

Planning Commission Public Hearing: June 9, 2014

FILE NO.: TP 14-02: 10-Lot Subdivision
ZC 14-02: Zone Change

OWNERS: Jason Melonuk, 19735 Meyers Rd, Oregon City, OR 97045
Wayne and Arminda Markham, 19751 Meyers Rd, Oregon City, OR 97045

APPLICANT: JECO Investments, PO Box 279, Boring, OR 97009

REPRESENTATIVES: Sisul Engineering, 375 Portland Ave, Gladstone, OR 97027

REQUEST: The Applicant is seeking approval for a Zone Change from “R-8” Single-Family Dwelling District to “R-6” Single-Family Dwelling District as well as a 10-lot subdivision.

LOCATION: 19751 Meyers Rd, Clackamas County Map 3-2E-08CA-00600
19735 Meyers Rd, Clackamas County Map 3-2E-08CA-00700

REVIEWER: Kelly Moosbrugger, Planner
Todd Martinez, P.E., Development Services

RECOMMENDATION: Staff recommends the Planning Commission recommend approval with conditions of Planning Files TP 14-02 and ZC 14-02 to the City Commission for their consideration at the June 18, 2014 public hearing.

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

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

I. BACKGROUND AND PROPOSED DEVELOPMENT:

The applicant proposes a zone change from the current R-8 to R-6 zone designation and development of a 10-lot subdivision for single family detached dwellings on a site located on Meyers Road in the southerly portion of Oregon City.

The subject site is comprised of two separate but contiguous tax lots, each with an existing single-family dwelling that are located at 19735/19751 S. Meyers Road in the southerly portion of the city. Site size is approximately 79,745 square feet, or 1.83 acres. See Figure 1. The site has frontage on Meyers Road with no other frontage. Each of the existing dwellings has driveway access with Meyers Road. The balance of the site is vacant, with the exception of a couple of outbuildings. One of the homes is proposed to remain on a lot in the subdivision. All other structures will be removed.

Under the proposed subdivision plan, a short cul-de-sac street will intersect Meyers Road and provide access to all of the new lots. There will be no direct access from any of the lots to Meyers Road. The existing driveway on Meyers will be removed.



Figure 1. Vicinity Map

The property slopes slightly upward from north to south, with a 428 foot contour at the northerly corner, gently sloping upward to a 442-foot elevation near the center of the site, then gently downward to an approximately 436 foot elevation at the easterly corner. There are no outcrops, no water features, or other geologic or geographic features on the site that would impair overall

development opportunity. There are approximately 47 trees on the subject site, which are scattered throughout the site. It is estimated that 40% of the existing trees would be removed in order to develop the the subdivision, and for construction of the homes on the ten lots where homes will be built.



Figure 2: Aerial Photo of Site

Surrounding Uses and Zoning:

The subject property is bordered by "R-8" Single Family Residential zoning. The adjacent properties include a church and single family homes. Across Meyers Road, the single family dwellings are part of platted subdivisions. The immediately adjacent residential lots are not large enough to be subdivided but have the potential to be partitioned in the future. See Figures 3 and 4 for surrounding zoning maps.

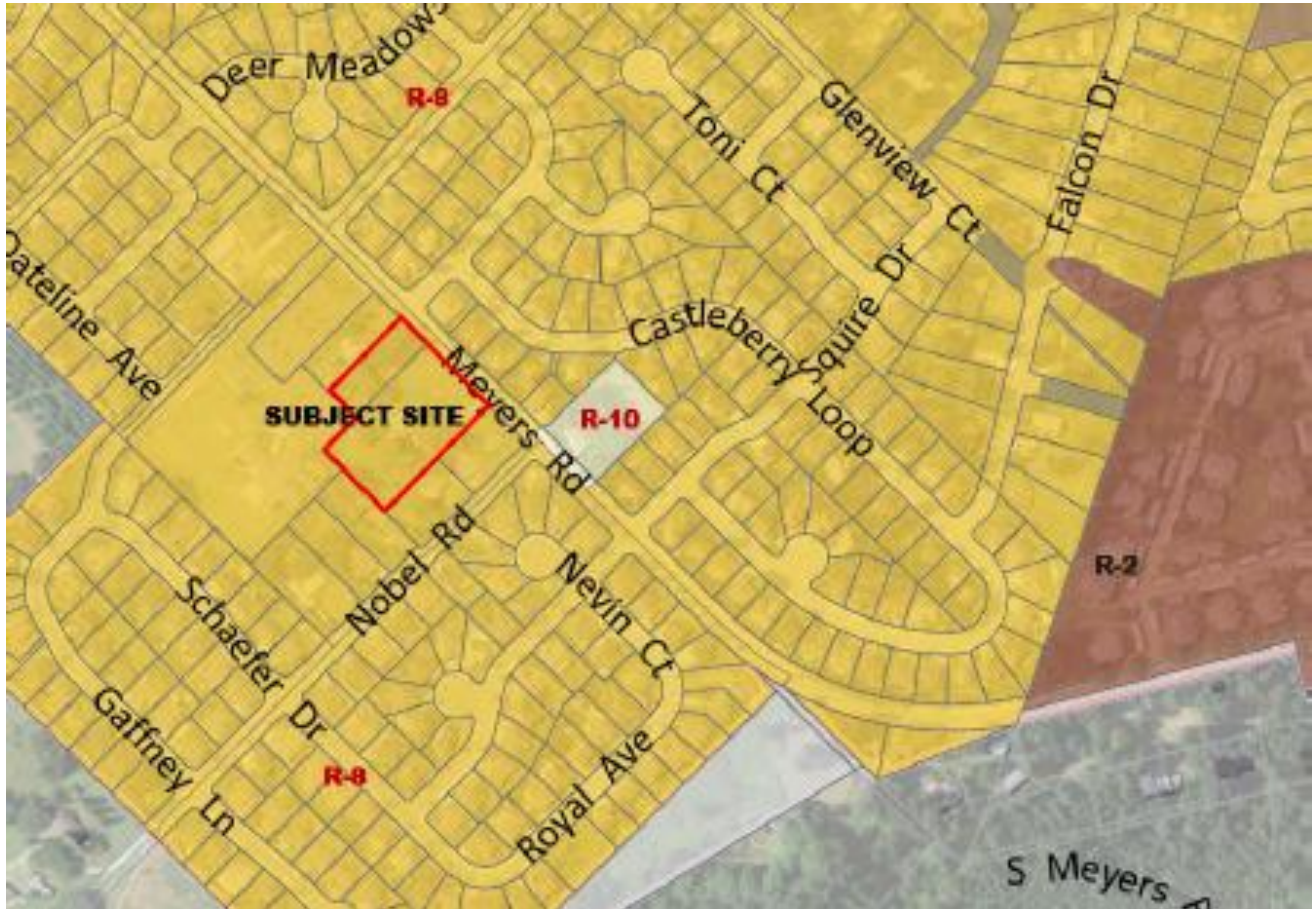


Figure 3. Surrounding zoning (zoomed in)

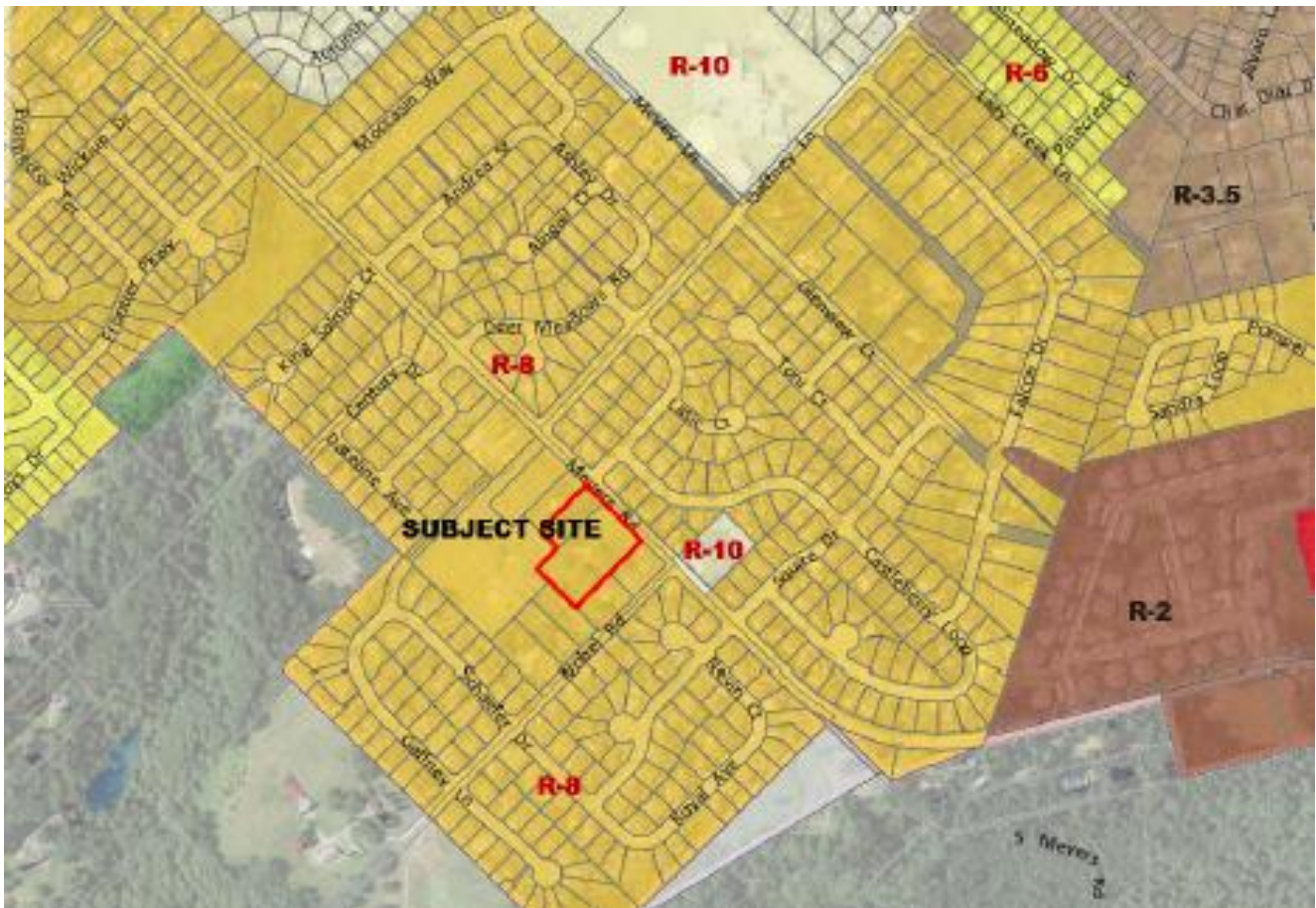


Figure 4. Surrounding zoning (zoomed out)

Subdivision Layout:

The applicant submitted a subdivision layout that conforms to City standards, and in addition, an alternative layout that includes a constrained right-of-way that does not meet City standards. The applicant explains this alternative proposal for the Planning Commission in Exhibit 4 and page 7 of Exhibit 3. Because the alternative layout does not meet City standards for right-of-way width, street design, pedestrian accessways, and cul-de-sac length, staff does not support it. However, the applicant wished to present the alternative to the Planning Commission for consideration. See Figures 5 and 6 below.

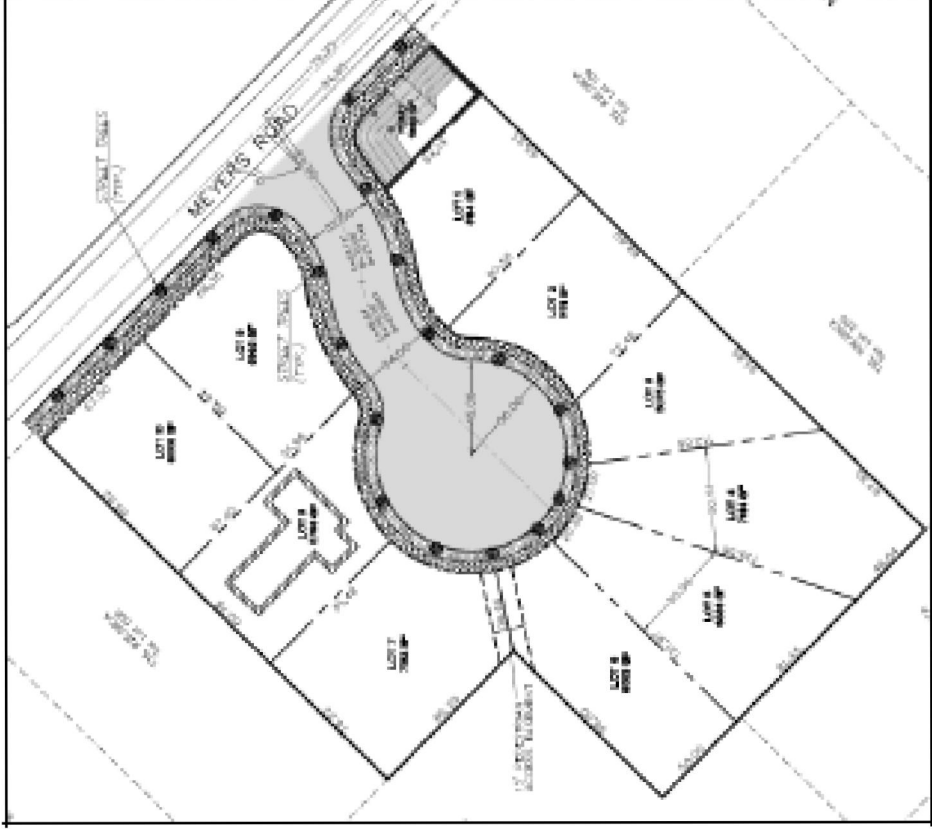
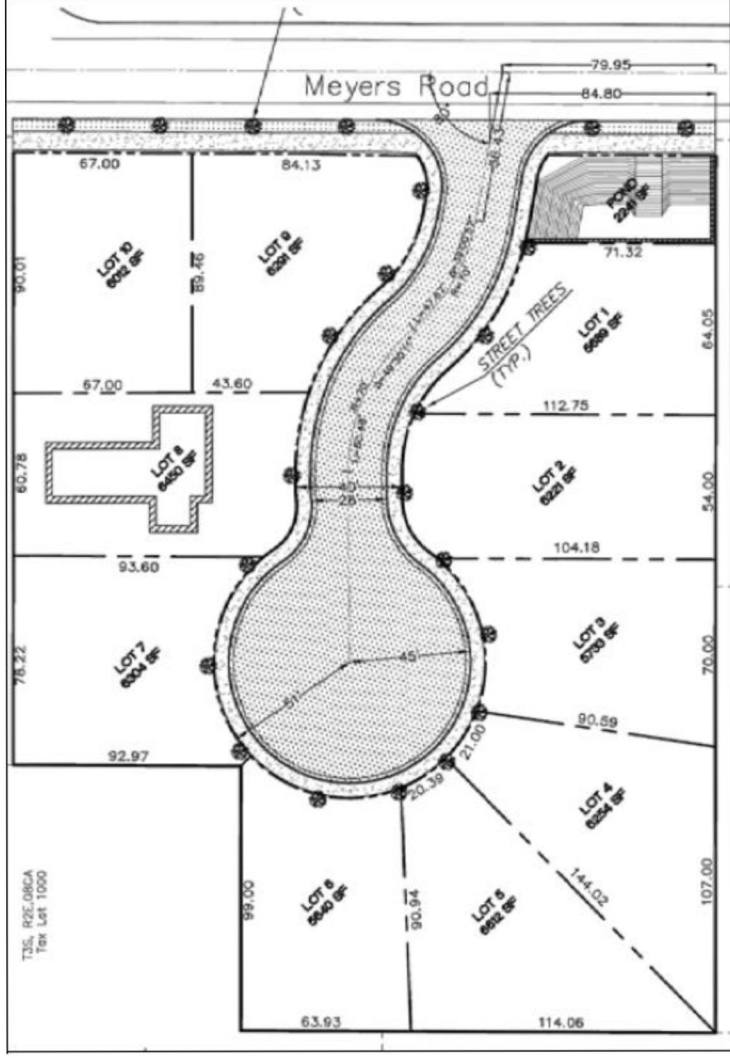


Figure 5 (left): The submitted layout that meets City code.

Figure 6 (below): Alternative layout that does not meet certain City code requirements but is before the Planning Commission and City Commission for consideration.



City/Public Comments:

Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject site, the Gaffney Lane Neighborhood Association and the Citizen Involvement Council. The notice was advertised in the Oregon City News and the site was posted with land use notification signs. 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. The application was transmitted to the Clackamas River Water District, Oregon Department of Transportation, Clackamas County, Oregon City Police Department, City Engineer, Public Works Operations Manager, Development Services Manager, Oregon City School District, GIS Coordinator, and the City transportation consultant for comment. Comments from John Replinger, a City consultant for Replinger and Associates, have been incorporated into this staff report.

No public comments were received before the staff report was written.

II. DECISION-MAKING CRITERIA:Oregon City Municipal Code Standards and Requirements

Title 12: Streets, Sidewalks and Public Places:

Chapter 12.04, Street Design Standards

Chapter 12.08, Public and Street Trees

Title 13: Public Services

Chapter 13.12, Stormwater Management

Title 16: Land Division:

Chapter 16.08, Subdivisions-Process and Standards

Chapter 16.12, Minimum Improvements and Design Standards for Land Divisions

Title 17: Zoning:

Chapter 17.12, R-6 Single Family Dwelling District

Chapter 17.10, R-8 Single Family Dwelling District

Chapter 17.41, Tree Protection

Chapter 17.68, Zone Changes and Amendments

III. COMPLIANCE WITH APPROVAL CRITERIA**CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS**

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

Goal 1: Citizen Involvement

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

Finding: Complies as Proposed. Chapter 17.50 of the Oregon City Municipal Code includes provisions to ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in zone change applications. The Applicant met with the Gaffney Lane Neighborhood Association prior to submitting this application. Once the application was deemed complete, the City noticed the application to properties within 300 feet, the neighborhood association, Citizens Involvement Council,

and posted the application on the City's website. In addition, the Applicant posted public notice signs on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal 2: Land Use

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

Finding: Complies as Proposed. The Applicant requested a zone change from "R-8" Single-Family Dwelling District to the "R-6" Single-Family Dwelling District. The zone change would allow additional dwellings to be constructed and the property to be utilized in an efficient manner, consistent with the adjacent properties. This standard has been met.

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

Finding: Complies as Proposed. The Oregon City Comprehensive Plan designates the subject property as within the "LR" Low Density Residential Development designation. The "LR" Low Density Residential Development designation includes the R-10, R-8 and R-6 zoning designations. The Applicant has not proposed to alter the Comprehensive Plan designation of the site.

Goal (5) Natural Resources

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

Finding: Complies as Proposed. This policy is implemented by the application of the Natural Resources Overlay District (NROD). The subject property is not located within the NROD boundary.

Goal 6: Quality of Air, Water and Land Resources

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

Finding: Complies as Proposed. The proposed R-6 development pattern will be consistent with this policy by creation of a more compact land use pattern and reduction in the square footage of public street per dwelling, thereby reducing travel by single-occupancy vehicles and increasing use of alternative modes of transportation. Public sidewalks will be provided on all streets within this project. This standard has been met.

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

Finding: Complies as Proposed. This policy is implemented by development standards that require appropriate handling of storm water runoff. Standard erosion control measures will be implemented during construction. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. The applicant has proposed to construct erosion control improvements at the existing outfall.

Prior to final plat approval, the Applicant shall provide an Erosion Prevention and Sedimentation Control Plan suitable to the Public Works Department to meet the Public Works requirements for erosion control. The Applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create

any water traps, or other ponding situations. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 1.**

Goal 10: Housing

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

Finding: Complies as Proposed. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. The increased density allowed by the R-6 zoning, as compared with the existing R-8 district will provide for a greater number of single-family homes on this site, thereby increasing the availability of more choices in the marketplace. This standard has been met.

Goal 11: Public Facilities

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

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. Sanitary sewer is available from an existing 8-inch line that is installed in Gerber Wood Drive which will be extended along Meyers Road and onto the property. Water service is available from a 12-inch City line in Meyers Road that will be extended onto the property. Storm water service is provided by a 12-inch pipe in Meyers Road that will be extended along Meyers Road and onto the property. Oregon City Public Schools provides education services and has indicated adequate levels of service are available. Police and fire protection are provided by the City of Oregon City. The site is located approximately a half mile southwest of the future Glen Oak park site to meet recreational needs and is less than a mile from the athletic fields at Oregon City High School. Please refer to the findings within this report under Chapter 16.08.030.B.

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

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Please refer to the findings within this report.

Goal 12: Transportation

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

Finding: Complies as Proposed. A Traffic Assessment Letter (TAL) was prepared for this project, dated February 19, 2014, under the direction of Michael Ard of Lancaster Engineering (Exhibit 5). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation." (Exhibit 6).

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

Finding: Complies as Proposed. The public facilities and services have been addressed in the discussion of compliance with Goal 11, above and within this report. All the services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

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

Finding: Complies as Proposed. The proposed development would maintain the Comprehensive Plan designation of Low Density Residential. The proposed Zone Change would retain the use of the site as for single-family dwellings. A Traffic Assessment Letter (TAL) was prepared for this project, dated February 19, 2014, under the direction of Michael Ard of Lancaster Engineering (Exhibit 5). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation." (Exhibit 6).

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

Finding: Not Applicable. The comprehensive plan contains specific policies and provisions which control the zone change.

CHAPTER 17.12 "R-6" SINGLE-FAMILY DWELLING DISTRICT

17.12.040. A. Minimum lot area, six thousand square feet;

Finding: Complies as Proposed. Chapter 16.10.050 of the Oregon City Municipal Code allows lots that are up to 20% less than the required minimum lot area of the applicable zoning designation provided the subdivision, on average, meets the minimum site area requirement of the underlying zone. In the R-6 zone, the 20% standard would allow lots as small as 4,800 square feet. All proposed lots exceed 4,800 square feet – the smallest is 5,075 square feet and largest is 7,614 square feet. The average lot size for the entire subdivision is 6,036 square feet.

Lot	Size (Sq. Ft.)
1	5,184
2	5,151
3	5,075
4	7,614
5	6,336
6	6,053
7	7,182
8	5,796
9	5,965
10	6,008

17.12.040. B. Minimum lot width, fifty feet;

Finding: Complies as proposed. As demonstrated below, the proposed lot widths exceed the minimum lot width of 50 feet. This standard has been met.

Lot	Lot Width Ft.
1	66
2	69

3	66
4	50.5
5	51
6	50
7	78
8	61
9	66
10	67

17.12.040.C. Minimum lot depth, seventy feet;

Finding: Complies as Proposed. As demonstrated below, the proposed lot depths exceed the minimum lot depth of 70 feet. This standard has been met.

Lot	Lot Depth Ft.
1	80
2	75
3	85
4	140
5	125
6	122
7	90
8	90
9	90
10	90

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

Finding: Not Applicable. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed. The Applicant did not propose to construct structures with the proposed development.

17.12.040.E

1. Front yard: ten feet minimum depth.

2. Front porch, five feet minimum setback,

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

4. Interior side yard, nine feet minimum setback for at least one side yard; five feet minimum setback for the other side yard,

5. Corner side yard, fifteen feet minimum setback,

6. Rear yard, twenty-foot minimum setback

7. Rear porch, fifteen-foot minimum setback.

Finding: Complies as Proposed. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed. The existing home, proposed to be located on lot 8 will have a ten foot front setback, five and nine foot side setbacks, and a 12 foot rear setback. The house is currently 12 feet from the property line and is not proposed to change. Due to this existing condition, the rear setback is considered legal nonconforming and is permitted to remain.

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

Finding: Complies with Condition. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed. The existing structure does not have a garage that would face the front lot line; thus five design elements are required. Prior to final plat, the applicant shall ensure that the street facing façade of the existing home on Lot 8 contains five of the following design elements from Chapter 17.20:

1. The design of the dwelling includes dormers, which are projecting structures built out from a sloping roof housing a vertical window;
2. The roof design utilizes a:
 - a. Gable, which is a roof sloping downward in two parts from a central ridge, so as to form a gable at each end; or
 - b. Hip, which is a roof having sloping ends and sides meeting at an inclined projecting angle.
3. The building facade includes 2 or more offsets of 16-inches or greater;
4. A roof overhang of 16-inches or greater;
5. A recessed entry that is at least 2 feet behind the furthest forward living space on the ground floor, and a minimum of 8 feet wide;
6. A minimum 60 square-foot covered front porch that is at least 5 feet deep or a minimum 40 square-foot covered porch with railings that is at least 5 feet deep and elevated entirely a minimum of 18-inches;
7. A bay window that extends a minimum of 12-inches outward from the main wall of a building and forming a bay or alcove in a room within;
8. Windows and main entrance doors that occupy a minimum of 15% of the lineal length of the front façade (not including the roof and excluding any windows in a garage door);
9. Window trim (minimum 4-inches);
10. Window grids (excluding any windows in the garage door or front door).
11. Windows on all elevations include a minimum of 4-inch trim (worth 2 elements);
12. Windows on all of the elevations are wood, clad wood, or fiberglass (worth 2 elements);
13. Windows on all of the elevations are recessed a minimum of two inches from the façade (worth 2 elements);
11. A balcony that projects from the wall of the building and is enclosed by a railing or parapet;
14. Shakes, shingles, brick, stone or other similar decorative materials shall occupy a minimum of 60 square feet of the street façade;
15. All garage doors are a maximum 9-feet wide;
16. All garage doors wider than 9-feet are designed to resemble 2 smaller garage doors;
17. There are a minimum of two windows in each garage door;
15. A third garage door is recessed a minimum of 2 feet;
16. A window over the garage door that is a minimum of 12 square feet with window trim (minimum 4-inches);
17. There is no attached garage onsite;
18. The living space of the dwelling is within 5 feet of the front yard setback; or
19. The driveway is composed entirely of pervious pavers or porous pavement.

Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 2.

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

Finding: Complies as Proposed. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are

proposed. The existing home, proposed to be located on Lot 8 has a lot size of 5,796 square feet and lot coverage of 40%. Thus, no additions or accessory structures over 200 square feet will be permitted in the future for this lot, unless approved through a variance process.

CHAPTER 16.08 – SUBDIVISIONS PROCESS AND STANDARDS

16.08.010

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

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

16.08.015 *Preapplication conference required.*

Finding: Complies as Proposed. The Applicant held a pre-application conference on December 4, 2013.

16.08.020 - *Preliminary subdivision plat application.*

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

Finding: Complies as Proposed. This application was submitted on February 25, 2014 within 6 months of the pre-application conference held on December 4, 2013. The application was reviewed and determined to be incomplete on March 12, 2014, and after the Applicant submitted additional materials, was deemed complete on April 21, 2014.

16.08.025 - *Preliminary subdivision plat—Required plans.*

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

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

demonstrating how lot and street patterns within the proposed subdivision will extend to and/or from such adjacent properties and can be developed meeting the existing Oregon City Municipal Code design standards. **Finding: Complies as Proposed.** The development application included a preliminary site plan displaying the necessary submittal requirements. This standard is met.

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

Finding: Complies as Proposed. The development application included a preliminary site plan as well as a Transportation Analysis Letter, dated February 19, 2014, under the direction of Michael Ard of Lancaster Engineering (Exhibit 5). This standard is met.

C. Natural Features Plan and Topography, Preliminary Grading and Drainage Plan. The applicant shall submit a map illustrating all of the natural features and hazards on the subject property and, where practicable, within two hundred fifty feet of the property's boundary. The map shall also illustrate the approximate grade of the site before and after development. Illustrated features must include all proposed streets and cul-de-sacs, the location and estimated volume of all cuts and fills, and all stormwater management features. This plan shall identify the location of drainage patterns and courses on the site and within two hundred fifty feet of the property boundaries where practicable. Features that must be illustrated shall include the following:

1. Proposed and existing street rights-of-way and all other transportation facilities;
2. All proposed lots and tracts;
3. All trees proposed to be removed prior to final plat with a diameter six inches or greater diameter at breast height (d.b.h);
4. All natural resource areas pursuant to Chapter 17.49, including all jurisdictional wetlands shown in a delineation according to the Corps of Engineers Wetlands Delineation Manual, January, 1987 edition, and approved by the Division of State Lands and wetlands identified in the City of Oregon Local Wetlands inventory, adopted by reference in the City of Oregon City comprehensive plan;
5. All known geologic and flood hazards, landslides or faults, areas with a water table within one foot of the surface and all flood management areas pursuant to Chapter 17.42
6. The location of any known state or federal threatened or endangered species;
7. All historic areas or cultural features acknowledged as such on any federal, state or city inventory;
8. All wildlife habitat or other natural features listed on any of the city's official inventories.

Finding: Complies as Proposed. The development application included preliminary site and drainage plans as well as the proposed lots, street, and trees proposed to be removed. The site does not contain wetlands or other natural or cultural features.

D. Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide,

1. A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and

2. A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.

If, after forty-five days notice from the applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the city will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils. The community development director may waive any of the foregoing requirements if the community development director determines that the requirement is unnecessary in the particular case and that the intent of this chapter has been met.

Finding: Complies as Proposed. A description of the proposed development was sent to the Oregon State Historic Preservation Office (SHPO) as well as various tribes for review.

16.08.030 – Preliminary Subdivision Plat – Narrative Statement

In addition to the plans required in the previous section, the applicant shall also prepare and submit a narrative statement that addresses the following issues:

A. Subdivision Description. A detailed description of the proposed development, including a description of proposed uses, number and type of residential units, allocation and ownership of all lots, tracts, streets, and public improvements, the structure of any homeowner's association, and each instance where the proposed subdivision will vary from some dimensional or other requirement of the underlying zoning district. For each such variance, a separate application will be required pursuant to Chapter 17.60, Variances;

Finding: Complies as Proposed. A detailed description of the proposed subdivision including the above listed information, as applicable, was submitted with this development application.

B. Timely Provision of Public Services and Facilities. The applicant shall explain in detail how and when each of the following public services or facilities is, or will be, adequate to serve the proposed development by the time construction begins:

1. Water

Finding: Complies with Conditions. There is an existing 12-inch Oregon City (City) water main in Meyers Road. The Applicant proposed the water line be installed in the proposed street connecting to the existing pipe with an 8-inch pipe.

All new water services shall be constructed with individual copper water laterals a minimum of 1-inch diameter in size connecting the water main to the water meter.

Staff concurs that sufficient water mains are installed. Prior to final plat, the Applicant shall submit the proposed development to Clackamas County Fire District No. 1 for review. In the event that fire hydrants are required by Clackamas County Fire District No. 1, staff finds there is adequate area available on the subject property for such installation. The Applicant has proposed a water system that appears to meet City code requirements with a few modifications. Although an eight-inch diameter main is the minimum standard size for new water mains, staff believes a six-inch diameter main as submitted is a reasonable modification to the standard given the limited number of services and no future opportunity for expansion. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. **Staff has**

determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 3, 4, 5, 6 and 7.

2. Sanitary Sewer

Finding: Complies with Condition. There is an existing 8-inch gravity sanitary sewer main in Gerber Wood Drive which is north of the proposed site along Meyers Road. A new 8-inch public sanitary sewer main will be installed from Gerber Wood Drive where it intersects with Meyers Road, along Meyers Road to the proposed site and in the proposed street. The Applicant has proposed to provide sanitary sewer laterals to all of the lots in the proposed development. The pipe in Meyers Road should be extended to the south edge of the proposed site.

The proposed sanitary sewer system will meet City code requirements with a few modifications. All new sanitary sewer laterals shall be constructed with individual laterals connecting to the sanitary sewer main. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 3, 4, 8 and 9.**

3. Storm Sewer and Storm Water Drainage

Finding: Complies with Condition. There are existing storm water facilities in Meyers Road which consist of a catch basin followed by a 12-inch pipe running to the north on Meyers Road.

Storm water detention and treatment is required. The applicant has submitted a preliminary storm report. It is proposed that storm water from the cul-de-sac will be collected and discharged to a detention pond that will also provide for treatment. The outlet from the pond will discharge to the public storm system on Meyers Road just north of the site. Storm run-off from the homes will be discharged on each home site through the use on on-site infiltrators.

The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 3, 4, 10, 11, 12 and 13.**

4. Parks and Recreation

Finding: Complies as Proposed. The site is located within a third of a mile of Wesley Lynn park, and two thirds of a mile from Hillendale Park. Park System Development Charges will be paid at the time building permits are issued for each lot in the subdivision.

5. Traffic and Transportation

Finding: Complies as Proposed. The site will be located off of Meyers Road, a minor arterial. A Traffic Assessment Letter (TAL) was prepared for this project, dated February 19, 2014, under the direction of Michael Ard of Lancaster Engineering (Exhibit 5). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and

provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation.” (Exhibit 6).

6. Schools

Finding: Complies as Proposed. The Oregon City School District provides education services for the children of future residents. School funding is provided through a variety of sources including property taxes and surcharges that will be assessed with future building permits for the homes.

7. Fire and Police Services

Finding: Complies with Condition. Clackamas County Fire District No. 1 will provide fire services to the subject site. There are no noted concerns about fire services and property taxes will be paid by future property owners to fund fire protection services thereby ensuring funding for protection services. In the event that fire hydrants are required by Clackamas County Fire District No. 1 requirements, staff finds there is adequate area available on the subject property for such installation. Prior to 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.

The City of Oregon City Police Department will provide police services to the subject site. Property taxes will be paid by future property owners to fund police protection services, thereby ensuring funding for police services. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 7.**

Where adequate capacity for any of these public facilities and services is not demonstrated to be currently available, the Applicant shall describe how adequate capacity in these services and facilities will be financed and constructed before recording of the plat;

Finding: Not Applicable. As described above, all public facilities and services are available. Therefore, this standard does not apply to this application.

C. Approval Criteria and Justification for Variances. The applicant shall explain how the proposed subdivision is consistent with the standards set forth in Chapter 16.12, 12.04 and any other applicable approval standards identified in the municipal code. For each instance where the applicant proposes a variance from some applicable dimensional or other numeric requirement, the applicant shall address the approval criteria from Chapter 17.60.

Finding: Not Applicable. This application does not include any requests for variances.

D. Drafts of the proposed covenants, conditions and restrictions (CC&Rs), maintenance agreements, homeowner association agreements, dedications, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision;

Finding: Not Applicable. The Applicant does not propose to have CC&Rs for the subdivision.

E. A description of any proposed phasing, including for each phase the time, acreage, number of residential units, amount of area for nonresidential use, open space, development of utilities and public facilities;

Finding: Complies as Proposed. The Applicant proposed to construct the subdivision in a single phase. This standard has been met.

F. Overall density of the subdivision and the density by dwelling type for each.

Finding: Complies as Proposed. The applicant submitted calculations for density. The proposed subdivision includes 10 lots for the future construction of single-family attached homes in the R-6 zone. The gross site area is 79,745 square feet in total area, or 1.83 acres. The net developable area is 60,364 sf, or 75.7

percent of the total area. The maximum density allowed on the site is 10 lots (60,364 / 6000 = 10.6). The proposed ten-lot subdivision achieves 100% of the maximum density.

16.08.035 - Notice and invitation to comment.

Upon the city's determination that an application for a preliminary subdivision plat is complete, pursuant to Section 17.50, the city shall provide notice of the application in accordance with requirements of Section 17.50 applicable to Type II decisions.

Finding: Complies as Proposed. The application was deemed complete and notice was transmitted for comment in accordance with Section 17.50. This standard is met.

16.08.040 - Preliminary subdivision plat—Approval standards and decision.

The minimum approval standards that must be met by all preliminary subdivision plats are set forth in Chapter 16.12, and in the dimensional and use requirements set forth in the chapter of this code that corresponds to the underlying zone. The community development director shall evaluate the application to determine that the proposal does, or can through the imposition of conditions of approval, meet these approval standards. The community development director's decision shall be issued in accordance with the requirements of Section 17.50.

Finding: Complies as Proposed. This staff report contains findings and conditions of approval to assure that the applicable approval criteria are met. These findings are supported by substantial evidence which includes preliminary plans, a Transportation Analysis Letter, and other written documentation.

16.08.045 - Building site—Frontage width requirement.

Each lot in a subdivision shall abut upon a cul-de-sac or street other than an alley for a width of at least twenty feet.

Finding: Complies as Proposed. As shown in the preliminary plans, each proposed lot's street frontage is in excess of twenty feet.

16.08.050 - Flag lots in subdivisions.

Flag lots shall not be permitted within subdivisions except as approved by the community development director and in compliance with the following standards.

Finding: Not Applicable. No flag lots are proposed.

CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

Chapter 16.12.015 - Street Design-Generally

Street design standards for all new development and land divisions shall comply with Chapter 12.04—Street Design Standards.

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

16.12.020 – Blocks - Generally

The length, width and shape of blocks shall take into account the need for adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, control of traffic circulation, and limitations imposed by topography and other natural features.

Finding: Complies as Proposed. The proposed subdivision provides for a new cul-de-sac, which is necessary due to the shape of the site and the surrounding development patterns. The proposed street pattern provides for adequate building site size, as demonstrated by the site plan submitted with this application.

16.12.025 Blocks-Length

Block lengths for local streets and collectors shall not exceed five hundred feet between through streets, as measured between nearside right-of-way lines.

Finding: Complies as Proposed. The proposal does not create any blocks in excess of 500 feet.

16.12.030 Blocks-Width

The width of blocks shall ordinarily be sufficient to allow for two tiers of lots with depths consistent with the type of land use proposed.

Finding: Complies as proposed. The proposed development does not preclude the development of blocks with two tiers of lots. The cul-de-sac does not create new blocks, and the new blocks created on Meyers Road allow for two tiers of lots.

16.12.035 Blocks-Pedestrian and Bicycle Access

- A. *To facilitate the most practicable and direct pedestrian and bicycle connections to adjoining or nearby neighborhood activity centers, public rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, subdivisions shall include pedestrian/bicycle access-ways between discontinuous street right-of-way where the following applies:*
 - 1. *Where a new street is not practicable;*
 - 2. *Through excessively long blocks at intervals not exceeding five hundred feet of frontage as measured between nearside right-of-way lines; or*
 - 3. *Where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.*
- B. *Pedestrian/bicycle accessways shall be provided:*
 - 1. *To provide direct access to nearby neighborhood activity centers, transit streets and other transit facilities;*
 - 2. *Where practicable, to provide direct access to other adjacent developments and to adjacent undeveloped property likely to be subdivided or otherwise developed in the future;*
 - 3. *To provide direct connections from cul-de-sacs and internal private drives to the nearest available street or neighborhood activity center;*
 - 4. *To provide connections from cul-de-sacs or local streets to arterial or collector streets.*
- C. *An exception may be made where the Community Development Director determines that construction of a separate accessway is not feasible due to physical or jurisdictional constraints. Such evidence may include but is not limited to:*
 - 1. *That other federal, state or local requirements prevent construction of an accessway;*
 - 2. *That the nature of abutting existing development makes construction of an accessway impracticable;*
 - 3. *That the accessway would cross an area affected by an overlay district in a manner incompatible with the purposes of the overlay district;*
 - 4. *That the accessway would cross topography consisting predominantly of slopes over twenty-five percent;*
 - 5. *That the accessway would terminate at the urban growth boundary and extension to another public right-of-way is not part of an adopted plan.*
- D. *Pedestrian/bicycle accessways shall comply with the development standards set out in Section 12.24 of this code, with the ownership, liability and maintenance standards in Section 12.24 of this code, and with such other design standards as the city may adopt*

Finding: Complies with condition. The proposal includes a 15' wide pedestrian access easement leading from the end of the cul-de-sac to the adjacent church property at 19691 Meyers Rd (Clackamas County Map 3-2E-08CA-01000) , situated between Lots 6 and 7 of the subdivision. The easement is required in order to comply with 16.12.035.B.2 and 3. The church property could either be developed in the future or could desire a connection as a "neighborhood activity center", thus, the pedestrian connection is required. The proposed cul-de-sac leads to indirect travel patterns; this pedestrian connection will limit out-of direction travel for pedestrians wishing to access the neighboring church property or Gaffney Lane. The Applicant shall dedicate to the City the 15' wide area that borders the side yards of Lots 6 and 7, shown on the site plan

as a pedestrian access easement, for use as a pedestrian accessway to the adjacent church property. The applicant shall construct the area as a pedestrian accessway according to the standards in Chapter 12.04. **The applicant can meet this standard through condition of approval 22.**

16.12.040--Building Sites

The size, width, shape and orientation of building sites shall be appropriate for the primary use of the land division, and shall be consistent with the residential lot size provisions of the zoning ordinance.

Finding: Complies as Proposed. The buildings sites proposed are appropriate in size, width, shape, and orientation for low-density residential development, exceeding the minimum lot size, lot depth and lot width and similar to other development within the "R-6" Single-Family Dwelling District. The Applicant is not requesting a variance to any dimensional standard.

16.12.045 Building Sites--Minimum Density

All subdivision layouts shall achieve at least 80% of the maximum density of the base zone for the net developable area as defined in Section 17.04.

Finding: Complies as Proposed. The proposed subdivision includes 10 lots for the future construction of single-family attached homes in the R-6 zone. The gross site area is 79,745 square feet in total area, or 1.83 acres. The net developable area is 60,364 sf, or 75.7 percent of the total area. The maximum density allowed on the site is 10 lots (60,364 / 6000 = 10.6). The proposed ten-lot subdivision achieves 100% of the maximum density.

16.12.050 Calculations of Lot Area.

A subdivision in the R-10, R-8, R-6, R-3.5 and R-2 Dwelling District may include lots that are up to 20% less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone.

Finding: Complies as Proposed. The proposed subdivision includes 10 single-family residential units in the R-6 zone, which requires a minimum lot size average of 6,000 square feet. This standard allows lots within 20 percent of the 6,000 square foot minimum lot size (4,800 square feet). The applicant has proposed a subdivision with lots ranging from 5,075 square feet to 7,614 square feet. The average lot size is approximately 6,036 square feet.

16.12.055 Building Sites -Through Lots

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography.

Finding: Complies as Proposed. No through lots are proposed.

16.12.060 Building site--Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

Finding: Complies as Proposed. The proposed lot lines and parcels run at right angles to the street upon which they face and are radial to the curve on the cul-de-sac portion of the street.

16.12.065 Building site--Grading.

Grading of building sites shall conform to the State of Oregon Structural Specialty Code, Chapter 18, any approved grading plan and any approved residential lot grading plan in accordance with the requirements of Chapter 15.48, 16.12 and the Public Works Stormwater and Grading Design Standards, and the erosion control requirements of Chapter 17.47.

Finding: Complies with Condition. The Applicant provided a preliminary grading plan demonstrating compliance with the City's Public Works requirements for grading standards. The Applicant shall submit an

erosion control plan and obtain an erosion control permit and field installation for review by the Public Works Department prior to start of construction.

The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements.

The Applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval. The Applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or other ponding situations. The plan shall show the existing and proposed swales. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1 and 3.**

16.12.070 Building site--Setbacks and building location.

This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.

A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.

B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.

C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.

D. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:

- 1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or*
- 2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.*

E. The community development director may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.

Finding: Complies with Condition. Lots 9 and 10 front Meyers Road, which is a minor arterial. The Applicant proposed that these two lots take access from the new cul-de-sac by a 20-foot wide combined driveway for lots 8, 9 and 10. All other lots in the subdivision front the new cul-de-sac, which will be a local street. The front setback and most architectural significant façade for Lots 9 and 10 shall face Meyers Road. This condition will be enforced at the time of building permit application for homes on these two lots. **The applicant can meet this standard through Condition of Approval 23.**

16.12.075 Building site--Division of lots.

Where a tract of land is to be divided into lots or parcels capable of redivision in accordance with this chapter, the community development director shall require an arrangement of lots, parcels and streets which facilitates future redivision. In such a case, building setback lines may be required in order to preserve future right-of-way or building sites.

Finding: Complies as Proposed. No lots have been proposed which are capable of redivision in accordance with this chapter.

16.12.080 Protection of trees.

Protection of trees shall comply with the provisions of Chapter 17.41--Tree Protection.

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

16.12.085 Easements.

The following shall govern the location, improvement and layout of easements:

A. Utilities. Utility easements shall be required where necessary as determined by the city engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the land division and with adjoining subdivisions or partitions. Specific utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans.

Finding: Complies with Conditions. The Applicant proposed public utility easements (PUE's) along all street frontages.

Ten-foot public utility easements along all street frontages and all easements required for the final engineering plans shall be dedicated to the public on the final plat. 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. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 14.**

B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards.

Finding: Complies as proposed. There are no unusual facilities that require easements.

C. Watercourses. Where a land division is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.

Finding: Not Applicable. There are no watercourses traversing or bounding the site.

D. Access. When easements are used to provide vehicular access to lots within a land division, the construction standards, but not necessarily width standards, for the easement shall meet city specifications. The minimum width of the easement shall be twenty feet. The easements shall be improved and recorded by the applicant and inspected by the city engineer. Access easements may also provide for utility placement.

Finding: Not Applicable. There are no vehicular access easements proposed or required with this development.

E. Resource Protection. Easements or other protective measures may also be required as the community development director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.

Finding: Not Applicable. There are no identified significant natural features that require resource protection pursuant to this section.

16.12.090 Minimum improvements--Procedures.

In addition to other requirements, improvements installed by the applicant either as a requirement of these or other regulations, or at the applicant's option, shall conform to the requirements of this title and be designed to city specifications and standards as set out in the city's facility master plan and Public Works Stormwater and Grading Design Standards. The improvements shall be installed in accordance with the following procedure:

A. Improvement work shall not commence until construction plans have been reviewed and approved by the city engineer and to the extent that improvements are in county or state right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.

B. Improvements shall be constructed under the inspection and approval of the city engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the city engineer or other city decision-maker, the applicant's project engineer also shall inspect construction.

C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of Chapter 17.49 and the Public Works Erosion and Sediment Control Standards.

Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed beyond the public utility easement behind to the lot lines.

D. As-built construction plans and digital copies of as-built drawings shall be filed with the city engineer upon completion of the improvements.

E. The city engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.

Finding: Complies with Condition. The Applicant indicated that construction plans for all required improvements will be presented to the city for review and approval prior to the commencement of any construction activities on the site. Inspection will be provided for as required by this standards and city policy. Erosion control measures will be provided and are depicted in conceptual form on the attached preliminary grading plans. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 3 and 4.**

16.12.095 Same--Public facilities and services.

The following minimum improvements shall be required of all applicants for a land division under Title 16, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the city's public systems and facilities:

A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the city's planned level of service on all public streets, including alleys within the land division and those portions of public streets adjacent to but only partially within the land division. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for street improvements that benefit the applicant's property. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points of curvature and points of tangency of their center line, and at such other points as directed by the city engineer.

Finding: Complies as Proposed. A Traffic Assessment Letter (TAL) was prepared for this project, dated

February 19, 2014, under the direction of Michael Ard of Lancaster Engineering (Exhibit 5). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation." (Exhibit 6).

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

Finding: See section 16.08.030.B.3 of this report for a description of the storm drainage system.

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

Finding: See section 16.08.030.B.2 of this report for a description of the sanitary sewer system.

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

Finding: See section 16.08.030.B.1 of this report for a description of the water system.

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

Finding: Complies with Conditions. Meyers Road is classified as a minor arterial. The City's adopted Trails Master Plan (2004) and Transportation System Plan (2013) call for a shared-use path on the south side of Meyers Road. The path is identified as a regional trail, project R3, in the Trails Master Plan and is part of the Oregon City Loop Trail (Exhibit 7). The Trails Master Plan includes a standard for regional trails of 10-12 feet wide with two feet of soft shoulders on each side. Regional trails are meant to accommodate two-way bicycle and pedestrian traffic. The applicant did not propose to construct a shared use path to this standard. Meyers Road is currently developed with bicycle lanes on both sides, and there are seven-foot wide sidewalks on the north and south of the site on Meyers Road that abuts the proposed development. Staff consulted with the Community Services Department regarding the shared use path, and came to the conclusion that a seven foot sidewalk that matches the existing sidewalks on Meyers Road is acceptable instead of a full 10-12' shared use path. Because of existing development patterns, it is unlikely that the full shared use path could be constructed to the full standard along other portions of Meyers Road. Bicycle traffic will continue to use the bicycle lanes on Meyers Road. Staff does recommend that the sidewalk include a striped crosswalk at the mouth of the cul-de-sac in order to match the design standards for trail crossings in the adopted Trails Master Plan. The applicant shall provide this crosswalk in the final plan.

The proposed cul-de-sac would be classified as a local street and the code requires a 5-foot sidewalk. The Applicant has proposed to install 5- foot wide sidewalks on the proposed cul-de-sac

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 3, 16, 17 and 18.

F. Bicycle Routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the decision-maker may require the installation of separate bicycle lanes within streets and separate bicycle paths.

Finding: Complies as Proposed. The City's adopted Trails Master Plan (2004) and Transportation System Plan (2013) call for a shared-use path on the south side of Meyers Road. The path is identified as a regional trail, project R3, in the Trails Master Plan and is part of the Oregon City Loop Trail. Meyers Road is currently constructed with bicycle lanes. See findings in Chapter 12.04.

G. Street Name Signs and Traffic Control Devices. The applicant shall install street name signs at all street intersections. The applicant shall install traffic control devices as directed by the city engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.

Finding: Complies with Condition. The Applicant indicated it will comply with this section. **The Applicant can meet this standard through Condition of Approval 17.**

H. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all city regulations.

Finding: Complies with Condition. As required in this criterion, the Applicant shall install street lights along the frontage of the project. A street lighting plan shall be provided as part of the design plans to be reviewed by the City. PGE owns, installs and maintains all new street lights within the City. The applicant shall coordinate directly with PGE for the design of street lights. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 3, 16, 17, 18 and 21.**

I. Street Trees.

Finding: Please refer to Chapter 12.08, Street Trees.

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

Finding: Complies as Proposed. The Applicant's plans indicated compliance with this section.

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

Finding: Complies as Proposed. The application materials indicated compliance with this section.

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

Finding: Complies as Proposed. The Applicant indicated it will comply with this section.

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

Finding: Complies with Condition. The Applicant provided a preliminary rough grading plan that indicates the Applicant will be able to meet the City's Public Works erosion control standards. The Applicant shall provide an Erosion Prevention and Sedimentation Control Plan suitable to the Public Works Department to meet the Public Works requirements for erosion control. The Applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or other ponding situations. The plan shall show the existing and proposed swales. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 1.**

16.12.100 Same--Road standards and requirements.

A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04.

Finding: Please refer to the findings in chapter 12.04 within this report.

16.12.105 Same--Timing requirements.

A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with this section.

B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the city engineer. Under this option, the improvement must be complete and accepted by the city engineer prior to final plat approval.

C. Financial Guarantee. The applicant shall provide the city with a financial guarantee in a form acceptable to the city attorney and equal to one hundred ten percent of the cost of constructing the public improvements in accordance with Oregon City Municipal Code Chapter 17.50. Possible forms of guarantee include an irrevocable or standby letter of credit, guaranteed construction loan set-aside, reserve account, or performance guarantee,

but the form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city, must be reviewed and approved by the city attorney. The amount of the guarantee shall be based upon approved final engineering plans, equal to at least one hundred ten percent of the estimated cost of construction, and shall be supported by a verified engineering estimate and approved by the city engineer.

Finding: Complies as Proposed. The Applicant indicated compliance with this section and will submit the required performance guarantees or will perform the improvements required for this application. This standard is met.

16.12.110 - Minimum improvements—Financial guarantee.

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

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

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

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

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

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

Finding: Complies as Proposed. The Applicant indicated compliance with this section and will submit the required performance guarantees or will perform the improvements required for this application. This standard is met.

CHAPTER 12.04 – STREETS, SIDEWALKS AND PUBLIC PLACES

12.04.007 Modifications.

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

- A. The modification meets the intent of the standard;*
- B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;*
- C. The modification is consistent with an adopted plan; and*
- D. The modification is complementary with a surrounding street design; or, in the alternative,*
- E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.*

Finding: Complies with conditions: The applicant has requested that the minor arterial standards for Meyers Road be modified to match the existing improvements on Meyers Road. See section 16.12.095 E of this report for sidewalks, and section 12.04.180 for street description.

12.04.010 Construction specifications—Improved streets.

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

Finding: Complies with conditions: See section 12.04.180 of this report.

12.04.020 Construction specifications—Unimproved streets.

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

Finding: Complies with conditions: See section 12.04.180 of this report.

12.04.025 - Street design—Driveway Curb Cuts.

- A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.*
- B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.*

<i>Property Use</i>	<i>Minimum Driveway Width at sidewalk or property line</i>	<i>Maximum Driveway Width at sidewalk or property line</i>
<i>Single or Two-Family Dwelling with one Car Garage/Parking Space</i>	<i>10 feet</i>	<i>12 feet</i>
<i>Single or Two-Family Dwelling with two Car Garage/Parking Space</i>	<i>12 feet</i>	<i>24 feet</i>
<i>Single or Two-Family Dwelling with three or more Car Garages/Parking Space</i>	<i>18 feet</i>	<i>30 feet</i>

Non Residential or Multi-Family Residential Driveway Access	15 feet	40 feet
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The driveway width abutting the street pavement may be extended 3 feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).

Finding: Complies as proposed. The applicant has proposed one driveway cut per lot.

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

1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.
 - a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.
 - b. Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single -Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.

D. For all driveways, the following standards apply.

1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.
2. Driving vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.
3. Placing soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.
4. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.

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

Finding: Complies as proposed. Each lot shall have a separate driveway, with the exception of Lots 8, 9, and 10, which will share a driveway with access on the new local street.

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: Applicant acknowledges the requirement.

12.04.031 Liability for sidewalk injuries.

- A. The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.
- B. If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section.

Finding: Applicant acknowledges the requirement.

12.04.032 Required sidewalk repair.

- A. When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.
- B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the city may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.
- C. The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.
- D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.

Finding: Applicant acknowledges the requirement.

12.04.033 City may do work.

If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.

Finding: Applicant acknowledges the requirement.

12.04.034 Assessment of costs.

Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.

Finding: Applicant acknowledges the requirement.

12.04.040 Streets--Enforcement.

Any person whose duty it is to maintain and repair any sidewalk, as provided by this chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this chapter shall be deemed a nuisance. Violation of any provision of this chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Applicant acknowledges the requirement.

12.04.050 Retaining walls--Required.

Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.

Finding: Complies with conditions. There is a proposed retaining wall along two sides of the storm water detention pond. This retaining wall will be publicly owned. The applicant shall provide a geotechnical report providing design criteria for the retaining wall. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 19.**

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: Applicant acknowledges the requirement.

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: Applicant acknowledges the requirement.

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: Applicant acknowledges the requirement.

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: Applicant acknowledges the requirement.

12.04.100 Excavations – Restoration of Pavement

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the

person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.

Finding: Complies with conditions. The applicant has proposed cuts for utilities in Meyers Road. The pavement restoration shall be done in accordance with the City's Pavement Cut Standards. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1 and 19.**

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: Applicant acknowledges the requirement.

12.04.120 Obstructions – Permit Required

A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B of this section, in any public street or alley in the city, without obtaining approval for a right-of-way permit from the commission by passage of a resolution.

- 1. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.*
- 2. The applicant shall submit at least the following information in the permitting process in order to allow the commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:*
 - a. Site plan showing right-of-way, utilities, driveways as directed by staff;*
 - b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;*
 - c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);*
 - d. Alternative routes if necessary;*
 - e. Minimizing obstruction area; and*
 - f. Hold harmless/maintenance agreement.*
- 3. If the commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the city engineer shall issue a right-of-way permit with any conditions deemed necessary by the commission.*

B. Temporary Obstructions.

- 1. A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.*
- 2. The city engineer, or designee, is authorized to grant a permit for a temporary obstruction.*
- 3. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.*
- 4. The applicant shall submit, and the city engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the city engineer:*
 - a. Site plan showing right-of-way, utilities, driveways as directed by staff;*
 - b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;*
 - c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);*
 - d. Alternative routes if necessary;*
 - e. Minimizing obstruction area; and*
 - f. Hold harmless/maintenance agreement.*
- 5. In determining whether to issue a right-of-way permit to allow a temporary obstruction, the city engineer may issue such a permit only after finding that the following criteria have been satisfied:*

- a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;
- b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;
- c. No alternative locations are available that would not require use of the public right-of-way; and
- d. Any other factor that the city engineer deems relevant.

6. The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.

C. Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the commission.

Finding: Not applicable.

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.

12.04.140 Obstructions--Nuisance--Penalty.

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

Finding: Not applicable.

12.04.150 Street and alley vacations--Cost.

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

Finding: Not applicable.

12.04.160 Street vacations--Restrictions.

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

Finding: Not applicable.

12.04.170 Street Design - Purpose and General Provisions.

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

Finding: Complies with conditions. Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 3.

12.04.175 Street Design--Generally.

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. The arrangement of streets shall either:

- A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;*
- B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with section 12.04 shall be required to preserve the objectives of street extensions.*

Finding: Complies as proposed. The applicant has proposed a cul-de-sac. A review of the surrounding development shows that this is the most viable way to serve the proposed development, and that an extension of the street beyond the boundaries of the proposed development is not reasonable.

12.04.180 Street Design.

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

Table 12.04.180 Street Design

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

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscap e Strip	Bike Lane	Street Parkin g	Travel Lanes	Median
Major Arterial	<i>Mixed Use, Commercial or Public/Quasi Public</i>	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	<i>Industrial</i>	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	<i>Residential</i>	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Minor Arterial	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Collector	Mixed Use, Commercial or Public/Quasi Public	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A
	Industrial	88 ft.	62 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	N/A
	Residential	85 ft.	59 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 11 ft. Lanes	N/A

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Local	Mixed Use, Commercial or Public/Quasi Public	62 ft.	40 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		N/A	8 ft.	(2) 12 ft. Lanes	N/A
	Industrial	60 ft.	38 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 19 ft. Shared Space			N/A
	Residential	54 ft.	32 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 16 ft. Shared Space			N/A

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5'-foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5'-foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of 20 feet and a minimum pavement width of 16 feet. If alleys are provided, garage access shall be provided from the alley.

Finding: Complies with conditions. Meyers Road is classified as a minor arterial in a residential area which has a requirement for a 100-foot right-of-way, 68-foot pavement, curb & gutter, 10.5-foot sidewalk with 5-foot tree wells, 6-foot bike lane, 7-foot parking strip, three 12-foot travel lanes and a 6-foot median. In this location Meyers Road has a well established section which includes a 60-foot right-of-way, 36-foot pavement width that has two 6-foot bike lanes and curbs on both sides. The most recent improvements adjacent to the proposed development includes a 5-foot planter strip and 7-foot sidewalk.

Meyers Road is classified as a minor arterial. The City's adopted Trails Master Plan (2004) and Transportation System Plan (2013) call for a shared-use path on the south side of Meyers Road. The path is identified as a regional trail, project R3, in the Trails Master Plan and is part of the Oregon City Loop Trail.

The Trails Master Plan includes a standard for regional trails of 10-12 feet wide with two feet of soft shoulders on each side. Regional trails are meant to accommodate two-way bicycle and pedestrian traffic. The applicant did not propose to construct a shared use path to this standard. Meyers Road is currently developed with bicycle lanes on both sides, and there are seven-foot wide sidewalks on the north and south of the site on Meyers Road that abuts the proposed development. Staff consulted with the Community Services Department regarding the shared use path, and came to the conclusion that a seven foot sidewalk and five foot planter strip that matches the existing sidewalks on Meyers Road is acceptable instead of a full 10-12' shared use path. Because of existing development patterns, it is unlikely that the full shared use path could be constructed to the full standard along other portions of Meyers Road. Bicycle traffic will continue to use the bicycle lanes on Meyers Road. Staff does recommend that the sidewalk include a striped crosswalk at the mouth of the cul-de-sac in order to match the design standards for trail crossings in the adopted Trails Master Plan. The applicant shall provide this crosswalk in the final plan.

To construct these improvements a 1-foot right-of-way dedication will be required.

There will be trench patches for the full length of the development on Meyers Road on the half of the street closest to the proposed development. Restoration of Meyers Road to the city's current Pavement Cut Standard is required.

For the throat of the cul-de-sac, the applicant shall construct a local street in compliance with City standards with a 54-foot right-of-way, 32-foot pavement, curb and gutter, 5-foot planter strip (not including the curb), 5-foot sidewalk, street trees, street lighting, curb return radii, centerline monuments in boxes, and traffic control devices.

The Applicant shall construct the cul-de-sac that meets City standards with a 56-foot radius right-of-way, and improvements that include, but are not to limited to, base rock, paved street radius of 45 feet, curb and gutter, 5-foot landscape strip not including curb width, 5-foot concrete sidewalk (curb, landscape strip and sidewalk on both sides of the street), curb return radii, centerline monuments in boxes, traffic control devices, street trees, and street lights.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 3, 15, 16, 17 and 18.

12.04.185 Street Design--Access Control.

- A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the City as a City controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.*
- B. The City may grant a permit for the adjoining owner to access through the access control.*
- C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."*
- D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."*

Finding: Not applicable. There will be no half streets or streets that might be extended.

12.04.190 Street Design--Alignment.

The centerline of streets shall be:

- A. Aligned with existing streets by continuation of the centerlines; or
- B. Offset from the centerline by no more than five (5) feet, provided appropriate mitigation, in the judgment of the City Engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

Finding: Not applicable. The proposed new street is not aligned with a street continuation.

12.04.194 Traffic Sight Obstructions

All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

Finding: The applicant acknowledges this requirement.

12.04.195 Spacing Standards.

- A. *All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in Figure 8 in the Transportation System Plan. The maximum block spacing between streets is 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every 330 feet. The spacing standards within this section do not apply to alleys.*
- B. *All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.*

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	Minimum Driveway Spacing Standards	Distance
Major Arterial Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	175 ft.
Minor Arterial Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	175 ft.
Collector Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	100 ft.
Local Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	25 ft.
<i>The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.</i>		

Finding: Complies as proposed. The proposed new intersection on Meyers Road is approximately 180-feet (centerline to centerline) from Gerber Woods Drive. This meets the minimum requirement of 150-feet.

12.04.199 Pedestrian and Bicycle Accessways

Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three-hundred-and-thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

- A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.*
- B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:

 - 1. Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five foot planter strip and a three foot planter strip.*
 - 2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five foot planter strip and a three foot planter strip.**
- C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.*
- D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.*
- E. Accessways shall comply with Americans with Disabilities Act (ADA).*
- F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:

 - 1. Within the three foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;*
 - 2. Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees;*
 - 3. Within the five foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;*
 - 4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.**
- G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.*
- H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.*
- I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings.*
- J. The Community Development Director may approve an alternative accessway design due to existing site constraints through the modification process set forth in Section 12.04.007.*

Finding: Complies with conditions. The applicant has proposed sidewalks along all the streets and there is an existing striped bike lane on Meyers Road.

The proposal includes a 15' wide pedestrian access easement leading from the end of the cul-de-sac to the adjacent church property at 19691 Meyers Rd (Clackamas County Map 3-2E-08CA-01000) , situated between Lots 6 and 7 of the subdivision. The easement is required for this subdivision in order to comply with

16.12.035.B.2 and 3. The church property could either be developed in the future or could desire a connection as a “neighborhood activity center”, thus, the pedestrian connection is required. The Applicant shall dedicate to the City the 15’ wide area that borders the side yards of Lots 6 and 7, shown on the site plan as a pedestrian access easement, for use as a pedestrian accessway to the adjacent church property. The applicant shall construct the area as a pedestrian accessway according to the standards in Chapter 12.04. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 3, 15, 16, 17, 18, and 22.**

K. Ownership, liability and maintenance of accessways.

To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:

- 1 *Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or*
- 2 *The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.*

Finding: Complies with Condition. The proposal includes a 15’ wide pedestrian access easement leading from the end of the cul-de-sac to the adjacent church property at 19691 Meyers Rd (Clackamas County Map 3-2E-08CA-01000) , situated between Lots 6 and 7 of the subdivision. The easement is required for this subdivision in order to comply with 16.12.035.B.2 and 3. The church property could either be developed in the future or could desire a connection as a “neighborhood activity center”, thus, the pedestrian connection is required. The Applicant shall dedicate to the City the 15’ wide area that borders the side yards of Lots 6 and 7, shown on the site plan as a pedestrian access easement, for use as a pedestrian accessway to the adjacent church property. The applicant shall construct the area as a pedestrian accessway according to the standards in Chapter 12.04. **The applicant can meet this standard through condition of approval 22.**

12.04.205 Mobility Standards.

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

- A. *For intersections within the Regional Center, the following mobility standards apply:*
 1. *During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
 2. *During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
 3. *Intersections located on the Regional Center boundary shall be considered within the Regional Center.*
- B. *For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:*
 1. *During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

2. *During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
- C. *For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Thoroughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:*
 1. *For signalized intersections:*
 - a. *During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*
 - b. *During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*
 2. *For unsignalized intersections outside of the boundaries of the Regional Center:*
 - a. *For unsignalized intersections, during the peak hour, all movements serving more than 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour.*
- D. *Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:*
 - I-205 / OR 99E Interchange*
 - I-205 / OR 213 Interchange*
 - OR 213 / Beavercreek Road**State intersections located within or on the Regional Center Boundaries*
 1. *In the case of conceptual development approval for a master plan that impacts the above references intersections:*
 - a. *The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and*
 - b. *Only those trips approved by a detailed development plan review are vested.*
 2. *Development which does not comply with the mobility standards for the intersections identified in 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.*

Finding: Not Applicable. A Traffic Assessment Letter (TAL) was prepared for this project, dated February 19, 2014, under the direction of Michael Ard of Lancaster Engineering (Exhibit 5). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are no transportation-related issues associated with this subdivision requiring mitigation." (Exhibit 6). No level of service upgrades are required.

12.04.210 Street design--Intersection Angles.

Except where topography requires a lesser angle, streets shall be laid out to intersect at angles as near as possible to right angles. In no case shall the acute angles be less than eighty degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least one

hundred feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty feet of tangent adjacent to the intersection unless topography requires a lesser distance. All street intersections shall be provided with a minimum curb return radius of twenty-five feet for local streets. Larger radii shall be required for higher street classifications as determined by the city engineer. Additional right-of-way shall be required to accommodate curb returns and sidewalks at intersections. Ordinarily, intersections should not have more than two streets at any one point.

Finding: Complies with conditions. The new intersection with Meyers Road is proposed to be constructed at a 90-degree angle. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 3 and 17.**

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: Complies with conditions. See section 12.04.180 of this report.

12.04.220 Street Design--Half Street.

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

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

Finding: Not applicable. There are no half streets proposed.

12.04.225 Street Design--Cul-de-sacs and Dead-End Streets.

The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, arterial access restrictions or similar situation as determined by the Community Development Director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of 25 dwelling units and a maximum street length of two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall include pedestrian/bicycle accessways as required in this Chapter. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.

Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with Fire District and City adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way / easements sufficient to provide turn-around space

with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

Finding: Complies as Proposed. The applicant has proposed a cul-de-sac as it is the only reasonable way to serve the proposed development. It is less than 200-feet long and serves less than 25 homes. See section 12.04.180 for further information and conditions.

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: The applicant has not proposed a street name for the new street. Prior to final plat, the applicant shall coordinate with the City to select an appropriate name for the new street. **The applicant can meet this standard through Condition of Approval 24.**

12.04.235 Street Design--Grades and Curves.

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

Finding: Complies as proposed. The proposed street grade is approximately 4-percent, which is acceptable. There are two horizontal curves which are very short and relatively minor. Further, the local street will be stop controlled.

12.04.240 Street Design--Development Abutting Arterial or Collector Street.

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

Finding: Complies with conditions. The proposed development abuts a minor arterial. See section 12.04.180 of this report for improvements and conditions.

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. The proposed new street is short, a dead end and stop controlled, so there will not be nonlocal traffic.

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. There are no alleys proposed.

12.04.260 Street Design--Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary in Chapter 12.04 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Finding: Not applicable. There are no public transit stops.

12.04.265 Street design--Planter Strips.

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

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

Finding: Complies with conditions. See section 12.04.180 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: The applicant acknowledges this requirement.

12.04.280 Violation--Penalty.

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

Finding: The applicant acknowledges this requirement.

CHAPTER 12.08 - PUBLIC AND STREET TREES

12.08.015 *Street tree planting and maintenance requirements.*

All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.

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

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

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

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

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

Finding: Complies with Condition. The applicant proposes street trees in a five-foot planter strip along Meyers Road and the new cul-de-sac. The Applicant submitted a street tree plan that includes 21 total street trees spaced evenly throughout the frontage of the site. The total street frontage in the plans is 723 feet, requiring 21 total trees ($723/35 = 20.6$). The plan did not identify the location of street lights, fire hydrants, or power lines or the size of the proposed street trees. Prior to final plat the Applicant shall submit a final Street Tree Plan for the frontage of the property that includes the number, location, size, and species of the trees. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 25.**

12.08.020 *Street tree species selection.*

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

Finding: Complies with Condition. The Applicant indicated that the street trees would be planted in accordance with Chapter 12.08 but did not indicate the species. Prior to final plat the Applicant shall submit a final Street Tree Plan for the frontage of the properties that includes the number, location, size, and species of the trees. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 25.**

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. There are no existing street trees proposed to be removed with this development.

Chapter 17.41 TREE PROTECTION STANDARDS

17.41.010-040 Tree Protection.

New development shall be designed in a manner that preserves trees to the maximum extent practicable. As a requirement of any Type II land use application, the siting of structures, roadways and utility easements shall provide for the protection of tree resources to the maximum extent practicable. This applies to all subdivision, partition and site plan and design review applications.

Finding: Applicable. The Applicant has proposed a subdivision. Compliance with this section is required.

17.41.050 Same--Compliance options.

Applicants for review shall comply with these requirements through one of the following procedures:

- A. Option 1 - Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to section 17.41.060 or 17.41.070. All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.*
- B. Option 2 – Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to sections 17.41.080-100; or*
- C. Option 3 – Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to section 17.41.110-120.; or*
- D. Option 4 - Cash-in-lieu of planting pursuant to Section 17.41.130.*

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

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

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

Finding: Complies with Conditions. The subject site contains a total of 47 trees that are subject to the provisions of this section. The applicant proposed mitigation per Option 1. Nineteen of the trees are proposed to be removed and the remainder will be preserved and protected with a permanent restrictive covenant. The applicant proposed only 28 trees for planting on site under Option 1; while 33 are required. Prior to final plat, the Applicant shall submit a revised tree mitigation plan in accordance with OCMC 17.41, showing the tree locations relative to the construction area and including 33 mitigation trees.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 26.

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

A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in Chapter 17.04 to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arboriculture. At the applicant's expense, the City may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated

separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08 – Community Forest and Street Trees.

B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees 6" DBH (minimum 4.5 feet from the ground) or larger on the entire site and either:

(1) Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or

(2) Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

Table 17.41.060-1

Tree Replacement Requirements

<i>Size of tree removed (DBH)</i>	<i>Column 1 Number of trees to be planted. (If removed Outside of construction area)</i>	<i>Column 2 Number of trees to be planted. (If removed Within the construction area)</i>
<i>6 to 12"</i>	<i>3</i>	<i>1</i>
<i>13 to 18"</i>	<i>5</i>	<i>2</i>
<i>19 to 24"</i>	<i>8</i>	<i>3</i>
<i>25 to 30"</i>	<i>10</i>	<i>4</i>
<i>31 and over"</i>	<i>15</i>	<i>5</i>

Finding: Complies with Condition. The subject site contains a total of 47 trees that are subject to the provisions of this section. Nineteen trees are proposed to be removed per the table below:

DBH"	Species	In / Out Construction Area	# Mitigation Trees Required
8	Deciduous	In	1
8	Deciduous	In	1
8	Deciduous	In	1
8	Deciduous	In	1
8	Deciduous	In	1
8	Deciduous	In	1
8	Fruit	Out	3
8	Fruit	In	1
8	Fruit	In	1
10	Birch	In	1
12	Deciduous	In	1
12	Fir	In	1
12	Fir	In	1
12	Fruit	In	1

18	Fruit	In	2
18	Fruit	In	2
18	Fruit	In	2
24	Maple	In	3
24	Fir	Out	8
TOTAL			33

The applicant proposed only 28 trees for planting on site under Option 1; while 33 are required. Prior to final plat, the Applicant shall submit a revised tree mitigation plan in accordance with OCMC 17.41, showing the tree locations relative to the construction area and including 33 mitigation trees.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 26.

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

Development applications which opt for removal or trees with subsequent replanting pursuant to Section 17.41.050A. and shall be required to mitigate for tree cutting by complying with the following priority for replanting standards C.1.--4. below:

First Priority. Replanting on the development site. First priority for replacement tree locations shall be planting on-site.

Finding: Complies with Condition. The applicant proposed only 28 trees for planting on site under Option 1; while 33 are required. Prior to final plat, the Applicant shall submit a revised tree mitigation plan in accordance with OCMC 17.41, showing 33 mitigation trees. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 26.**

17.41.075 –125 *Tree Mitigation Options*

These code sections provide a variety of compliance options for land use applications, including preservation and mitigation of trees, the use of flexible lots sizes and setbacks, on-site density transfer, preservation tracts, and fee-in-lieu of planting.

Finding: Not Applicable. The Applicant did not seek compliance based on these options.

17.41.130. *Regulated Tree Protection Procedures During Construction.*

A. No permit for any grading or construction of public or private improvements may be released prior to verification by the Community Development Director that regulated trees designated for protection or conservation have been protected according to OCMC 17.41.130(B). No trees designated for removal shall be removed without prior written approval from the Community Development Director.

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

- 1. Except as otherwise determined by the Community Development Director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.*
- 2. Approved construction fencing, a minimum of 4 feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the Community Development Director.*

3. *Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the Community Development Director.*
4. *No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.*
5. *The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.*
6. *No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the Community Development Director.*
7. *No machinery repair or cleaning shall be performed within 10 feet of the dripline of any trees identified for protection.*
8. *Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the Community Development Director and pursuant to the approved written recommendations and on-site guidance and supervision of a Certified Arborist.*
9. *The City may require that a Certified Arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.*
10. *The Community Development Director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.*

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

Finding: Complies with Condition. The proposal shows protection fencing around some of the trees on site. Prior to construction activities, the applicant shall ensure that 4 ft. tree protection fencing is placed around all trees greater than 6" caliper that are not removed and that the requirements in Chapter 17.41.130 are met. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 27.**

CHAPTER 13.12: STORMWATER CONVEYANCE, QUANTITY AND QUALITY

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

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

1. The conveyance facilities are located entirely on one privately owned parcel;
 2. The conveyance facilities are privately maintained; and
 3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.
- Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.

Finding: Complies with Condition. The applicant has proposed to install a storm water collection system within the street right-of-way that shall connect to an existing City owned storm water collection system. For a full description see section 16.08.030 B3 of this report **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 3, 4, 11, 12 and 13.**

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

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

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

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

Finding: Complies with Condition. The proposed development will create more than 2,000 square feet of new impervious area, so storm water quantity control is required. See section 16.08.030.B.3 of this report for a description of the storm drainage system and quantity control.

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

Finding: Not Applicable. The proposed work is not redevelopment.

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

a. *The development site discharges to a stormwater quantity control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater, or,*

b. *The development site discharges to one of the following receiving bodies of water: Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42*

Finding: Not Applicable. An exemption is not required.

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

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

a. *The construction of four or more single-family residences;*

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

c. *Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;*

d. *An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive*

the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.

Finding: The applicant has proposed to construct more than four homes, therefore, storm water quality control is required. See section 16.08.030.B.3 of this report for a description of the storm drainage system and quality control.

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

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

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

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

Finding: Not Applicable. No new waste discharges or increased stormwater flow will flow into the Clackamas River with this development.

IV. CONCLUSION AND DECISION:

In conclusion, the proposed zone change and 10-lot subdivision located at 19751 Meyers Rd, Clackamas County Map 3-2E-08CA-00600, and 19735 Meyers Rd, Clackamas County Map 3-2E-08CA-00700, can meet the approval standards outlined in this Staff Report, subject to the Applicant's proposal and attached Conditions of Approval contained in this report. Therefore, the Community Development Director recommends approval of the application with Conditions.

V. EXHIBITS

The following exhibits are attached to this staff report.

1. Vicinity Map
2. Applicant's Submittal
3. Subdivision Map set
4. Applicant's letter to Planning Commission regarding an alternative layout
5. Applicant's Traffic Analysis Letter
6. Comments from John Replinger of Replinger and Associates
7. Trails Master Plan Map
8. Engineering Policy EP 00-01

**PROPOSED CONDITIONS OF APPROVAL
TP 14-02 and ZC 14-02**

1. Prior to final plat approval, the Applicant shall provide an Erosion Prevention and Sedimentation Control Plan suitable to the Public Works Department to meet the Public Works requirements for erosion control. The Applicant shall provide a Preliminary Residential Lot Grading Plan to the City for review prior to the approval of construction plans. A final site Residential Lot Grading Plan shall be required as part of the final construction plans per the City's Residential Lot Grading Criteria and the International Building Code. If significant grading is required for the lots due to its location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all subdivision boundaries. Grading shall in no way create any water traps, or other ponding situations. (DS)
2. Prior to final plat, the applicant shall ensure that the street facing façade of the existing home on Lot 8 contains five of the following design elements from Chapter 17.20:
 1. The design of the dwelling includes dormers, which are projecting structures built out from a sloping roof housing a vertical window;
 2. The roof design utilizes a:
 - a. Gable, which is a roof sloping downward in two parts from a central ridge, so as to form a gable at each end; or
 - b. Hip, which is a roof having sloping ends and sides meeting at an inclined projecting angle.
 3. The building facade includes 2 or more offsets of 16-inches or greater;
 4. A roof overhang of 16-inches or greater;
 5. A recessed entry that is at least 2 feet behind the furthest forward living space on the ground floor, and a minimum of 8 feet wide;
 6. A minimum 60 square-foot covered front porch that is at least 5 feet deep or a minimum 40 square-foot covered porch with railings that is at least 5 feet deep and elevated entirely a minimum of 18-inches;
 7. A bay window that extends a minimum of 12-inches outward from the main wall of a building and forming a bay or alcove in a room within;
 8. Windows and main entrance doors that occupy a minimum of 15% of the lineal length of the front façade (not including the roof and excluding any windows in a garage door);
 9. Window trim (minimum 4-inches);
 10. Window grids (excluding any windows in the garage door or front door).
 11. Windows on all elevations include a minimum of 4-inch trim (worth 2 elements);
 12. Windows on all of the elevations are wood, clad wood, or fiberglass (worth 2 elements);
 13. Windows on all of the elevations are recessed a minimum of two inches from the façade (worth 2 elements);
 11. A balcony that projects from the wall of the building and is enclosed by a railing or parapet;
 14. Shakes, shingles, brick, stone or other similar decorative materials shall occupy a minimum of 60 square feet of the street façade;
 15. All garage doors are a maximum 9-feet wide;
 16. All garage doors wider than 9-feet are designed to resemble 2 smaller garage doors;
 17. There are a minimum of two windows in each garage door;
 15. A third garage door is recessed a minimum of 2 feet;

16. A window over the garage door that is a minimum of 12 square feet with window trim (minimum 4-inches);
 17. There is no attached garage onsite;
 18. The living space of the dwelling is within 5 feet of the front yard setback; or
 19. The driveway is composed entirely of pervious pavers or porous pavement. (P)
3. 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. This includes attending a pre-design meeting with the City. (DS)
 4. 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. (DS)
 5. The applicant shall construct a new 8-inch water line into the proposed cul-de-sac with a blow-off at the end. (DS)
 6. All new water services shall be constructed with individual copper water laterals a minimum of 1-inch diameter in size connecting the water main to the water meter. (DS)
 7. 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)
 8. The sanitary sewer main shall connect to the existing pipe at the corner of Gerber Woods Drive and Meyers Road. The existing clean-out shall be replaced with a manhole. The pipe shall be extended from Gerber Woods drive across the full frontage of the development along Meyers Road, and into the proposed cul-de-sac with a manhole at the end. (DS)
 9. All new sanitary sewer laterals shall be constructed with individual laterals connecting to the sanitary sewer main. (DS)
 10. Public storm sewer improvements shall be designed and constructed to collect and convey on-site and off-site storm drainage in a manner suitable to the Public Works Department. (DS)
 11. The storm system improvements shall include on-site infiltrators for each lot, a standard collection system in the street right-of-way, detention and treatment for run-off in the right-of-way. Discharge from the detention pond shall be to the existing public system on Meyers Road. (DS)
 12. The storm collection pipe on Meyers Road should be extended to the end of the proposed development along Meyers Road. (DS)
 13. A final storm water report shall be completed as part of the design. (DS)
 14. 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)
 15. The Applicant shall dedicate 1-foot of right-of-way along Meyers Road. (DS)
 16. The Applicant shall construct improvements on Meyers Road which include a 5-foot planter strip with street trees behind the existing curb, and a 7-foot wide sidewalk. The pavement shall be replaced to the centerline of the street, and the street restriped to match the existing striping including a 6-foot wide bike lane. The applicant shall provide a crosswalk for the 7 foot sidewalk as it cross the mouth of the cul-de-sac. (DS)
 17. The applicant shall construct a local street with a 54-foot right-of-way, and improvements that includes, but are not to limited to, base rock, paved street, 32-foot pavement, curb and gutter, 5-foot planter strip (not including the curb), 5-foot sidewalk, street trees, street lighting, curb return radii, centerline monuments in boxes, and traffic control devices. The centerline of the new street shall be a minimum of 150-feet from the centerline of Gerber Woods Drive. The intersection angle with Meyers Road shall be 90-degrees. (DS)

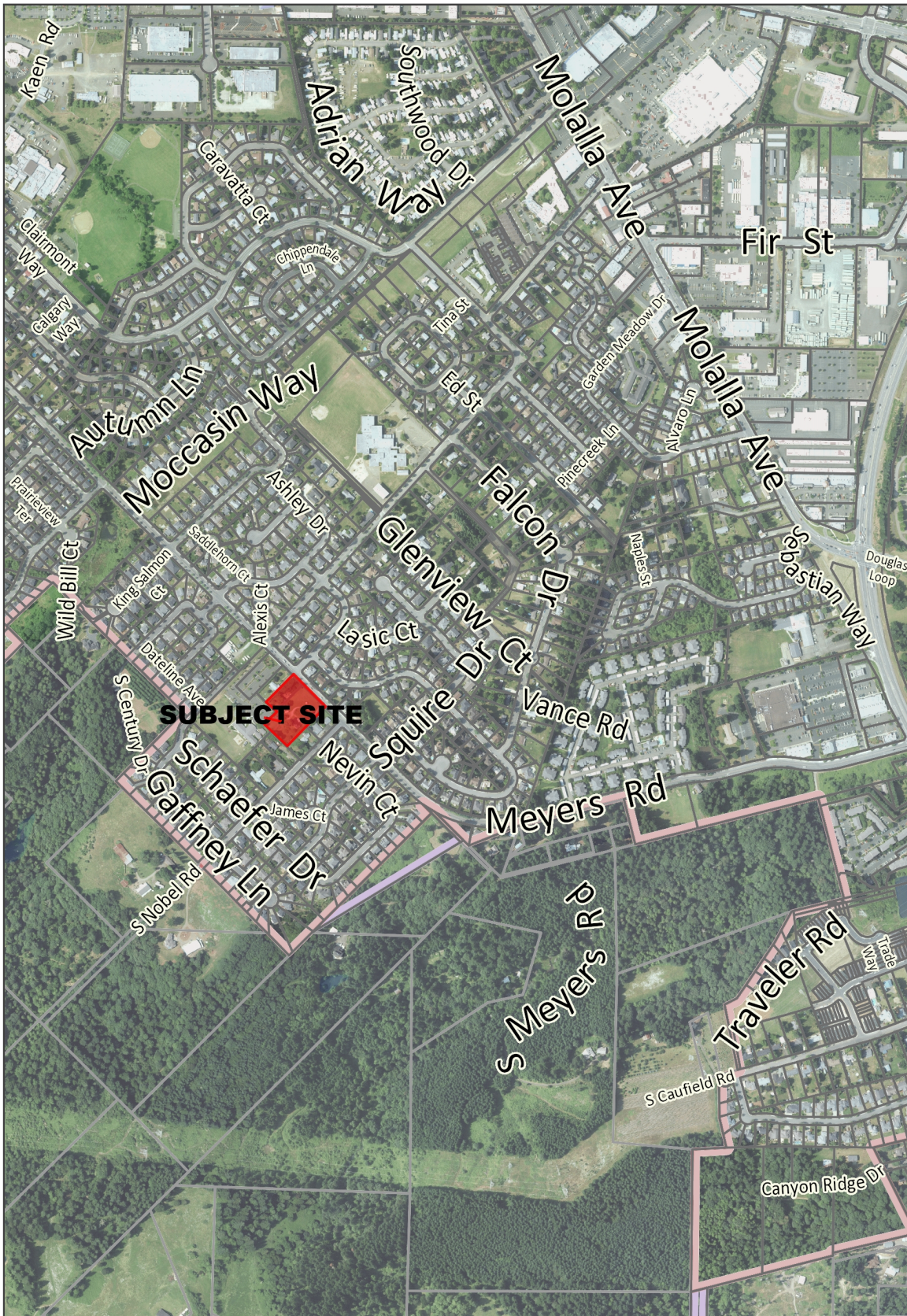
18. The Applicant shall construct the cul-de-sac with a 56-foot radius right-of-way, and improvements that include, but are not limited to, base rock, paved street radius of 45 feet, curb and gutter, 5-foot landscape strip not including curb width, 5-foot concrete sidewalk (curb, landscape strip and sidewalk on both sides of the street), curb return radii, centerline monuments in boxes, traffic control devices, street trees, and street lights. (DS)
19. The applicant shall provide a geotechnical report providing design criteria for the retaining wall that is proposed for two sides of the storm detention pond. (DS)
20. Where pavement cuts are made in existing streets for the installation of improvements, the restoration shall be done in accordance with the City of Oregon City Pavement Cut Standards. (DS)
21. With the submission of design plans, the Applicant must submit a street lighting plan and documentation from a lighting professional that confirms that the lighting meets the City's requirements under OCMC 16.12.090. (DS)
22. The Applicant shall dedicate to the City the 15' wide area that borders the side yards of Lots 6 and 7, shown on the site plan as a pedestrian access easement, for use as a pedestrian accessway to the adjacent church property. The applicant shall construct the area as a pedestrian accessway according to the standards in Chapter 12.04. (P, DS)
23. Prior to issuance of a building permits for Lots 9 and 10, the Applicant shall design the lots so that the front setback and most architectural significant façade for Lots 9 and 10 shall face Meyers Road. This condition will be enforced at the time of building permit application for homes on Lots 9 and 10. (P)
24. Prior to final plat, the Applicant shall coordinate with the City to select an appropriate name for the new street. (P)
25. Prior to final plat the Applicant shall submit a final Street Tree Plan for the frontage of the properties that includes the number, location, size, and species of the trees. The Applicant shall plant 21 street trees. (P)
26. Prior to final plat, the Applicant shall submit a revised tree mitigation plan in accordance with OCMC 17.41, showing the tree locations relative to the construction area and including 33 mitigation trees. (P)
27. Prior to construction activities, the applicant shall ensure that 4 foot tree protection fencing is placed around all trees greater than 6" caliper that are not removed and that the requirements in Chapter 17.41.130 are met. (P)

(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.

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

TP 14-02 / ZC 14-02 Zone Change and 10-lot subdivision



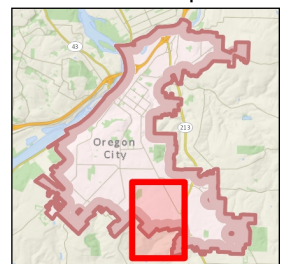
Legend

- Taxlots
- Taxlots (Outside UGB)
- Unimproved ROW
- City Limits
- UGB
- Aerial Photos - 2013

Notes

The proposal for this 1.8 acre site is a zone change from R-8 to R-6 and a 10-lot subdivision.

Overview Map



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



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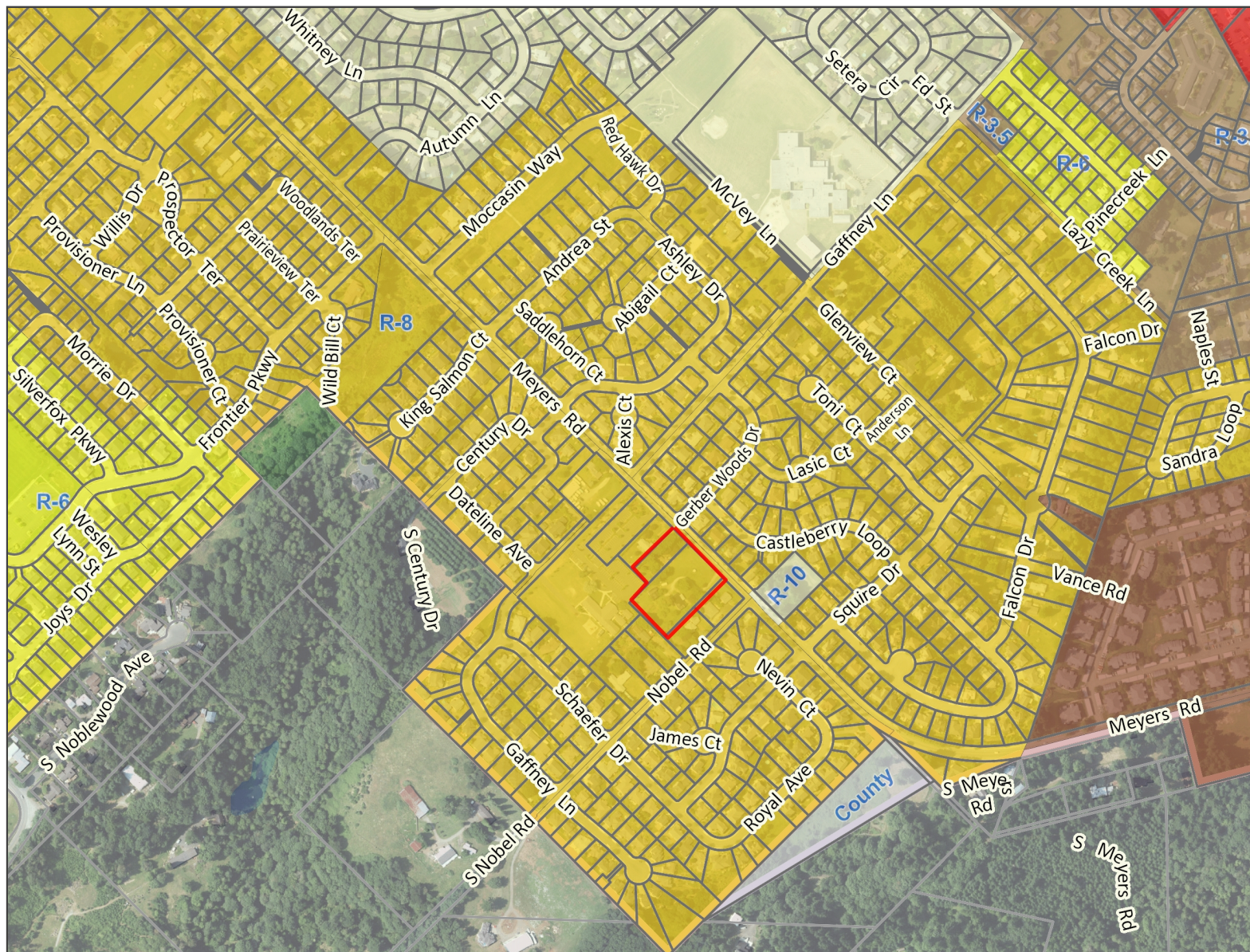
19735 and 19751 Meyers Rd.

Map created 4/22/2014

City of Oregon City
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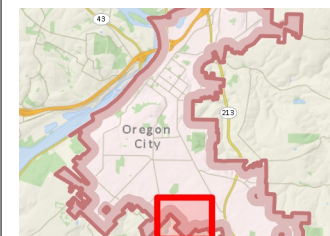
Surrounding Zoning Map



Legend	
	Taxlots
	Taxlots (Outside UGB)
Zoning	
	R-10 - Single Family Dwelling
	R-8 - Single Family Dwelling
	R-6 - Single Family Dwelling
	RC-4 - McLoughlin Conditional
	RD4-MDP - Manufactured Dwelling Pa
	R-3.5 - Medium Density Residential
	R-2 - Multi-Family Dwelling
	C - General Commercial
	MUC-2 - Mixed Use Corridor 2
	MUC-1 - Mixed Use Corridor 1
	LO - Limited Office
	NC - Neighborhood Commercial
	HC - Historic Commercial
	MUD - Mixed Use Downtown
	MUE - Mixed Use Employment
	CI - General Industrial

Notes

Overview Map



0 617 1,235 Feet

1: 7,407

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Map created 6/2/2014



City of Oregon City
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OREGON CITY

Community Development - Planning

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

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 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 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 type="checkbox"/> Site Plan and Design Review	<input type="checkbox"/> Historic Review
	<input checked="" type="checkbox"/> Subdivision (4+ lots)	<input type="checkbox"/> Municipal Code Amendment
	<input type="checkbox"/> Minor Variance	<input type="checkbox"/> Variance
	<input type="checkbox"/> Natural Resource (NROD) Review	<input checked="" type="checkbox"/> Zone Change

File Number(s): _____

Proposed Land Use or Activity: Zone Change and 10 lot subdivision

Project Name: Small Slope Number of Lots Proposed (If Applicable): 10

Physical Address of Site: 19735 and 19751 S. Meyers Road

Clackamas County Map and Tax Lot Number(s): 3 2E 08CA TL 600 and 700

Applicant(s):

Applicant(s) Signature: Connie Mueller, Pres

Applicant(s) Name Printed: Connie Mueller, JECO Investments, Inc. Date: 2-20-14

Mailing Address: PO Box 279, Boring, OR 97009

Phone: 503-663-1144 Fax: 503-663-6251 Email: cmuework@comcast.net

Property Owner(s):

Property Owner(s) Signature: Jason Melonuk

Property Owner(s) Name Printed: Jason Melonuk Date: 2/18/2014

Mailing Address: 19735 MYERS Rd OREGON CITY, OR 97045

Phone: 971-970-2894 Fax: _____ Email: _____

Representative(s):

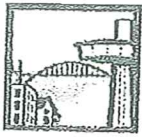
Representative(s) Signature: Thomas Sisul

Representative (s) Name Printed: Tom Sisul, Sisul Engineering Date: 2-15-2014

Mailing Address: 375 Portland Avenue

Phone: 503-657-0188 Fax: 503-657-5779 Email: tomsisul@sisulengineering.com

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.



OREGON CITY

Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045

Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification

Type II (OCMC 17.50.030.B)

- ☐ Extension
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- ☐ 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: Zone Change and 10 lot subdivision

Project Name: Small Slope

Number of Lots Proposed (If Applicable): 10

Physical Address of Site: 19735 and 19751 S. Meyers Road

Clackamas County Map and Tax Lot Number(s): 3 2E 08CA TL 600 and 700

Applicant(s):

Applicant(s) Signature: Connie Mueller

Applicant(s) Name Printed: Connie Mueller, JECO Investments, Inc.

Date: 2-21-14

Mailing Address: PO Box 279, Boring, OR 97009

Phone: 503-663-1144

Fax: 503-663-6251

Email: cmuework@comcast.net

Property Owner(s):

Property Owner(s) Signature: Wayne R. Markham

Property Owner(s) Name Printed: WAYNE R. MARKHAM

Date: 2-20-2014

Mailing Address: 19751 MEYERS Rd., Oregon City, OR 97045

Phone: 503-657-9049

Fax: _____

Email: waynemarkham@comcast.net

Representative(s):

Representative(s) Signature: Thomas Sisul

Representative (s) Name Printed: Tom Sisul, Sisul Engineering

Date: 2-15-2014

Mailing Address: 375 Portland Avenue

Phone: 503-657-0188

Fax: 503-657-5779

Email: tomsisul@sisulengineering.com

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

www.oregoncity.org/planning

April 16, 2014

City of Oregon City
Community Development – Planning
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

Dear Planning Commission:

During the course of configuring a subdivision, we sometimes find there is a potential subdivision configuration that is more preferable but it is not the one chosen for the application submittal because the preferred one has some sort of regulatory flaw that prevents staff from supporting it. We feel this application may be one of those cases.

While the applicant is prepared to move forward with the 10 lot configuration as submitted, with the new public street (Small Court) meeting the City's standard street width requirements, we thought the Planning Commission might have some interest in at least seeing a possible alternative. This alternative plan is shown on Page 7 of the application plans. We feel this plan provides more desirable lots overall, however it does have flaws that prevents staff from supporting it. This lot configuration would require the use of a constrained street section. Because there is no compelling dimensional reason why the constrain street section is needed to develop the site, as evident by 10 lot configuration that is the formal subdivision plan, staff cannot support the use of a constrained street section.

Staff has noted two items in particular that are a problem with constrained streets and we would like to discuss them briefly here and if the Planning Commission is interested in this alternate plan we could discuss this in more detail at the public hearing. Those items are:

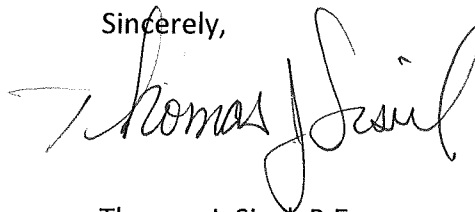
Lack of street planter strip: Our constrained street section indicated the sidewalks would be curb tight as per the detail for constrained street sections the City did permit for several years. Our intent was for the street trees to be planted on the back side of the sidewalk within the cul-de-sac street, (this was not intended for the Meyers Road frontage.) However, we would be open to other alternatives, such as possibly an 8 foot wide sidewalk with tree wells or something similar, or even the sidewalk moved back onto an easement on the lot frontages so a planter strip could be provided within the right-of-way. We also considered a meandering sidewalk around the trees, but had some concerns if this could create an ADA issue.

Street parking impacts: The constrained street section would only allow parking on one side. In most cases the loss of a parking on one side of the street means that half of the on street parking is lost. That would not be the case in this particular situation though. We are proposing Lots 8, 9 and 10 will all use the same access drive. This is being proposed as the present access to the existing garage on Lot 8 faces Meyers Road and Lots 9 and 10 will not be permitted to access directly to Meyers Road. By having an access easement across the rear portion of Lots 9 and 10 the garage door location for Lot 8 does not have to be changed and also provides for rear entry garages for Lots 9 and 10. Because of this, there will only be one driveway located along the northerly side of Small Court between the Meyers Road intersection and the driveway to Lot 7. On the constrained street section, as was originally proposed, this would allow 6 or 7 parking spaces on the north side depending upon where Lot 7's driveway was placed. On the south side of the street because of there will be separate driveways for Lots 1 and 2, not as many parking spaces would be possible.

The constrained street configuration does allow for better proportioned and slightly larger lots, on average, than does the standard street section and that is why the applicant finds it attractive. The Planning Commission has more discretionary powers than staff does when it comes to these types of nuances with City code. While City development code must reflect the dictates of both State and Metro requirements, what choices the City can make with respect to its code it tries to do so to make the City more livable. While City's development regulations attempt to address those evolving expectations, there will never be one set of regulations that is most appropriate in all cases. This may be one of those cases where the intent of making the development more desirable does not fit well with the current regulations.

As I noted earlier in the letter, if the Planning Commission decides that lot configuration plan reviewed by the staff, that uses the standard cul-de-sac street widths is the best configuration, the applicant will develop that plan. We did though want to give the Planning Commission the opportunity to least see an alternative.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas J. Sisul". The signature is fluid and cursive, with a large, stylized "T" and "S".

Thomas J. Sisul, P.E.

I. Introduction

The applicant, JECO Investments of Boring, Oregon propose to develop a 10-lot subdivision for single family detached dwellings on a site located on Meyers Road in the southerly portion of Oregon City. A zone change from the current R8 to R6 is also proposed. The proposed development of this subdivision will make more efficient use of the current parcels, and will remain in similar character to that area in the immediate neighborhood where single family detached dwellings predominate.

The subject site is comprised of two separate but contiguous tax lots, and is located at 19735/19751 S. Meyers Road in the southerly portion of the city, south of the city's main governmental area. The legal description is T3S, R2E, Section 08CA, Tax Lots 600 and 700. Site size is approximately 79,745 square feet, or 1.83 acres.

The site, i.e., both tax lots, has frontage on Meyers Road with no other frontage. At the present time, each of the two existing dwellings has driveway access with Meyers Road. Under the proposed subdivision plan, a short cul-de-sac street will intersect Meyers Road and provide access to all of the new lots. There will be no direct access from any of the lots to Meyers Road, thus organizing traffic access and traffic flow. A transportation analysis has been prepared by Lancaster Engineering and is part of this application narrative. This transportation analysis is presented as a "transportation analysis letter" by Lancaster Engineering and fulfills the requirement as set forth by the city for this type of project.

Generally speaking, most properties within the local neighborhood have already been developed to their maximum potential, with the exception of the two properties which comprise the subject site, and several other properties that immediately surround the subject site. The proposed development of this subject site will contribute to the development trend in the local neighborhood.

This narrative contains a complete addressing of the required requirements and criteria for the zone change to R6 and for the subdivision to create 10 lots based on the zone change.

II. The Site and the Surrounding Neighborhood

The subject site is slightly less than two acres in size, and is comprised of two tax lots. Together these two lots are almost rectangular in shape, although the property at 19751 is three to four times larger than the adjacent second property at 19735.

The site is on S. Meyers Road, between Nobel Road and Gaffney Lane, almost opposite Gerber Woods Drive. The site is approximately 79,745 square feet in size, or 1.83 acres in size, and is large enough to provide the basis of a reasonably sized residential subdivision. At the present time, the site is developed with two single family dwellings, one at each address on S. Meyers Road. Each residence is served by a separate driveway off S. Meyers Road. The balance of the site is vacant, with the exception of a couple of outbuildings.

The site is oriented on a northeasterly/southwesterly axis, as are most other properties in this local neighborhood. The site itself measures approximately 262 feet in width along the Meyers Road frontage, and 333 feet in depth along the easterly side and 235 feet in depth along the westerly side. The site is roughly rectangular in shape, with a "notch" out of the southwesterly corner adjacent to the Living Hope Church's parking lot. The property slopes slightly upward from north to south, with the 428 foot contour at the northerly corner, gently sloping upward to the 442-foot elevation near the center of the site, then gently downward to approximately 436 feet at the easterly corner. There are no outcrops, no water features, or other geologic or geographic features on the site that would impair overall development opportunity.

There are approximately 47 trees on the subject site, which are scattered throughout the site. These 47 trees are a variety of species, and range in size from large (with a trunk diameter of 15 inches or more), to small trees with trunk diameters of six inches or less. The majority of the trees are on the 19735 parcel, especially the larger trees. There is a row of large trees at the northerly corner of the 19735 parcel, between the dwelling and S. Meyers Road. It will be necessary to remove approximately 19 trees to construct the infrastructure for the proposed subdivision. Trees to be removed include two (2) 18 inch fruit trees in the proposed water quality/detention area, one (1) 24 inch Douglas fir and one (1) 24 inch maple, two (2) 12 inch Douglas firs, one (1) 10 inch birch, several deciduous trees of varying sizes, and five (5) fruit trees of varying sizes. The trees to be removed are illustrated on the Tree Removal Plan (Sheet 5). A total of seven (7) of the trees to be removed are fruit trees of varying sizes. However, depending on the final determination of the location of all trees, other trees may need to be removed to make way for the short cul-de-sac street, the sanitary sewer, water lines, easements, and other infrastructure, and the new homes. It is estimated that 40% of the existing trees would be removed in order to develop the basic framework of the subdivision, and for construction of the homes on the nine (9) lots where new homes will be built.

The site is surrounded by single family dwellings on individual lots on the north, northwesterly, east, and southeasterly sides, and the Living Hope Church directly adjacent to the southwest. Most of the single family dwellings in the general vicinity are part of platted subdivisions that have been developed in the last ten to twenty years. Several large lots, similar to the two lots that comprise the subject site, are located directly adjacent to the site, one to the west as well as several to the east along Nobel Road. There are relatively few undeveloped parcels within this local neighborhood, but there are some larger parcels that could be redeveloped to allow a slightly greater density. The church located directly adjacent to the southwest also includes a large parking area to the southwest, part of which is contiguous to the subject site.

South Meyers Road is a common thread among all of these local uses. It is a Minor Arterial that connects Hwy. 213 (a Major Arterial) to the east and Leland Road and Warner-Milne Road (both Minor Arterials) to the north. It serves as the major route into and out of the local neighborhood. Numerous local streets intersect with S. Meyers Road, including Squire Drive, Nobel Road, Gerber Woods Drive, and Gaffney Lane near the subject site. The proposed cul-de-sac within the proposed subdivision would also intersect with S. Meyers Road, between Nobel Road and Gerber Woods Drive.

III. The Gaffney Lane Neighborhood Association

The subject site, located at 19735 and 19751 S. Meyers Road, is within the Gaffney Lane Neighborhood. The recognized neighborhood organization in the local neighborhood is the Gaffney Lane Neighborhood Association.

The Gaffney Lane Neighborhood Association generally meets on the fourth Thursday of each month, with occasional exceptions. For January, the meeting was held on January 23rd at 7:00 PM. The current chair of the Gaffney Lane Neighborhood Association is Amy Willhite. At the meeting on January 23rd, the proposed zone change and subdivision was the only item of new business on the agenda. Because the Gaffney Lane neighborhood area is largely developed and built out, there appear to be few new development projects that come before the organization.

There were a total of 13 people at the meeting, including Ms. Willhite, Tom Sisul of Sisul Engineering (the project consultant and engineer), and Connie and Jeff Mueller, the Principal of JECO Investments, Inc., the project applicant. Ms. Willhite will send a copy of the attendance sign in sheet to city staff, as well as a summary of the meeting itself.

Of note, Tom Sisul and Connie Mueller made a presentation about the project, and answered a few questions. Mike Albin of the adjacent Living Hope Church stated he was in support of the project. No person spoke in opposition to the project. There were questions raised about:

- why the curve in the cul-de-sac street;
- why so many of the lots were between 5,400 and 6,000 square feet in area; and
- what would be the sizes of the proposed homes and their price ranges.

The response to the question about the curve in the cul-de-sac street was that we needed to account for sight distance at the intersection of the cul-de-sac street and S. Meyers Road.

With regard to the question about lot sizes, of the 10 lots shown on the proposed plan at the neighborhood meeting, 7 lots were in the range of 5,100 to 6,000 square feet. *It should be noted that this number has now been reduced to 5 lots.*

Regarding home size and price range, it was stated that the new homes would range between 1,800 and 2,200 square feet in floor area. Prices would range from \$275,000 to \$325,000.

IV. Facilities and Services

Based on the level of development surrounding the subject site, necessary facilities and services are available for the proposed development at the R6 zoning.

Water: There is a 12-inch water line located in S. Meyers Road. Water to serve 10 homes in the proposed subdivision will be provided when a 6-inch line is extended into the development in the new cul-de-sac street;

Sanitary Sewer: The nearest collection system is located at S. Meyers Road and Gerber Woods Drive. Existing line size in Meyers Road at Gerber Woods Drive is 8 inches. Extension across the frontage of the development would be required to the proposed cul-de-sac street to serve 10 homes with an 8-inch line;

Storm Drainage: Roof drains from homes within the subdivision will be directed to infiltration facilities on each individual lot. Street drainage will be directed to an onsite detention and water quality facility proposed along the frontage of S. Meyers Road, as illustrated on the Proposed Site Plan, including catch basins, manholes and main lines. The storm water quality facility is sized to accommodate the public right-of-way within the development site. The release point from the detention and water quality facility will be to the storm drain conveyance system at the intersection of S. Meyers Road and Gerber Woods Drive which drains back through the Castleberry subdivision. This existing storm drain line is 12 inches.

Fire Protection: Fire protection for the local neighborhood is currently provided by Clackamas Fire District No. 1, which serves all of Oregon City. Service to this site could come from either the Hilltop Fire Station or South End Fire Station. There is an existing fire hydrant in S. Meyers Road opposite where the proposed cul-de-sac would intersect S. Meyers Road. In addition, a new fire hydrant is proposed within the development on the new cul-de-sac as illustrated on the Proposed Site Plan;

Police Protection: Police protection is currently provided by the Oregon City Police Department, which would provide service to the proposed development;

Schools: The site is within the Oregon City School District. Students from this development would attend Gaffney Lane Elementary School, Ogden Middle School, and Oregon City High School. There are also several charter schools and private schools in the Oregon City area that students may choose to attend;

Private Utilities: Private utilities providing service for telephone, natural gas, cable, garbage and recycling collection, and electrical power are all available in the general neighborhood. These utilities generally operate on a franchise basis.

V. Zone Change Standards and Requirements

In order to change the zoning from the current R-8 on the subject site to the proposed R-6, appropriate chapters and sections of the Oregon City Municipal Code must be addressed. The primary chapter to be addressed is *Chapter 17.68, Zone Changes and Amendments*. Following this, *Chapter 17.10, R-8 Single Family Dwelling District*, and *Chapter 17.12, R-6 Single Family Dwelling District* must be addressed for purposes of the subdivision. Further, other chapters contained in *Title 17, Zoning* must also be addressed. These are done in **VI. Subdivision Standards** of this narrative.

Chapter 17.68 Zoning Changes and Amendments

17.68.010 Initiation of the Amendment

Finding: An amendment to the zoning map, as is proposed by this application, may be done by: “C. An application to the planning director on forms and accompanied by information prescribed by the planning commission”. Because the property owners’ agent is submitting the proposed application, and the property owners agree by and through their signature on the main application, and all the necessary and required information is included, this requirement is fulfilled. This application will be routed to a public hearing before the Oregon City Planning Commission.

17.68.020 Criteria

This subsection contains four (4) criteria that must be addressed and satisfied in order for a zone change application to be approved.

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

Finding: Nothing about the proposed zone change from R-8 to R-6 creates any inconsistency with the goals and policies of the Comprehensive Plan, as identified and discussed below.

Section (Goal) 1 – Citizen Involvement

The Oregon City Code includes various provisions to insure that citizen involvement is guaranteed for individual citizens, neighborhood organizations, property owners, and other special interest groups. As required, the applicant has met with the Gaffney Lane Neighborhood Association, and has talked with numerous neighbors. See section III. Gaffney Lane Neighborhood Association in this narrative. Further, once the application is complete, the City will send notices to surrounding property owners (within 300 feet), the local neighborhood association (Gaffney Lane NA), the Citizen Involvement Council, and will be posted for public notification on the city’s website. In addition, the site will be posted prior to the public hearing. Thus, citizens will be provided the opportunity to comment on the proposed zone change and subdivision in compliance with Goal 1.4. Also, in

keeping with Goal 1.7, the proposed zone change will retain the integrity of the local neighborhood plan, supporting Policies 1.7.1 and 1.7.2. Therefore, this Goal (Section) will be satisfied.

Section (Goal) 2 – Land Use

Goal 2.1 seeks to insure that properties planned for the various uses within the city are used efficiently and that land proposed for development is done so through the principles of sustainable development. The proposed zone change from R-8 to R-6 will allow for a slightly higher density, thus using the subject site more efficiently and effectively, which will be consistent with other development in the general vicinity. While the Comprehensive Plan designation will continue to be Low Density Residential, this Goal will be satisfied.

Goal 2.4 seeks to maintain and protect the viability of local neighborhoods, which will be done through the re-development of the subject site. Increasing the density slightly will not adversely impact the local neighborhood, its livability, or any local services and facilities. The Comprehensive Plan designation of LR will not be impacted.

Goal 2.7 seeks to utilize the Oregon City Comprehensive Plan Land Use Map as the official guiding document for land development throughout the city. The zone change from R-8 to R-6 will continue to be within the Low Density Residential designation of the Comprehensive Plan, with only the zoning being changed. The proposed R-6 zoning will be generally compatible with the local zoning throughout the Gaffney Lane Neighborhood, and will increase the density on the site by only a maximum of two (2) lots. This limited increase in density will be hardly noticeable on the ground, and will contribute to fulfilling this Goal.

Since the site is “isolated” in terms of its location relative to other undeveloped or re-developable parcels, its re-development as proposed through this project will contribute to the infill process in the neighborhood. The limited increase in overall density will also contribute to the city’s goal of maximizing such infill and re-developable parcels.

Section (Goal) 3 – Agricultural Lands and Section (Goal) 4 – Forest Lands are not applicable because the subject site is within the Urban Growth Boundary and the site is designated by the Comprehensive Plan as “Low Density Residential” (LR).

Section (Goal) 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources

This Goal (Section) is established and implemented by the *Natural Resources Overlay District* of the City’s Code. However, there are no identified open spaces, scenic and/or historic areas, or natural

resources within this site. As such, there are no overlays on this site. Therefore, this Goal (Section) is not applicable.

Section (Goal) 6 – Quality of Air, Water and Land Resources

This Goal (Section) contains Goal 6.1, Policy 6.1.1 which seeks to promote land use patterns that reduce travel by single occupancy vehicles and promote travel by walking, bicycling, and transit to various destinations. Because the subject site is located within a developed neighborhood where services and general destinations are well established, the creation of the proposed subdivision and the addition of up to two (2) additional dwellings will reduce travel than have density increased on sites at greater distances from these general destinations. Because the development pattern will be more compact using the R-6 zoning than the existing R-8 zoning, the square footage of street surface per dwelling will be reduced as well as the expected overall rate of trips per household to the various general destinations. Through these means, Policy 6.1.1 will be satisfied.

Policy 6.1.2 seeks to utilize development practices that meet or exceed regional, state and/or federal standards for air quality. Every effort will be made to utilize best management practices when it comes to site development, thus satisfying this policy.

Policy 6.1.4 emphasizes the use of the city's tree canopy to promote air quality. Of the estimated 47 trees existing on the subject site, only 19 trees will be removed to make way for infrastructure and homes for this subdivision. Of these 19 trees, 7 are fruit trees, while the remaining 12 trees are either conifers or deciduous trees. It is possible that additional trees may be removed to make way for individual dwellings on individual lots. However, as many existing trees as possible will be retained. And with the city's requirement for mitigation for lost trees, and the requirement for planting of new street trees, the tree canopy on this site will be well used to promote local air quality.

Goal 6.2, Water Quality, seeks to control erosion and sedimentation associated with land development, which will protect water quality. Using best management practices for construction of the infrastructure of the basic subdivision, then BMP's for new home construction once the subdivision have been established, local and regional water quality will be promoted and protected, thus fulfilling Goal 6.2 and Policy 6.2.1.

Goal 6.3, Nightlighting, seeks to reduce the impacts of local lighting at nighttime, and to use energy efficient lighting while continuing to provide night lighting that will be a factor in public safety without adversely impacting neighboring properties and homes. Because this will be a new development, only the most current energy efficient lighting will be used for public fixtures. And with new homes to be built on the individual lots, the same degree of

energy efficient lighting will be employed, thus satisfying this Goal and its related Policies.

Goal 6.4, Noise, seeks to prevent excessive noise that will adversely impact the health, welfare, safety, and enjoyment of the local lifestyle by the existing and future residents of the local neighborhood. The change of zoning from R-8 to R-6 should not increase the level of noise within or emanating from the subject site, thus protecting the local residents from any adverse impacts of site generated noise. As such, this Goal should be satisfied.

Section (Goal) 7 – Natural Hazards

Any natural hazards that exist on the subject, although none are identified that are site specific, will not be exacerbated by the change of zoning from R-8 to R-6. Any natural hazards such as flooding and/or seismic hazard will not be either increased or accelerated through a zone change that allows a slightly greater density of development on the subject site. Therefore, this Goal is largely inapplicable.

Section (Goal) 8 – Parks and Recreation

This Goal is designed to provide recreational opportunities and sites for all residents of Oregon City. The proposed zone change from R-8 to R-6 should not put significant additional burden on existing or planned parks and recreational facilities. The additional of a maximum of two (2) additional dwellings will result in approximately five (5) additional persons living on the subject site, once it is fully built out. These five persons will not add significantly to the use of facilities such that a change would have to be made in the *Oregon City Parks and Recreation Master Plan*. Therefore, this Goal will be satisfied.

Section (Goal) 9 – Economic Development

While the proposed subdivision, developed under the existing R-8 zoning, will provide for temporary construction jobs in building the infrastructure and the new homes, the additional two (2) homes will extend that local economic development. In addition, taxes levied on the new homes will increase slightly the local revenues for support of services and facilities. The addition of two lots (and homes) to the local inventory will provide a small but important increase in the variety and diversity of housing types, styles, and opportunities that will promote overall economic development in the City of Oregon City. Through the proposed zone change, the goal to improve economic development in the city will be contributed to, thus fulfilling this goal.

Section (Goal) 10 – Housing

Goal 10.1, Diverse Housing Opportunities, Policy 10.1.3 seeks to “*designate residential land for a balanced variety of densities and types of housing*”. This proposed zone change, and the proposed 10-lot subdivision, will continue to maintain the basic

Low Density Residential designation that is consistent with the Oregon City Comprehensive Plan. The change in the zoning from R-8 to R-6 will likely result in a maximum of two (2) additional lots, providing a slightly greater density on the subject site, thereby increasing the availability of housing choices in the marketplace.

The proposed zone change from R-8 to R-6 will maintain the basic land use for the subject site as Low Density Residential (LR), which remains consistent with the designation by the Comprehensive Plan. As such, there will be no adverse impact on the Comprehensive Plan.

It is proposed that the housing on the subject site will range in the \$275,000 to \$325,000 category, resulting in housing that may be affordable to a wider range of potential buyers. With this slightly greater density and range of price options, this Goal will be satisfied.

Goal 10.2 seeks to increase the supply of affordable housing in Oregon City. At a suggested price range of \$275,000 to \$325,000, there will likely be a larger pool of potential buyers who can afford to purchase a new home in today's marketplace. While this will not be low cost housing, it might be considered in the moderate price range, catering to buyers who might be in their first "move up" from their starter home. As such, with this greater density on the site as a result of the zone change from R-8 to R-6, prices will be more affordable, thus satisfying this Goal.

Section (Goal) 11 – Public Facilities

Goal 11.1 seeks to "*serve the health, safety, education and welfare of all Oregon City residents through the planning and provision of adequate public facilities*". Because most of the Gaffney Lane Neighborhood has already been developed, public facilities and services such as sanitary sewer, water, fire and police protection, educational facilities, library, etc. are already in place and capable of serving the additional five (5) residents of the two (2) additional lots that may result from the proposed zone change from the current R-8 to R-6. See IV. Facilities and Services in this narrative. Five additional residents will not place an undo or significant burden on public facilities and services provided by the City of Oregon City or Clackamas County.

Gaffney Lane Elementary School is nearby, and Gardiner Middle School will also serve the residents of the proposed subdivision. Oregon City High School is located at the Moss Campus a short distance to the east-southeast in the Beaver Creek Road area. Willamette Falls Hospital is a relatively short distance away, as are numerous other medical facilities and offices. As stated previously, five additional persons will not place undo or significant burdens on any of the local public facilities and services, thus fulfilling this Goal.

Policy 11.1.1 also seeks to “*ensure adequate public funding for . . . public facilities and services . . .*”. Additional taxes paid by all of the new homes and residents of the proposed subdivision will contribute to the funding of the facilities and services listed in this Goal. While only a small increment, the additional two homes will help to provide additional funding beyond what would be received from homes developed under the existing R-8 zoning.

Policies 11.1.2, 11.1.3, 11.1.4, 11.1.5, and 11.1.6 will be satisfied through the proposed development, including the upzoning to R-6. The provision of public facilities and services will be consistent with the goals, policies and implementing measures of the Comprehensive Plan, and, because the site is within the city limits, the integrity of local public facility plans will be maintained. The subject site is a re-development opportunity, retaining one existing dwelling and replacing the second existing dwelling with nine new dwellings without any adverse impact on local public facilities and services. Finally, the re-development of the subject site at the proposed R-6 density will retain the maximum potential level of development envisioned by the Low Density Residential designation of the Comprehensive Plan. Therefore, Goal 11.1 will be fulfilled.

Other Goals contained within Section (Goal) 11 will also be satisfied and fulfilled because the proposed upzoning to R-6 will do nothing to adversely impact any public facilities and services within the city. The following Goals and their associated Policies will all be fully satisfied and fulfilled without any undo or significant impact on these facilities and services as a result of the proposed zone change.

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

Section (Goal) 12 – Transportation

Goal 12.1, Land Use-Transportation Connection, seeks to “*ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City*”. The various Policies contained within this Goal are supported by the proposed zone change and subdivision. This will be a walkable neighborhood, connected to and becoming a part of the Gaffney Lane Neighborhood. It will support the S. Meyers Road Shared

Use Path (Project S23), and recognizes that S. Meyers Road is a functional Minor Arterial. The new local street within the subdivision will be built with sidewalks which will connect to existing sidewalks along S. Meyers Road. Therefore, this particular Goal will be satisfied.

Goal 12.6, Capacity, seeks to “*develop and maintain as transportation system that has enough capacity to meet users’ needs*”. The *Traffic Analysis Letter* prepared by Lancaster Engineering indicates that the increase in site generated traffic as a result of the proposed zone change will be minimal, and will not create the need for any local traffic improvements. The *Analysis* indicates that the maximum development under the proposed R-6 zoning could result in 124 Peak Hour Trips, versus 86 Peak Hour Trips for the existing R-8 zoning, a potential increase of 38 trips, or 44%. However, with the proposed 10-lot subdivision the increase in Peak Hour Trips is only 96 trips, or 10 more than with the R-8 zoning. This increase of just over 11% is a minimal increase that will not create the need for mitigation. Therefore, this Goal will be met and satisfied.

It is noted in the *Analysis* that there may be a sight distance issue where the new subdivision street accesses S. Meyers Road if the intersection point is located at the traditional 90 degree point. However, that problem is adequately addressed by shifting the intersection point slightly to the east on S. Meyers Road. This requires a slightly revised redesign of the lotting pattern of the proposed development, but the same ultimate goal of 10 lots remains. Sight distance is discussed in the Lancaster *Traffic Analysis Letter* dated February 19, 2014, and is found on page 3 of that letter.

Section (Goal) 13 – Energy Conservation

As necessary and appropriate, the proposed zone change will satisfy this Section (Goal) because there will be an increase in local density on this re-development site. Street and sidewalk connectivity will be provided, and new homes on the subject site will contribute to energy efficiency by using energy efficient methods and materials. Where possible, new energy efficient sources and practices will be employed to the greater benefit of the general public and the City of Oregon City.

Section (Goal) 14 – Urbanization

This proposed zone change will contribute to achieving this Section (Goal) by increasing density within the limits of the Comprehensive Plan designation, and by utilizing a re-development opportunity. Through these measures, some pressure may be removed from the need to expand the urban growth boundary to include additional residential lands. Because the site is within the city limits of Oregon City, and is within a developed residential neighborhood, the upzoned property and

the following subdivision of 10 homes will contribute to the urbanization of the city. This is in keeping with Policies 14.1.1, 14.2.1, 14.2.2, 14.3.1, and 14.3.4. As such, this Section (Goal) and its related Goals and Policies are satisfied and fulfilled.

Section (Goal) 15 – Willamette River Greenway

Directly, this Section (Goal) does not apply because the subject site is not within the designated Willamette River Greenway. However, all development in Oregon City impacts the Willamette River in one or more ways. Through land development practices that are best management practices, through the maintaining of as much tree cover on the site as possible, through the control of runoff and stormwater management, and through proper land use development patterns, the re-development of the subject site will provide a positive influence on the Willamette River, thus meeting the spirit of the Willamette River Greenway Plan.

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

Finding: The availability and level of facilities and services required for the proposed upzoned site have been discussed in section III., Facilities and Services of this narrative and Section (Goal) 11 – Public Facilities under Criterion A. above. All necessary facilities and services to serve the proposed development, whether 8 lots under the existing R-8 zoning, or 10 lots under the proposed R-6 zoning, are in place or can be made available to the subject site without difficulty. The re-development of the subject site is in the best interests of the City of Oregon City, and the local Gaffney Lane Neighborhood. The increase in density can be accommodated by all necessary and required facilities and services, thus satisfying this criterion.

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

Finding: Through the *Traffic Analysis Letter* prepared by Lancaster Engineering, it has been determined that the existing transportation system elements are in place and of sufficient function, capacity, and level of service to provide adequately for the proposed re-development site under the proposed R-6 zoning. Because the proposed R-6 zoning is within the Low Density Residential (LR) designation as currently exists for the existing R-8 zoning, the uses authorized by the R-6 zoning will be consistent with the Comprehensive Plan and the city's Transportation System Plan. Therefore, this criterion is fulfilled.

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

Finding: The city's Comprehensive Plan contains specific goals and policies, and other provisions which control the proposed zone change from the current R-8 to R-6. Therefore, the statewide planning goals need not be addressed, and this criterion is satisfied.

VI. Subdivision Standards

The proposed subdivision of the subject site, located at 119731/19755 S. Meyers Road in Oregon City is being submitted based on the proposed approval of the zone change from R-8 to R-6. There will be ten (10) lots proposed in this subdivision, on properties where there are currently two (2) single family dwellings. One dwelling, 19755 S. Meyers Road, will be removed, while the second dwelling, 19731 S. Meyers Road will be retained and incorporated into the subdivision. Therefore, there will be only nine (9) new homes built.

The local road serving the subdivision will be a cul-de-sac intersecting with S. Meyers Road. Based on development on the other three sides of the subject site, a street cannot be continued through the site to intersect with any other existing or proposed street in the local vicinity. As such, a cul-de-sac is the only alternative type of street that can serve the subdivision.

All access to each and every lot will be from the cul-de-sac street within the subdivision. There will be no direct access to S. Meyers Road, even though only Lots 9 and 10 will have direct frontage on S. Meyers Road. By deed restriction, Lots 9 and 10 will be prevented from taking any direct access to S. Meyers Road. Lot 1 will be separated from S. Meyers Road by the water quality facility and will have no direct frontage on, or access to S. Meyers Road.

Storm water will be managed by creation and use of a water quality detention facility constructed at the northeast corner of the site, directly adjacent to S. Meyers Road. This water quality facility will separate S. Meyers Road from Lot 1. It will ultimately be a public facility but will not be located within any portion of a public right of way.

All services, facilities and utilities will be contained within the right of way of the local cul-de-sac street. Individual service to each lot/dwelling will be taken from the service in the local street. While all other services are currently located within S. Meyers Road, sanitary sewer extends only as far as Gerber Woods Drive, and must be extended along S. Meyers Road to the street intersection with the cul-de-sac street where service will be directed to the southwest along the cul-de-sac street.

Chapter 16.04 – General Provisions and Administration of Land Divisions

16.04.010, Purpose

Finding: Within this section of the Code, there are nine (9) purpose statements that the city seeks to achieve as part of the land division process. Based on the proposed subdivision plan for 10 lots on the subject site, the proposed subdivision meets all of the purpose statements. By meeting all of these statements, the project will help the City of Oregon City to thrive, grow and develop.

16.04.015, Fees

Finding: All necessary and required fees have been or will be paid as part of the review and approval process. This includes the basic Filing Fees, Technical Plan Check and Inspection Fees, and all other fees identified by the city as being necessary and applicable to the completion of this project.

16.04.020, Conditions of land division approval

Finding: The applicant recognizes that the City of Oregon City may place any conditions upon the approval of this project, provided those conditions are reasonable, can be supported by provision of the Municipal Code, are for the general welfare of the public and wellbeing of the City of Oregon City, and do not cause undue harm and hardship to the project as proposed on the subject site.

16.04.025, Restrictions on sale of lots until process is complete

Finding: The applicant recognizes that lots proposed to be platted as part of this project cannot be sold until the local process is complete, all fees have been paid, and all appropriate signatures, stamps, and filings have been made.

Chapter 16.08 – Subdivisions-Process and Standards

16.08.010, Purpose and General Provisions

Finding: The applicant recognizes the applicability of the provisions of this chapter and any and all other chapters of the Municipal Code which may be applicable. Further, the applicant acknowledges that the review process for this subdivision project is a Type II process requiring public notification and the opportunity for comment. Within the parameters of the Type II process, the process will be as timely and complete as possible.

16.08.015, Preapplication conference required

Finding: A preapplication conference with city staff was held on December 4, 2013 for Project Number PA 13-38. City staff issued summary notes for this meeting setting forth the basic requirements for review and approval of the project, focusing in part on the rezoning from R-8 to R-6. Also included in the notes were issues regarding utilities such as streets, storm, water, and sanitary sewer.

16.08.020, Preliminary subdivision plat application

Finding: The appropriate application for subdivision plat preliminary approval has been submitted as part of this application package. The elements identified in this section of the Municipal Code have been provided.

16.08.025, Preliminary subdivision plat-Required plans

Finding: The required Site Plan, Traffic/Transportation Plan, and Natural Resources Plan and Topography have been prepared as part of the application package. The Archeological Monitoring Recommendation (16.08.025,D) is in process through city staff and will be included with the application package when received by city staff.

The nature of the proposed subdivision has been well discussed throughout this total application, including the portion related to the zone change. Street right of way and other transportation facilities, lots and tracts, and trees are illustrated on the preliminary plat map. Based on the list contained in 16.08.025,C., 1-8, there are no features that fall under items 4 through 8 (i.e., wetlands or other natural resources, hazard areas, T&E species, historic and/or cultural features, or habitat areas).

16.08.030, Preliminary subdivision plat-Narrative statement

Finding: (A.) Again, the nature of the proposed subdivision has been well discussed throughout this total application, including the portion related to the zone change. This includes the proposed uses, total number of lots and tracts, and streets and other public improvements. There may be a homeowner's association that will be formed once the project is approved, at the discretion of the developer. With regard to potential Variances, please see C. below.

B. Timely Provision of Public Services and Facilities – See section III., Facilities and Services, as part of this application package. Also, discussion of facilities and services is provided as part of the zone

change portion of the application package. See discussion under V. *Zone Change Standards and Requirements, Section (Goal) 11 – Public Facilities and Services*. There is no doubt that all necessary and required public facilities and services can be provided for the proposed 10-lot subdivision at the time of development.

C. Approval Criteria and Justification for Variances – It has been determined that no variances are necessary or required for the proposed 10-lot subdivision project.

D. Drafts of proposed CC&Rs, etc. – The applicant/developer is not planning to have CC&Rs because the project will be built out at one time. However, if the city requires CC&Rs for this project, drafts will be submitted once the zone change and preliminary subdivision plat are approved. It is suggested that these documents, if required, be made a condition of approval before time, effort and budget are spent to create these documents.

E. Phasing – There will be no true phasing of this project. All land development and construction of infrastructure will be done at one time, and dwellings will be done thereafter once the basic infrastructure is completed. While this could be considered as two phases (plating of the subdivision as the first phase and construction of the homes as the second phase), the applicant will plat the subdivision as a single phase.

F. Density – The subject site is approximately 79,745 square feet in total area, or 1.83 acres. The total square footage of the 10 lots will be 60,364 square feet, or 75.7% of the total lot. The remaining 19,381 square feet (24.3%) will be comprised of additional dedication area along the S. Meyers Road frontage, the new cul-de-sac street, and the water quality facility. Lot sizes will range from 5,075 square feet (Lot 3) at the least to 7,614 square feet (Lot 4) at the largest. Average lot size for the 10 lots will be 6,036 square feet, which is greater than the standard lot size for the R-6 zone. Lot 3, the smallest lot at 5,075 square feet, will be 84.6% of the 6,000 square foot standard for the R-6 zone.

The cul-de-sac street will be approximately 15,700 square feet in total area, and the water quality facility will be approximately 1,960 square feet. The cul-de-sac street will be in a dedicated right of way with a width of 54 feet and with a 55.5 foot radius of the bulb portion. Curb-to-curb constructed width of the street will be 32 feet, with a 45 foot radius of the bulb. The street will include curb, planting strip and sidewalk for its entire length. Street trees will be planted within the planting strip. Street trees along S. Meyers Road will be planted in the planting strip between the curb and the sidewalk.

16.08.040, Preliminary subdivision plat-Approval standards and decision Finding: The minimum approval standards are set forth in Chapter 16.12. Additional standards are contained in Chapter 17.12 R-6 Single Family Dwelling District. These are addressed separately in this narrative.

16.08.045, Building site-Frontage width requirement

Finding: Each lot is required to have at least twenty (20) feet of frontage on the cul-de-sac. Lots 4 and 5 will have 21.0 and 20.39 feet of frontage, respectively, on the cul-de-sac bulb. All other lots will each have considerably more frontage. As illustrated on the Preliminary Plat Map, each lot meets this standard.

16.08.050, Flag lots in subdivision

Finding: None of the 10 lots will be flag lots. Therefore, this section does not apply.

16.08.055, Final subdivision plat-Application requirements and approval standards

16.08.060, Filing and recording of final subdivision plat

16.08.065, Post-approval modification to approved plat

Finding: These three sections will be addressed once the zone change and preliminary subdivision plat have been approved.

Chapter 16.12 - Minimum Improvements and Design Standards for Land Divisions

There are a significant number of subsections of this chapter and not all are applicable to this project. The following will address only those that are appropriate and applicable.

16.12.015, Street design-Generally

Finding: Chapter 12.04 governs the design and development of streets, sidewalks, and public places. Chapter 12.04 is addressed separately elsewhere in this narrative.

16.12.040, Building sites

Finding: The proposed lotting pattern and the individual lots within the proposed subdivision meet the minimum size, width, shape and orientation as set forth in Chapter 17.12.

16.12.045, Building sites-Minimum density

Finding: Based on a development factor of 20% for streets, right of way, public facilities, open space, etc., the net developable area of the subject site is 63,796 square feet (80% of 79,745). In the R-6 zoning district, this would result in a maximum density of 10.63 lots, or rounded to 11 lots. With the proposed 10 lots, the requirement that layouts achieve 80% of the maximum density of the base zone is satisfied. In this case, 80% of 11 lots is 8.8 lots, or rounded up to 9 lots. With the 10 lots proposed for this subdivision, the requirement is met.

16.12.050, Calculations of lot area

Finding: This site will be in the R-6 zoning district, assuming the proposed zone change from R-8 to R-6 is approved. On that basis, the standard lot size for the R-6 zone is 6,000 square feet. However, lots may be up to 20% less in size, as long as the overall average lot size for the entire subdivision is 6,000 square feet. On that basis, lots may be as small as 4,800 square feet. As discussed in section 16.08.030.F, the subject site is approximately 79,745 square feet in total area, or 1.83 acres. The total square footage of the 10 lots will be 60,364 square feet, or 75.7% of the total lot. This total area of all lots is 94.62% of the net developable area. The remaining 19,381 square feet (24.3%) will be comprised of additional dedication area along the S. Meyers Road frontage, the new cul-de-sac street, and the water quality facility. Lot sizes will range from 5,075 square feet (Lot 3) at the least to 7,614 square feet (Lot 4) at the largest. Average lot size for the 10 lots will be 6,036 square feet, which is greater than the standard lot size for the R-6 zone. Lot 3, the smallest lot at 5,075 square feet, will be 84.6% of the 6,000 square foot standard for the R-6 zone.

16.12.070, Building site-Setbacks and building location

Finding: The building envelope of each of the nine (9) lots, keeping in mind that one lot, Lot 8, is already developed with a single family dwelling that will remain, has been determined and set out on the preliminary plat map. All lots will take direct access to the cul-de-sac, and no lots will access directly onto Meyers Road, even though Lots 9 and 10

have frontage on S. Meyers Road. Otherwise, all lots will meet all standards set forth in A. through E. of this section.

It should be noted that Lot 8 with the existing dwelling will have a less-than-standard setback for the new rear setback, at 12.17 feet. This is the same setback as currently exists for the dwelling, but is for a side yard setback. Changing it to a rear yard setback results from the orientation of the new lot configuration, and does not adversely impact the adjacent lots or properties.

Finally, on Lot 10, a 25 foot side yard setback is being proposed to preserve the large grouping of trees that exist on that lot along the property line. This will insure that these trees are not lost to home construction.

16.12.080, Protection of trees

Finding: As required, all trees will be protected in accordance with the provisions of Chapter 17.41, which is addressed separately elsewhere in this narrative. It should be noted that deed restrictions will be placed on Lot 10 and any other lots which have trees that will be preserved by Code requirement, or have mitigation trees that will be planted on them.

16.12.085, Easements

Finding: Any easements, whether for utilities, unusual facilities, or access are identified and illustrated on the preliminary plat map. There are no watercourses or other resources on the subject site; therefore, there are no easements for these features.

16.12.090, Minimum improvements-Procedures

Finding: Improvements within the project site that will be public improvements consist only of the cul-de-sac street and frontage improvements along S. Meyers Road. This cul-de-sac street and the frontage improvements on S. Meyers Road will be constructed in accordance with plans prepared by the project engineer, and reviewed, approved, and inspected by the City of Oregon City Public Works Department.

On site erosion control measures and the water quality facility will be private facilities under the control of the developer at initial construction. Once completed and proven as to usability and functionality, these facilities will be transferred to the city as a public facility. These facilities will be completed in accordance with Chapter 17.49 and the Public Works Erosion and Sediment Control Standards.

16.12.095, Minimum improvements-Public facilities and services

Finding: The various necessary and required public facility and service improvements for the transportation system, stormwater drainage system, sanitary sewer system, water system, sidewalks, street name signs and traffic control signs and devices, street lights, street trees, at least one bench mark, private utility lines and facilities, and mitigation measures as identified on the erosion control plan shall be identified,

reviewed, constructed and inspected in accordance with city standards and requirements. These items will be illustrated on the preliminary plat map and, as necessary and required, on the final plat that will be recorded.

16.12.100, Same, Road standards and requirements

Finding: In accordance with Chapter 12.04, which is addressed separately elsewhere in this narrative, the new cul-de-sac street within the project site, and the frontage improvements along S. Meyers Road, will meet the standards contained in that chapter.

16.12.105, Same-Timing requirements

Finding: The applicant will complete the cul-de-sac street and any other public improvements prior to filing of the final plat. The street will be constructed in two phases, with the second lift of asphalt being applied once the home construction has been completed. Any financial guarantees required of the developer will be provided in accordance with the requirements of subsection C., *Financial Guarantee* of this subchapter and subchapter 16.12.110.

16.12.110, Minimum improvements-Financial guarantee

Finding: In accordance with the requirements of the city, and accompanying the requirements of 16.12.105 above, the necessary and required financial guarantees will be made by the developer for this project. The Form of the Guarantee, the Timing of the Guarantee, and the Duration of the Guarantee will all conform to the various subsections of this subchapter.

Chapter 17.12 – R-6 Single Family Dwelling District

17.12.020, Permitted uses

Finding: In accordance with the list of permitted uses in the R-6 zone, the proposed single family dwellings on the nine (9) lots (an existing dwelling on Lot 8 will remain) conform to the allowed permitted uses.

17.12.040, Dimensional standards

Finding: The proposed lots within this 10-lot subdivision have been designed to meet the dimensional requirements of B., and C., with minimum required setbacks in accordance with 1 through 7 of E. As discussed earlier in 16.12.045 and 16.12.050, the lots range from 5,075 square feet to 7,614 square feet, with an average lot size of 6,036 square feet. These lots will meet all of the allowed dimensional requirements. Finally, all dwellings will cover a maximum of 40% of the lot area of each lot. This will be verified when building plans for each lot are submitted for review and permit.

The lot sizes are:

- Lot 1 5,184 sf
- Lot 2 5,151 sf
- Lot 3 5,075 sf
- Lot 4 7,614 sf
- Lot 5 6,336 sf
- Lot 6 6,053 sf
- Lot 7 7,182 sf
- Lot 8 5,796 sf (existing dwelling)
- Lot 9 5,965 sf
- Lot 10 6,008 sf

Chapter 17.20 - Residential design and landscaping standards

17.20.015, Street trees

Finding: Because a planting strip is proposed within the right of way, street trees will be planted within this planting strip, as required.

17.20.020, Residential design options

Findings: Design of the nine (9) single family dwelling on Lots 1-7, and 9-10 will meet these stated standards as appropriate and applicable. This will be confirmed during the plan review and permit issuance process. Lot 8, which will have the existing dwelling on it, will meet whatever standards are appropriate and applicable.

17.20.035, Corner lots and through lots

Finding: There are no lots in this project that are considered through lots. Only Lot 9 may be considered a corner lot and will be managed as such. Lot 1 is not a corner lot because it is separated from S. Meyers Road by the proposed water quality facility.

17.20.040, Residential design elements

Finding: Design of the nine (9) single family dwelling on Lots 1-7, and 9-10 will meet these stated standards as appropriate and applicable. This will be confirmed during the plan review and permit issuance process. Lot 8, which will have the existing dwelling on it, will meet whatever standards are appropriate and applicable with the exception of the now-rear setback of 12.17 feet. This setback, formerly a side yard setback, may be slightly less than standard, but will have no adverse impact on other lots in the development or adjacent properties.

17.20.050, Main entrances

Finding: Main entrances of homes designed and built on Lots 1-7, and 9-10 will meet whichever standard is appropriate and applicable. This will be confirmed during the plan review and permit issuance process.

17.20.060, Residential yard landscaping

Finding: Any and all trees to be removed from the subject site will be catalogued as to species and size, and will be identified whether the tree is in the proposed right of way, or on which proposed lot the tree is located. This catalog list will be provided during the plan review process for the individual house plans for construction on the individual lots. Other trees on the site will be preserved. They will also be catalogued in the same manner as the trees proposed for removal. See Tree Removal Plan, Sheet 5. The developer will follow the requirements of section 17.20.060(A), and will determine which option will be followed, whether Option 1., 2., or 3.as set forth in this section. Other landscaping requirements will be met as required in subsection [B.}. These requirements will be confirmed during the plan review and permit issuance process.

Chapter 17.41 – Tree Protection Standards

17.41.010, Protection of trees-Intent

Finding: It is the intent of the developer to protect as many trees as possible by removing as few trees as possible and saving as many as possible. Of the 47 trees on the subject site, it is estimated at this stage of the project that approximately 19 trees will need to be removed from proposed right of way areas and home construction areas on the individual lots. However, of these 19 trees, 7 are fruit trees, with the remaining 12 being either conifers or deciduous trees. Each lot will be managed separately for tree preservation based on the design of the proposed home for the specific lot and the existence of trees on that lot. Some lots may have no trees existing on them at the present time, or may have few trees to be protected. As discussed in the *Finding* for 17.20.060 above, the site will be catalogued in terms of all trees on the site.

The applicant/developer intends to place a deed restriction on any and all lots where existing trees will be preserved, or where mitigation trees will be planted. This deed restriction is intended to protect and preserve trees that remain after the development process, including home construction, and those that are planted as part of the final lot landscaping process.

Chapter 12.04 – Streets, Sidewalks and Public Places

12.04.007 - Modifications

Finding: This section contains five (5) criteria that must be suitably addressed in order for a modification of streets standards can be granted. However, because this particular cul-de-sac street meets the city's requirements for right of way width (54 feet), constructed width (32 feet), sidewalk width (5 feet), and width of landscape strip (5.5 feet including curb), the five criteria need not be addressed as no modification is required.

With the proposed zoning on the site of R-6, the minimum number of lots allowed is ten (see 16.12.045 earlier in this narrative). With the proposed ten lots in this project, a way must be found to include ten lots and the required infrastructure in a property of limited overall size. Because the cul-de-sac street will never be a through street, providing no through route or connectivity, the cul-de-sac street will serve only ten lots regardless of future land use changes. As such, with very limited local site generated traffic, a lesser right of way could be used without any adverse impact on the site or the local vicinity. Also, because of the reduced traffic levels for vehicles, bicycles, and pedestrians, these modes of traffic may be able to "fit together" on a lesser standard cul-de-sac. For estimated traffic volumes, see Lancaster's *Traffic Analysis Letter*. Length should have little impact on the character and usability of the street, and the proposed length of approximately 211.5 feet will not result in a loss of viable land area or an infringement on the lots themselves. Therefore, the proposed cul-de-sac street meets the intent of the standard because the same usefulness of the street will be achieved.

Pedestrians will always be able to use the sidewalk, while vehicles and bicycles may share the road. Speeds and volumes will be low, allowing vehicles and bicycles to meld together on this small local street section. With a total estimated daily volume of 96 vehicles, and peak hour traffic at 10 vehicles or less, there will be relatively little use of this street, except by the local residents. With sidewalks being standard width of 5 feet, there will be opportunities for sharing of the sidewalk space for bicycles. The only freight to travel on this street will likely be local freight in smaller town delivery vans or trucks that can navigate the street. Movement of motor vehicles, bicyclists, or pedestrians should not be impaired on this street, and will remain safe and efficient. As such, there will be no adverse impact on the local operations of the street.

Street trees will continue to be a part of this project, and they will be planted in the designated planting strip. This will provide for trees, but will leave a full unobstructed 5 feet of width for the sidewalk, thereby not constricting the activity area. This will make it more useful for dual use by pedestrians and bicycles when necessary. With the two lanes of travel, proper width of sidewalks, continuing use of street trees, and the uninhibited ability of vehicles to use the cul-de-sac street for its intended purposes, the proposed cul-de-sac street should remain consistent with the adopted TSP and comprehensive plan.

The street must be a cul-de-sac because it cannot go through to neighboring properties to the south. Living Hope Church occupies the greater part of the land directly adjacent to the south of the subject site, thereby limiting the ability to extend the street any further. Properties to the east, although oversized, cannot afford to have a right-of-way taken from those lot areas because the properties (Tax Lots 100 and/or 200) would be rendered small enough to be hampered in terms of future density. As such, the street must be either a hammerhead or a cul-de-sac. By agreement, the cul-de-sac street design is highly preferable, and therefore, has been used.

With the right-of-way at 54 feet and the constructed width (curb face to curb face) being 32 feet, the cul-de-sac is appropriate to its function and the number of lots it will serve. Street trees will be provided in a standard manner by placing the trees in the designated planting strip. By designing for street trees in this manner, it will insure that lot sizes and dimensions will be appropriate to the R-6 zone.

The only street serving the subdivision will be the new cul-de-sac street extending southerly from S. Meyers Road. This cul-de-sac will be approximately 211.5 feet in length from the frontage line of S. Meyers Road to the rear portion of the bulb portion of the cul-de-sac. Therefore, the proposed cul-de-sac street is similar to other local streets in this area, and is fully complementary to the pattern of the neighborhood.

The street intersection distance, required to be at least 150 feet, has been set at approximately 225 feet between the proposed cul-de-sac street and Gerber Woods Drive. This more than satisfies the city's requirement.

With regard to 12.04.235, because the city currently does not have adopted standards for horizontal and vertical curves of streets, the project engineer has used the guidelines contained in the AASHTO "*Guidelines for Geometric Design of Very Low Volume Local Roads (ADT < 400)*" for the horizontal and vertical curves of the proposed cul-de-sac street.

12.04.025 – Street Design-Driveway Curb Cuts

Finding: There will be only one driveway curb cut for each of the 10 proposed subdivision lots, and each will meet the requirements contained in this section with regard to width. Once the lots are developed and homes have been built, if any property owner wants an additional curb cut, or wishes to modify the existing curb cut, that request shall be handled individually by the property owner.

12.04.080 – Excavations-Permit Required

Finding: Appropriate permits for excavation will be applied for at the appropriate time in the construction and development process for work in any public right of way.

12.04.100 – Excavations-Restoration of Pavement

Finding: Any breaking of pavement in a public right of way, say for sanitary sewer, water service, and/or storm drainage improvements, will

be repaired in accordance with city requirements (i.e., Oregon City Public Works Pavement Cut Standard).

12.04.180 – Street Design

Finding: The proposed cul-de-sac street for this project will have a right of way width of 54 feet, a constructed curb-to-curb width of 32 feet, and a length of approximately 211.5 feet from the northerly right of way line of Meyers Road. The street will never be a through street, and will only be a cul-de-sac serving 10 single family lots in this project. It will carry less than 100 vehicles per day, according to the *Traffic Analysis Letter* dated February 19, 2014 by Lancaster Engineering. There will be 8 AM Peak Hour trips, and 10 PM Peak Hour trips generated on this site.

The reasons that this street will never go through the church property were discussed previously. The proposed constructed width will allow curbside parking on each side, with two travel lanes. The sidewalk will be separated from the street by the planting strip. Street trees will be planted within the planting strip.

12.04.185 – Street Design-Access Control

Finding: Because the proposed cul-de-sac street will not go through to the common property line with the church, Access Control as referred to in this section will not apply.

12.04.190 – Alignment

Finding: Because the proposed cul-de-sac street in the project will not align with any other street on the opposite side of S. Meyers Road, the standards contained in this section will not apply.

12.04.194 – Traffic Sight Obstructions

Finding: As part of Lancaster's *Traffic Analysis Letter*, no sight distance issues to the east or west were identified.

"Sight distance from the proposed driveway was measured and was found to be 393 feet to the southeast of the driveway, limited by a crest vertical curve. Based on the speed limit of 35 mph for Meyers Road, a minimum of 390 feet of intersection sight distance (ISD) is required to allow vehicles to turn onto Meyers Road without impeding the flow of through traffic."

Sight distance was measured to be in excess of 450 feet to the west of the driveway (past the all-way stop intersection of S Meyers Road at Gaffney Lane). Since vehicles must come to a full stop at the intersection, an assumed approach speed of 10 mph was used based on when drivers would be expected to notice vehicles accelerating from a stop at the intersection. This design speed requires a minimum of 115 feet of intersection sight distance for traffic approaching the site access from the west.

Intersection sight distance is met in both directions from the proposed access location. No mitigations are recommended."

Therefore, no sight distance issues exist and this section does not apply.

12.04.195 – Spacing Standards

Finding: According to Table 12.04.195.B, the distance from any street corner to a driveway on a local residential street is 25 feet. Only Lot 9 is on the street corner of the cul-de-sac street and S. Meyers Road, and the driveway will be at least 25 feet from the street corner. Lot 1 is separated from S. Meyers Road by the water quality facility, and thus it is not a corner lot. All other driveways are internal to the project site and are not at any street corners, and are, therefore, not governed by the 25 foot requirement.

12.04.199 – Pedestrian and Bicycle Accessways

Finding: Because of the very limited scope of this project (i.e., 10 lots), the actual need for a separated bicycle path may be also limited. With a total of only 96 trips per 24 hour day, the cul-de-sac street should be usable for both vehicles and bicycles at all times. And with a separate sidewalk, the ability may be there to utilize the sidewalk for careful bicycling. Because of the limited scope of this project, no bicycle facilities are provided, and a request is made by the applicant to forego separate bicycle facilities.

Even with AM Peak Hour expectations of 8 vehicles, and PM Peak Hour volume of 10 vehicles, the balance for the rest of the 22 hours is 3.5 trips per hour. On this basis, the street can easily serve as a bicycle route, and separated facilities are not needed.

Overhead street lighting will provide safety for vehicles, bicyclists, and pedestrians. The only planting there will be where trees are located in the landscape strip. As such, landscaping materials will not be in the way of bicyclists or pedestrians.

Finally, the street will be built to city standards and will be dedicated to the city as part of the final platting process.

12.04.205 – Mobility Standards

Finding: As an unsignalized intersection outside the boundaries of the Regional Center, (12.04.205.C.2.a), no standards apply to this intersection that would adversely impact Mobility Standards.

12.04.210 – Street Design-Intersection Angles

Finding: The intersection angle between the new cul-de-sac street and S. Meyers Road will be designed at 80 degrees. Since this is the only intersection within this project site, no other standards apply.

12.04.215 – Street Design-Off-site street improvements

Finding: S. Meyers Road currently meets all local requirements to function as a Minor Arterial. At present, S. Meyers Road is limited in its right-of-way, and the applicant will dedicate additional right of way width along the frontage of the subject site. While the applicant will abide by the recommendation of the Public Works Department (shown as item 3, page 2 of the “Pre-Application Meeting Notes” dated December 4, 2013. Otherwise, there are no other off-site improvements on S. Meyers Road or any other public road in this vicinity.

12.04.220 – Street Design-Half Street

Finding: Since the internal local street (cul-de-sac) will be fully constructed, and the frontage improvements will be constructed at the same time, there are no half street issues.

12.04.225 – Street Design-Cul-de-sacs and dead end streets

Finding: The use of anything other than a cul-de-sac in this location is impossible. The property to the south, the church, has fully developed that property for religious purposes, and may expand someday. Development patterns to the east and west preclude a through street to loop around to Nobel Road and/or toward Gaffney Lane. The length of the cul-de-sac is approximately 211.5 feet from the right of way line at S. Meyers Road, to the center of the cul-de-sac bulb.

The cul-de-sac street will serve only 10 units, far below the allowed maximum of 25 for such a street. And the street is designed and will be built to fire department satisfaction. Already planned is a hydrant somewhere on the cul-de-sac street.

12.04.230 – Street Design-Street names

Finding: No specific name has yet been selected for the new cul-de-sac street. The applicants will work on a name and will have something that is acceptable to the city by the time of final platting.

12.04.235 – Street Design-Grades and curves

Finding: As designed, the grades and centerline radii for the new cul-de-sac street will meet city requirements and standards.

12.04.240 – Street Design-Development abutting arterial or collector street

Finding: The project abuts an arterial (S. Meyers Road) and takes access to that road. The required frontage improvements should include a planting strip and a sidewalk to separate the nearest lots (Lots 1 and 9) from the major street. This buffer area will be protected by the fact that the 5.5 foot planting strip and 7 foot sidewalk are in the public right of way and will be protected as such. The single cul-de-sac street will replace the possibility of several individual driveways if the properties were simply partitioned.

12.04.245 – Street Design-Pedestrian and Bicycle Safety

Finding: While S. Meyers Road has a bike lane along the frontage of the subject site, it does have a 5.5 foot planter strip and a 7 foot sidewalk. The bike lane will be included as part of the frontage improvements on S. Meyers Road. With the wider sidewalk, both bicycle and pedestrian safety on S. Meyers Road will be provided.

For the internal cul-de-sac street, the separated sidewalk will provide a walking surface that is separated from the vehicular portion of the street. Because traffic volumes on the cul-de-sac street will be very low, the street can serve a dual purpose by providing a route to ride bicycles within the development.

12.04.255 – Street Design-Alleys

Finding: There are no alleys existing or proposed for this project. Therefore, this standard does not apply.

12.04.260 – Street Design-Transit

Finding: S. Meyers Road is not a designated transit route, even though it is a designated minor arterial by the city's Transportation System Plan (TSP). While there are bike lanes in S. Meyers Road, bike lanes will not be provided on the internal cul-de-sac based on the very low volume of anticipated traffic, thus allowing greater flexibility of operation for bicycles. Sidewalks on both S. Meyers Road and in the internal cul-de-sac street will promote pedestrian safety within the immediate vicinity.

12.04.265 – Street Design-Planter strips

Finding: It is proposed that a planting strip be included in the frontage improvements for S. Meyers Road, matching what already exists along S. Meyers Road at this point. These planting strip(s) will meet the requirements as stated in the Code. In addition, for the internal cul-de-sac street, it is proposed that street trees be planted in the designated planting strip.

Because the anticipated traffic volume on the internal cul-de-sac street will be very low. It is expected that there will be only 96 trips during any 24-hour period, thus leading to a street that has only local use since the street will not be a through street and does not have connectivity. And because the street will be so limited in its anticipated use, a lesser standard for street development may be reasonable. Street trees will be planted at spacings as required in order to have street trees as part of the development.

12.04.270 – Standard construction specifications

Finding: The street construction specifications for the City of Oregon City have been used by the project engineer in the design of the frontage improvements on S. Meyers Road, the entire length of the internal cul-de-sac, and all of the public improvements built and contained within this project. Specifications and materials will be reviewed and approved by city staff, and the project engineer will work closely with city staff to insure the proper specifications and materials are used. Inspection by city inspectors will also help assure that the frontage improvements, street construction, and public improvements are properly completed.

Chapter 12.08 - Public and Street Trees

Finding: Street trees will be provided along the frontage of S. Meyers Road, as required. Street trees will also be provided along the new cul-de-sac street, within the designated planting strip. By providing street trees in this manner, the size of the individual lots will be protected, thus meeting the requirements for lot sizes in the R-6 zone.

Trees will be planted within the area of the water quality facility. In addition, trees will be planted at the rear of almost every lot around the perimeter of the development site, where space and location permit. This will not include Lots 8 and 10 because, in the case of Lot 8, the rear yard setback is somewhat constricted, and in the case of Lot 10 there is already a grove of established trees that will remain. Most lots will have at least 2 trees planted at the rear. Lot 9 may be the exception because of its “interior” location within the project area. Because street trees will not suffice as mitigation for lost trees as a result of site development, a fee-in-lieu may be paid for the difference between trees planted in the water quality facility and on each individual lot, and the trees lost. This will be determined prior to the final plat stage of the subdivision process.

When homes are proposed for building, an individual lot landscape plan will be required and will be used to determine how many trees and what species are planted as mitigation for those lost on each lot as a result of construction. Trees planted in the front yard areas of lots will serve as mitigation trees for those lost during construction.

The applicant/developer intends to place a deed restriction on any and all lots where existing trees will be preserved, or where mitigation trees will be planted. This deed restriction is intended to protect and preserve trees that remain after the development process, including home construction, and those that are planted as part of the final lot landscaping process. While most of these trees will not be “public trees”, they will nonetheless be protected.

Chapter 13.04 – Water Service System

Finding: The basic water service system will be designed in accordance with all city standards set forth in this chapter. The system will be designed in two parts. First, the basic delivery system and connection with the existing 12-inch line in S. Meyers Road using a 6-inch line servicing the 10 homes in the proposed development. Fire hydrants will be located in accordance with Fire Department requirements. Stub outs for individual lot service will be provided as part of the first phase of design and construction. The design for all of these elements will be provided as part of the first phase of design and construction. This design will be reviewed during the plan review process and will be inspected by city personnel during construction.

As each home is designed and submitted for review and permits, the connection to the stub out and the interior plumbing will be reviewed and approved. This will be the second phase of design and construction.

All appropriate and applicable requirements of this chapter will be fulfilled and satisfied as part of the overall design and construction process for each of the two phases of design and construction (i.e., infrastructure and home development).

The developer understands all of the requirements of this chapter and agrees to abide by them during the development and construction of this project. Once the lots are sold to individual buyers, the responsibilities for compliance with city standards and requirements will transfer to the buyers.

Chapter 13.08 – Sewer Regulations

Finding: The entire project, including all 10 homes, will be serviced by the city's sanitary sewer system. At the present time, the system does not serve the site but is stubbed out nearby at Gerber Woods Drive. An 8-inch line will be extended on S. Meyers Road from the connection at Gerber Woods Drive to the intersection point of the proposed cul-de-sac and S. Meyers Road. The line will then be extended up the cul-de-sac street to a point where individual connections can be made for each individual lot. The design of this new collection system will be made by the project engineer, a registered engineer in the State of Oregon, and will be reviewed and approved by the City Engineer. All construction will be in accordance with approved plans and issued permits, and will be inspected by city personnel during the construction process. All design and all construction will be in accordance with the appropriate and applicable sections of this chapter.

Once individual homes are proposed for construction, the individual connections to the local collection system will be reviewed and approved, and will be constructed in accordance with city requirements. When the individual lots are sold, the responsibility for compliance with the appropriate and applicable sections of this chapter will transfer to the buyer. Lot 8, which is the existing dwelling, is currently on a subsurface septic system which will be removed from service and replaced by connection to the sanitary sewer collection system.

Chapter 13.12 – Stormwater Management

Finding: There is no local storm water system along S. Meyers Road in the immediate vicinity of the subject site. The nearest collection system is located to the west at the intersection of Gerber Woods Drive and to the east at Nobel Road, basically on each side of the subject site. However, because the collection system at Nobel Road is uphill, the only practical direction of flow is to the west, to Gerber Woods Drive.

The city requires both storm water treatment and detention. However, public underground detention is no longer allowed in the City of Oregon City. From a review of the local situation, the project engineer has determined that a local on-site water quality facility adjacent to S. Meyers Road may be the best method of managing on-site storm water. Because the project comes under 13.12.050.C.1 (Category A), the storm water quality control requirements of this chapter are required. Therefore, an on-site surface water quality facility has been designed to be located between Lot 1 and S. Meyers Road. It is sized to manage all of the on-site storm water before the storm water is directed westerly to the current collection point at Gerber Woods Road. The project engineer has done a study and has determined that the existing collection system is of sufficient size to accept the water from the on-site water quality facility. Under the provisions of 13.12.100, alternative systems are allowed, provided the design meets the requirements of the chapter, and have been reviewed and approved by the city engineer. The proposed system is sized to fit the scale of the proposed subdivision project. This facility will meet all of the requirements of this chapter.

The water quality facility will be a detention system designed only for the project on the subject site. For security purposes, it will be completely enclosed with a six-foot (6) chain link fence. The fencing material will be vinyl clad and will be green in color. The fence will be gated, and will be locked at all times, except during times of maintenance. The on-site facility will be a private facility under the control of the applicant/developer for the first two years. Once the system has proven to operate properly as designed, the city will assume control of the system in accordance with 13.12.140.

Chapter 13.20 – System Development Charge for Capital Improvements

Finding: No SDC credits are being requested as part of this project.

Response to Determination of Application Incompleteness for TP 14-02/ZC 14-02

The letter dated March 12, 2014 from Planner Kelly Moosbrugger indicated that the application for a small slope subdivision at 19735 and 19751 S. Meyers Road in Oregon City identified eleven (11) specific items that require addressing in order to make the application complete. The following is an addressing of each of the individual issues raised in the Determination of Application Incompleteness.

1. *Chapter 13.12: The time of concentration for the existing conditions looks short as there is significantly more than 180' of overland flow. It is suggested that the storm run-off from each home be discharged on-site. There needs to be some calculation that shows that this is reasonable based upon the infiltration rate.*

Finding: The preliminary calculations have been updated including addressing the time of concentration. Roof runoff from each home will be directed to infiltration chambers and the preliminary drainage calculations address the infiltration rate based on the geotechnical engineer's infiltration testing.

2. *On page 1 of the zone change under sanitary sewer facilities there needs to be an indication of the size of the existing sanitary sewer.*

Finding: On page 1 of section IV. Facilities and Services, the size of the existing sanitary sewer line that the project will connect to was inadvertently left blank. That size is **8** inch. Revised section III. Facilities and Services with the correct size filled in is attached.

3. *On page 1 of the zone change under storm drainage facilities there needs to be an indication of the size of the existing storm drainage system.*

Finding: On page 1 of section IV. Facilities and Services, the size of the existing storm drainage line that the project will connect to was inadvertently left blank. That size is **12** inch. Revised section III. Facilities and Services with the correct size filled in is attached.

4. *Page 5 Goal 11: The draft of the recent sanitary sewer master plan indicates that there may be capacity issues downstream of the proposed facility. The City is seeking comment from WES to indicate whether they can accept additional capacity from this development. No action from the applicant is required at this time.*

Finding: This issue has been addressed with city engineering staff and is no longer an issue.

5. *Chapter 17.41: Provide a list of trees to be removed and the size of each per the table in 17.41.060.B. If trees are in the construction area, you should consider them removed trees and plan to mitigate, unless you are certain they will not be removed.*

Finding: See Tree Removal Plan, Sheet 5, for all trees to be removed from the site for purposes of infrastructure construction and home construction.

6. *Chapter 16.12.095: Need to describe the proposed public facilities.*

Finding: In addition to the new internal cul-de-sac street, which will be constructed with full width paving, gutter, curb, planting strip with street trees, and sidewalk, there will be similar improvements to the frontage of S. Meyers Road for the full length of the site. These improvements will including street paving, gutter, curb, planting strip with trees, and sidewalk. The water quality facility, constructed initially as a private facility, will be constructed to city standards and will be turned over to the city at the end of a two year period. Within the public right of way for both the internal cul-de-sac street and S. Meyers Road, water service, sanitary sewer service, and storm drainage will be constructed as described in section IV. Facilities and Services.

7. *Chapter 12.04: The appropriate sections of the chapter should be addressed such as 025, 080, 100, and 180 through 270.*

Finding: The appropriate and applicable portions of Chapter 12.04 have been addressed, and are contained in the revised section VI. Subdivision Standards, pages 12 through 18. Revised section VI. Subdivision Standards with the correct information included in is attached.

8. *Chapter 12.04: Need to describe dedication and improvements for Meyers Road as well.*

Finding: Dedication of additional right of way along S. Meyers Road will be accomplished by final plat dedication. The public improvements that include sidewalk and street trees will be included in the public dedication. The water quality facility, adjacent to Lot 1, will be constructed as a private facility initially, and will be dedicated to the public (City of Oregon City) at the end of a two-year period to insure the facility is properly designed, sized, and operating.

9. *Chapter 12.08 Provide the total frontage length and number of street trees required .*

Finding: Total frontage along S. Meyers Road will be 200 feet. Based on tree spacing of 30 feet, there will be six (6) street trees provided in the planting strip that is between the curb and the sidewalk, as shown on the Site Plan. Based on the total frontage length of the internal cul-de-sac street, it is proposed that 15 street trees be planted in the planting strip. This is illustrated on the Site Plan.

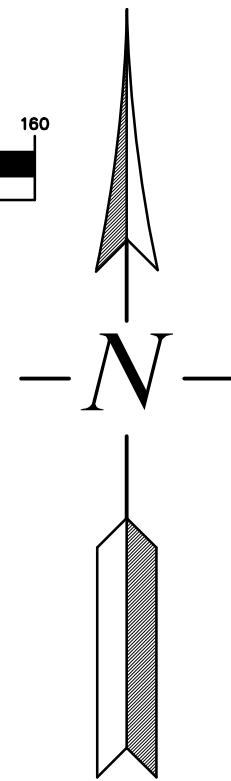
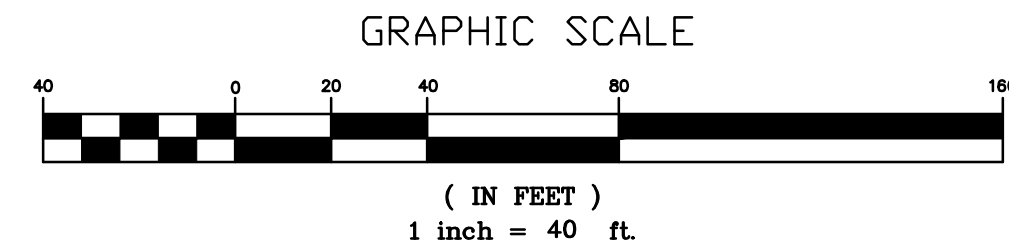
10. *Draft CC&Rs, if any will be used for the subdivision.*

Finding: As stated in section VI. Subdivision Standards in 16.08.030, D on page 4, there will be no CC&Rs for this project.

11. *Chapter 12.04.007 It appears that the applicant is requesting several modifications such as ROW width, pavement width, planter strip, length of cul-de-sac. Where modifications are being requested, the code requirement and the requested change should be shown, and grounds for the request must be provided per 12.04.007:*

Finding: Because modifications are no longer being requested, this item is
no longer at issue.

PRELIMINARY PLAT
OF
SMALL SLOPE



T3S, R2E, 08CA
Tax Lot 900

T3S, R2E, 08CA
Tax Lot 800

GERBER WOOD DR.

STREET TREES
(TYP.)

MEYERS ROAD

T3S, R2E, 08CA
Tax Lot 1000

15' PEDESTRIAN
ACCESS EASEMENT

T3S, R2E, 08CA
Tax Lot 100

NOBEL ROAD

T3S, R2E, 08CA
Tax Lot 300

T3S, R2E, 08CA
Tax Lot 200

SITE DATUM:

ADDRESS: 19731 & 19755 S. MEYERS RD

LEGAL: MAP 3 2E 08CA, TAX LOT 600 & 700

SITE AREA: 1.83 ACRES

ZONING: PRESENT R-8
PROPOSED R-6

EXISTING USE: 2 SINGLE FAMILY HOMES

PROPOSED USE: 10 SINGLE FAMILY HOMES

STREET AND PAVEMENT IMPERVIOUS AREA \approx 0.39 ACRES

REVISIONS BY

REVISED CONTRAINED STREET
TO STANDARD STREET SECTION
(4-11-14) JVM

PRELIMINARY PLAT OF
SMALL SLOPE
JECO INVESTMENTS, INC.

Lot Dimension
Plan

SISUL ENGINEERING

375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE FEB., 2014

SCALE 1"=40'

DRAWN JVM

JOB SGL13-057

SHEET 1

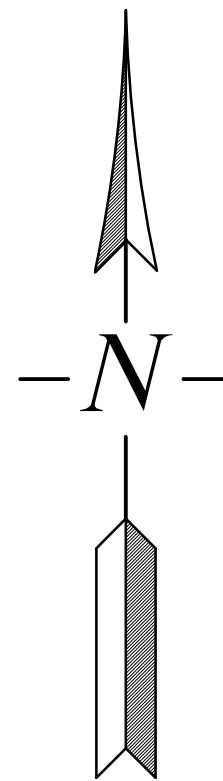
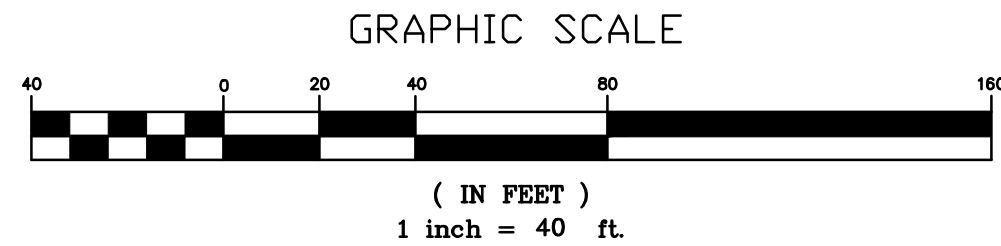
OF 7 SHEETS

PRELIMINARY PLAT
OF
SMALL SLOPE

* OWNED BY
LIVING HOPE
CHURCH

LIVING HOPE
CHURCH

GERBER WOOD DR.



T35, R2E, O8CA
Tax Lot 900

POSSIBLE LOT
DIVISION LINES

T35, R2E, O8CA
Tax Lot 600

Graded Inlet
Rm=425/2
12" IE Qd=421.52

S20
Rm=425/17
IE=417.0

EXISTING LIGHT POLE

EXISTING FIRE HYDRANT

EXISTING EDGE OF PAVEMENT

EXISTING LIGHT POLE

EXISTING POWER POLE

MEYERS ROAD

EXISTING GAZEBO
(TO BE REMOVED)

EXISTING LIGHT POLE

EXISTING SHED
(TO BE REMOVED)

EXISTING SHACK
(TO BE REMOVED)

EXISTING WELL SYSTEM

EXISTING SEPTIC ACCESS?

EXISTING BUILDING
(TO BE REMOVED)

EXISTING CONCRETE PAD

EXISTING GRAVEL DRIVE

POSSIBLE LOT
DIVISION LINES

NOBEL ROAD

T35, R2E, O8CA
Tax Lot 300

T35, R2E, O8CA
Tax Lot 200

POSSIBLE LOT
DIVISION LINES

REVISIONS	BY

PRELIMINARY PLAT OF
SMALL SLOPE
JECO INVESTMENTS, INC.

Existing Conditions
Plan & Shadow Plat
of Surrounding Parcels

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE FEB., 2014

SCALE 1"=40'

DRAWN JVM

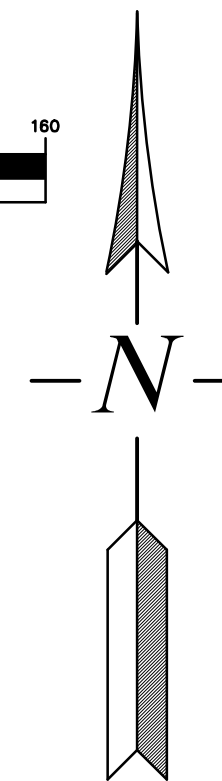
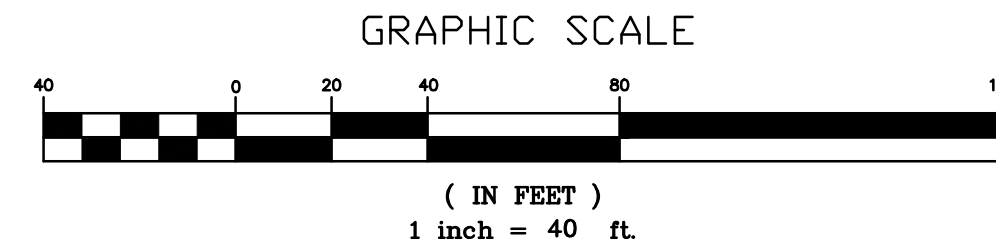
JOB SGL13-057

SHEET

2

OF 7 SHEETS

PRELIMINARY PLAT
OF
SMALL SLOPE



T35, R2E,08CA
Tax Lot 900

T35, R2E,08CA
Tax Lot 800

T35, R2E,08CA
Tax Lot 1000

T35, R2E,08CA
Tax Lot 100

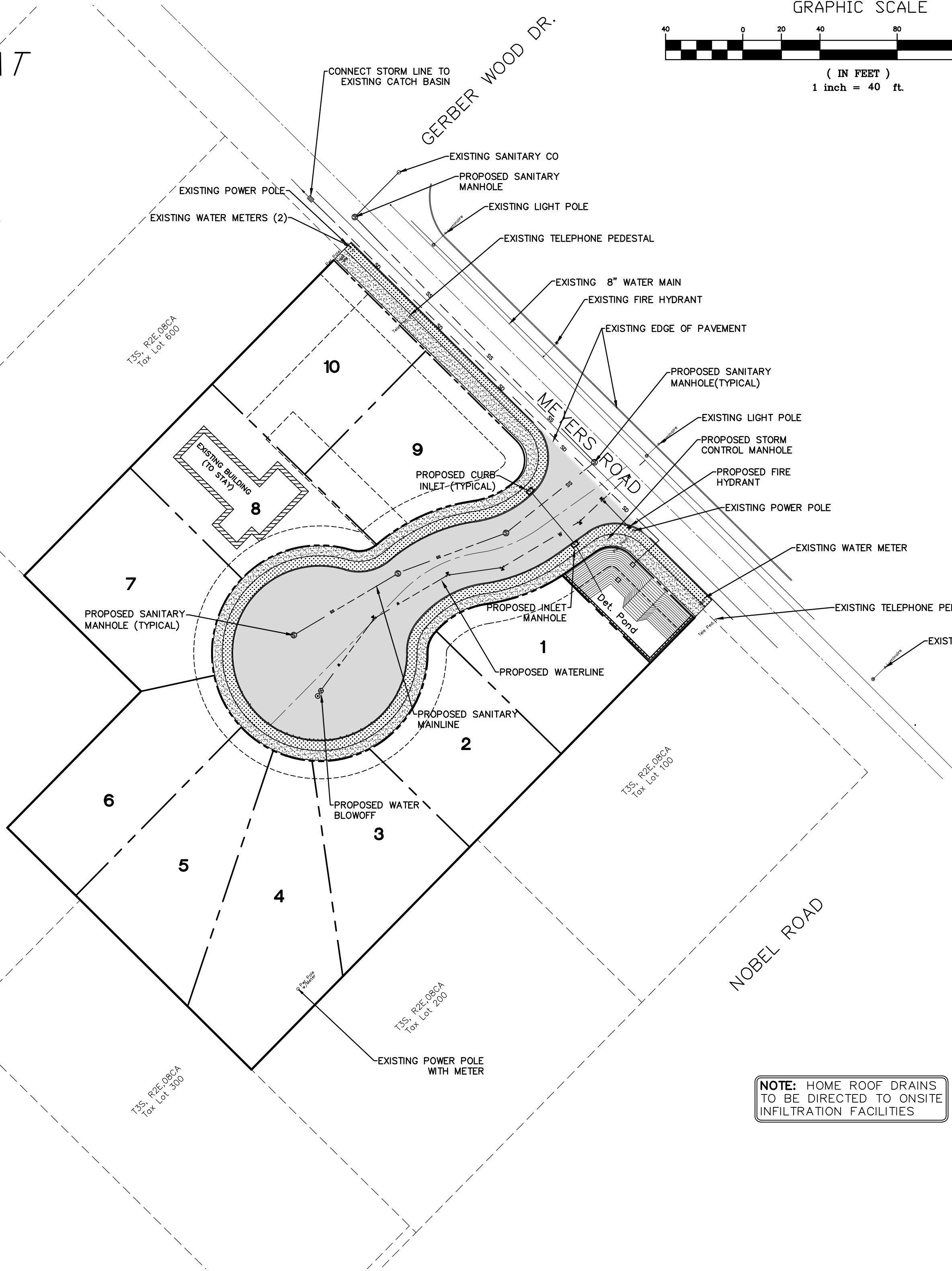
T35, R2E,08CA
Tax Lot 200

T35, R2E,08CA
Tax Lot 300

GERBER WOOD DR.

MEYERS ROAD

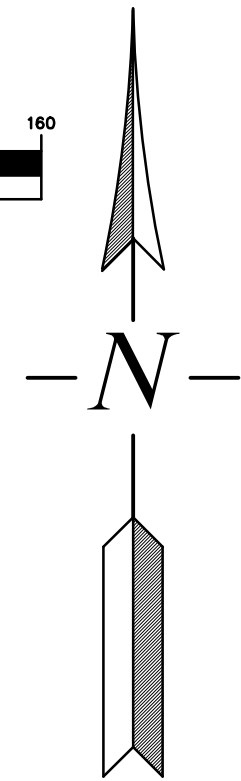
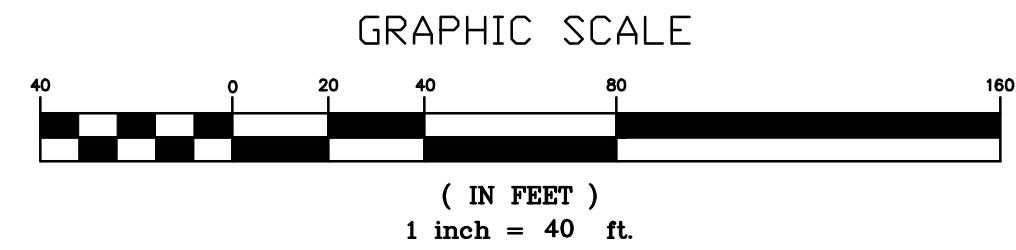
NOBEL ROAD



NOTE: HOME ROOF DRAINS
TO BE DIRECTED TO ONSITE
INFILTRATION FACILITIES

REVISIONS	BY
REVISED CONTRAINED STREET TO STANDARD STREET SECTION (4-11-14)	JVM
PRELIMINARY PLAT OF SMALL SLOPE JECO INVESTMENTS, INC.	
Utility Plan	
SISUL ENGINEERING 375 PORTLAND AVENUE GLADSTONE, OREGON 97027 (503) 657-0188	
DATE	FEB., 2014
SCALE	1" = 40'
DRAWN	JVM
JOB	SGL13-057
SHEET	3
OF	7 SHEETS

PRELIMINARY PLAT OF SMALL SLOPE



T3S, R2E,08CA
Tax Lot 900

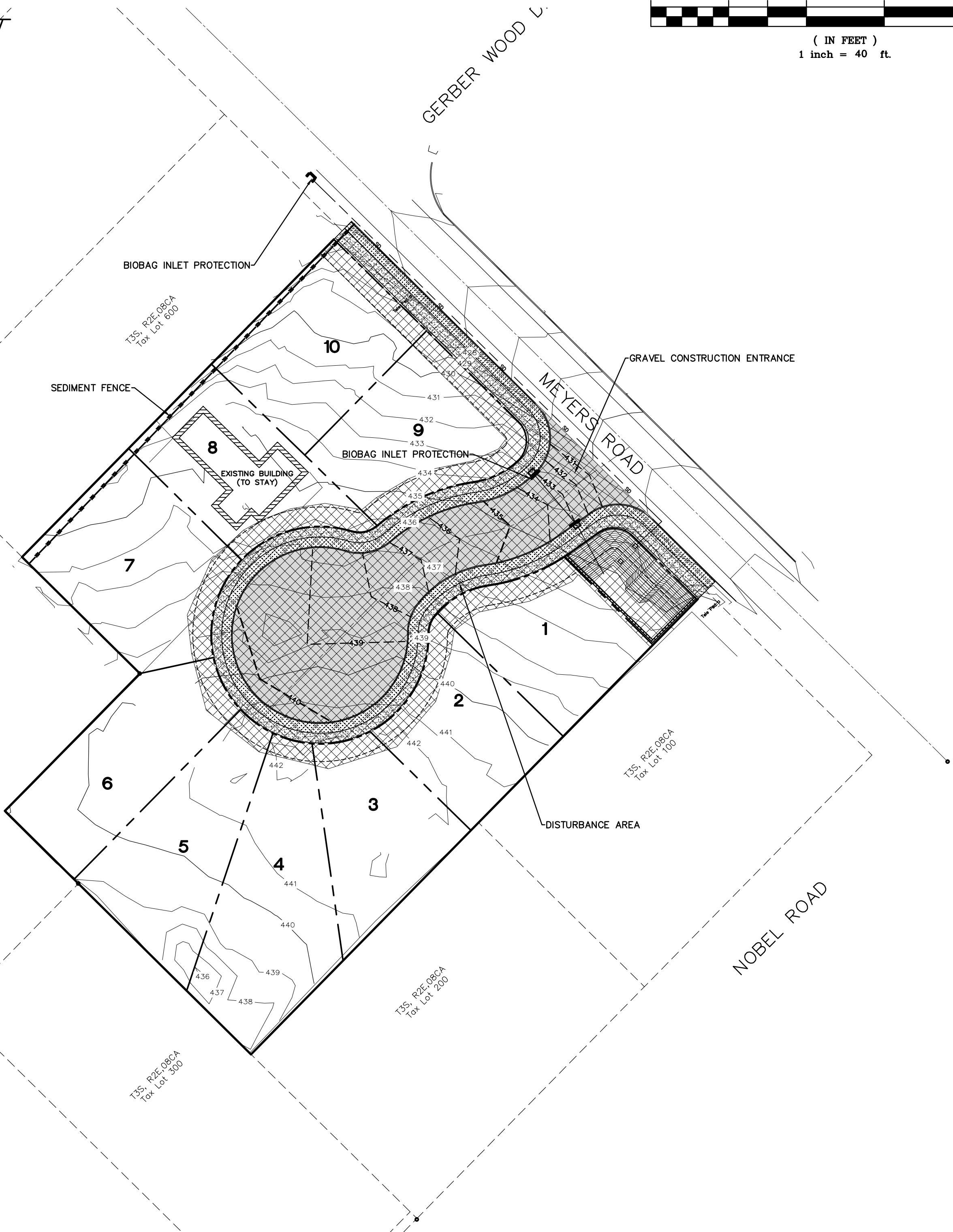
T3S, R2E,08CA
Tax Lot 600

T3S, R2E,08CA
Tax Lot 1000

T3S, R2E,08CA
Tax Lot 100

T3S, R2E,08CA
Tax Lot 200

T3S, R2E,08CA
Tax Lot 300



REVISIONS	BY
REVISED CONTRAINED STREET TO STANDARD STREET SECTION (4-11-14)	JVM

PRELIMINARY PLAT OF
SMALL SLOPE
JECO INVESTMENTS, INC.

Grading/Erosion
Control Plan

SISUL ENGINEERING

375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE FEB., 2014

SCALE 1"=40'

DRAWN JVM

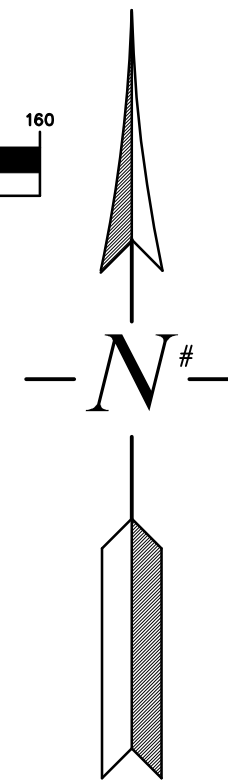
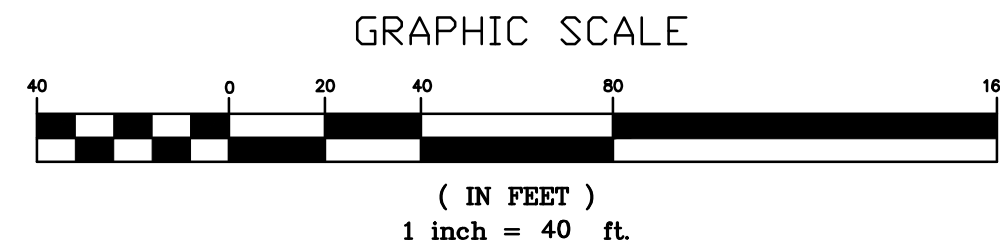
JOB SGL13-057

SHEET

4

OF 7 SHEETS

PRELIMINARY PLAT OF SMALL SLOPE



LEGEND	
	INDICATES TREE TO BE REMOVED
	EXISTING TREE TO REMAIN WITH INFRASTRUCTURE DEVELOPMENT

T35, R2E,08CA
Tax Lot 900

T35, R2E,08CA
Tax Lot 600

T35, R2E,08CA
Tax Lot 1000

T35, R2E,08CA
Tax Lot 100

T35, R2E,08CA
Tax Lot 200

T35, R2E,08CA
Tax Lot 500

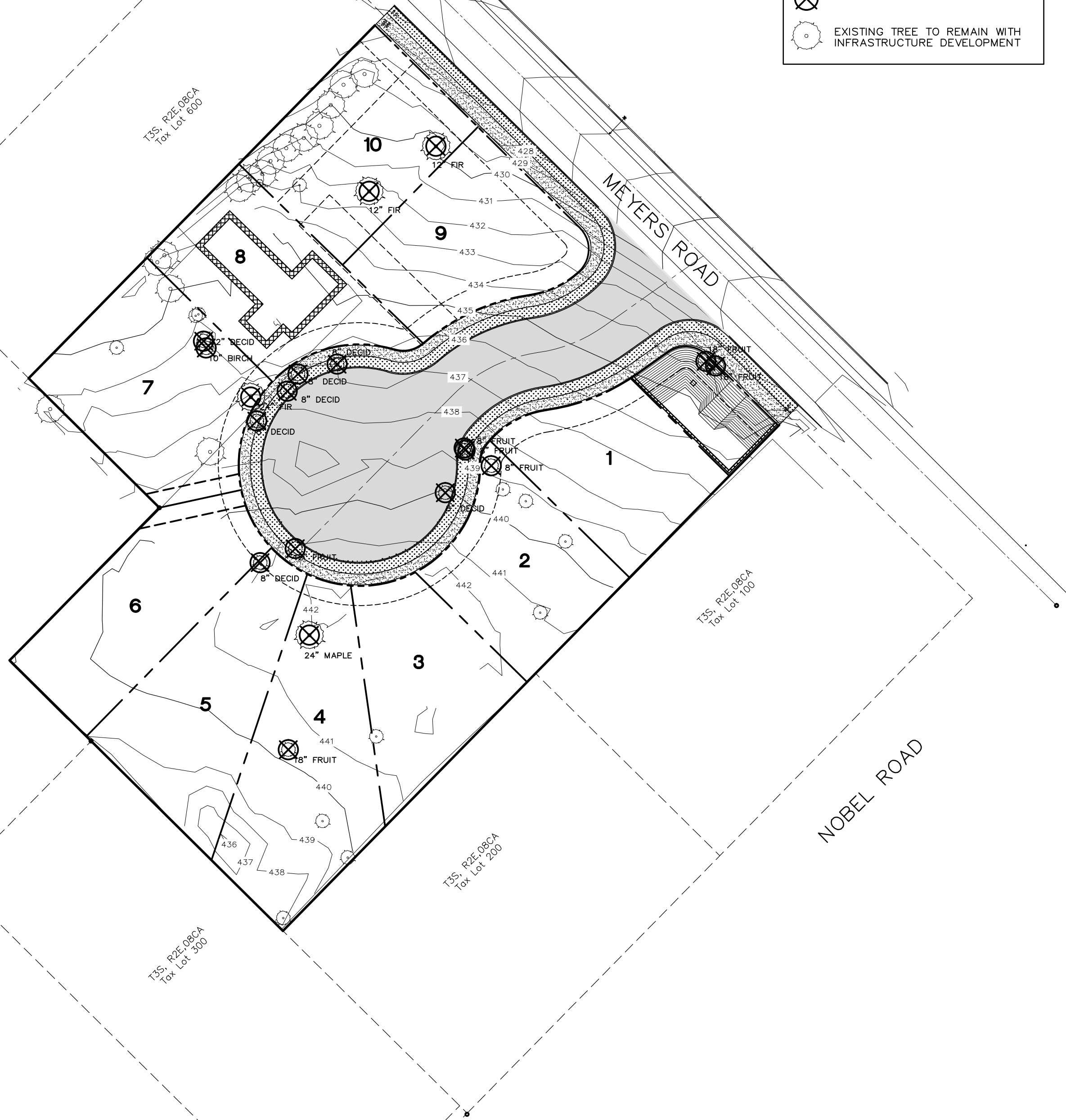
GERBER WOOD DR.

MEYERS ROAD

NOBEL ROAD

TREE REPLACEMENT TABLE		
SIZE	TYPE	REPLACEMENT #
8"	DECID	1
8"	DECID	1
8"	DECID	1
8"	DECID	1
8"	DECID	1
8"	DECID	1
8"	FRUIT	1
8"	FRUIT	1
8"	FRUIT	1
10"	BIRCH	1
12"	DECID	2
12"	FIR	2
12"	FIR	2
12"	FRUIT	2
18"	FRUIT	2
18"	FRUIT	2
18"	FRUIT	2
24"	MAPLE	2
24"	FIR	2

TOTAL REPLACEMENT TREES = 28



REVISIONS	BY
REVISED: CONTRAINED STREET TO STANDARD STREET SECTION (4-11-14)	JVM

PRELIMINARY PLAT OF
SMALL SLOPE
JECO INVESTMENTS, INC.

Tree Removal
Plan

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE FEB., 2014

SCALE 1"=40'

DRAWN JVM

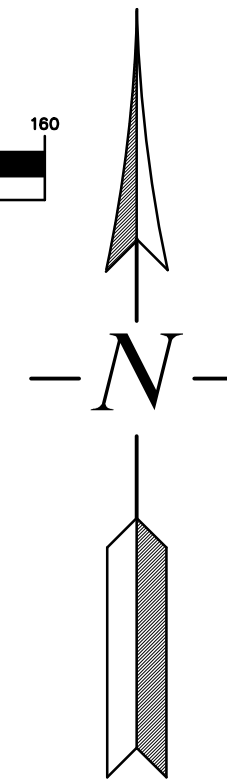
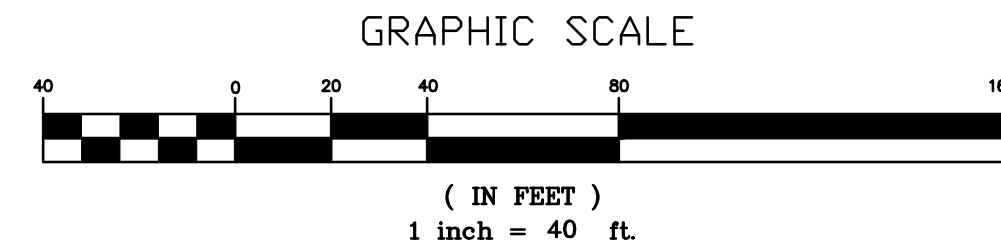
JOB SGL13-057

SHEET

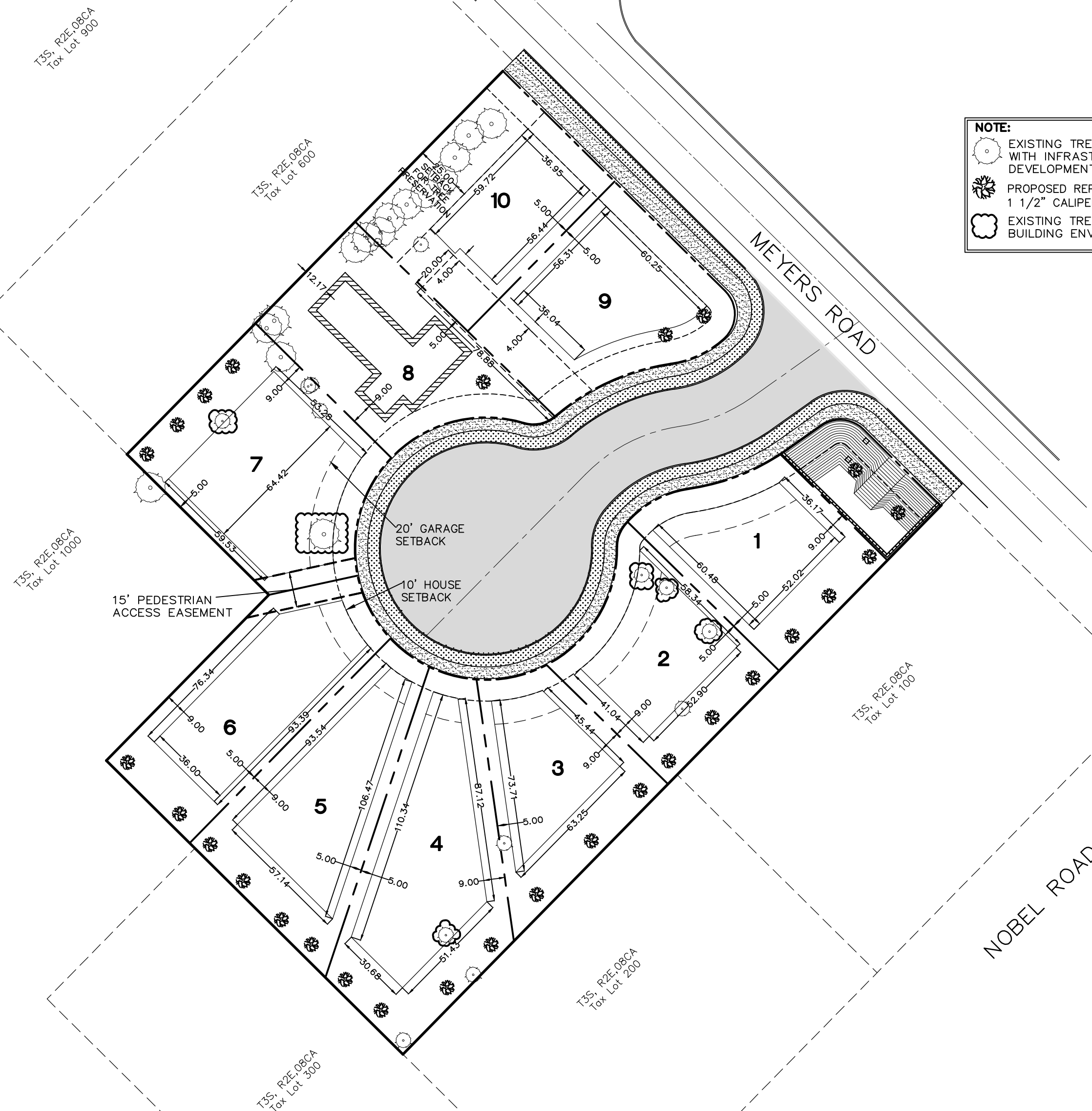
5

OF 7 SHEETS

PRELIMINARY PLAT
OF
SMALL SLOPE



- NOTE:**
- EXISTING TREES TO REMAIN WITH INFRASTRUCTURE DEVELOPMENT
 - PROPOSED REPLACEMENT TREE (28 SHOWN) 1 1/2" CALIPER, ROUGHLY 30' O.C.
 - EXISTING TREES NEAR POSSIBLE BUILDING ENVELOPE TO BE SAVED

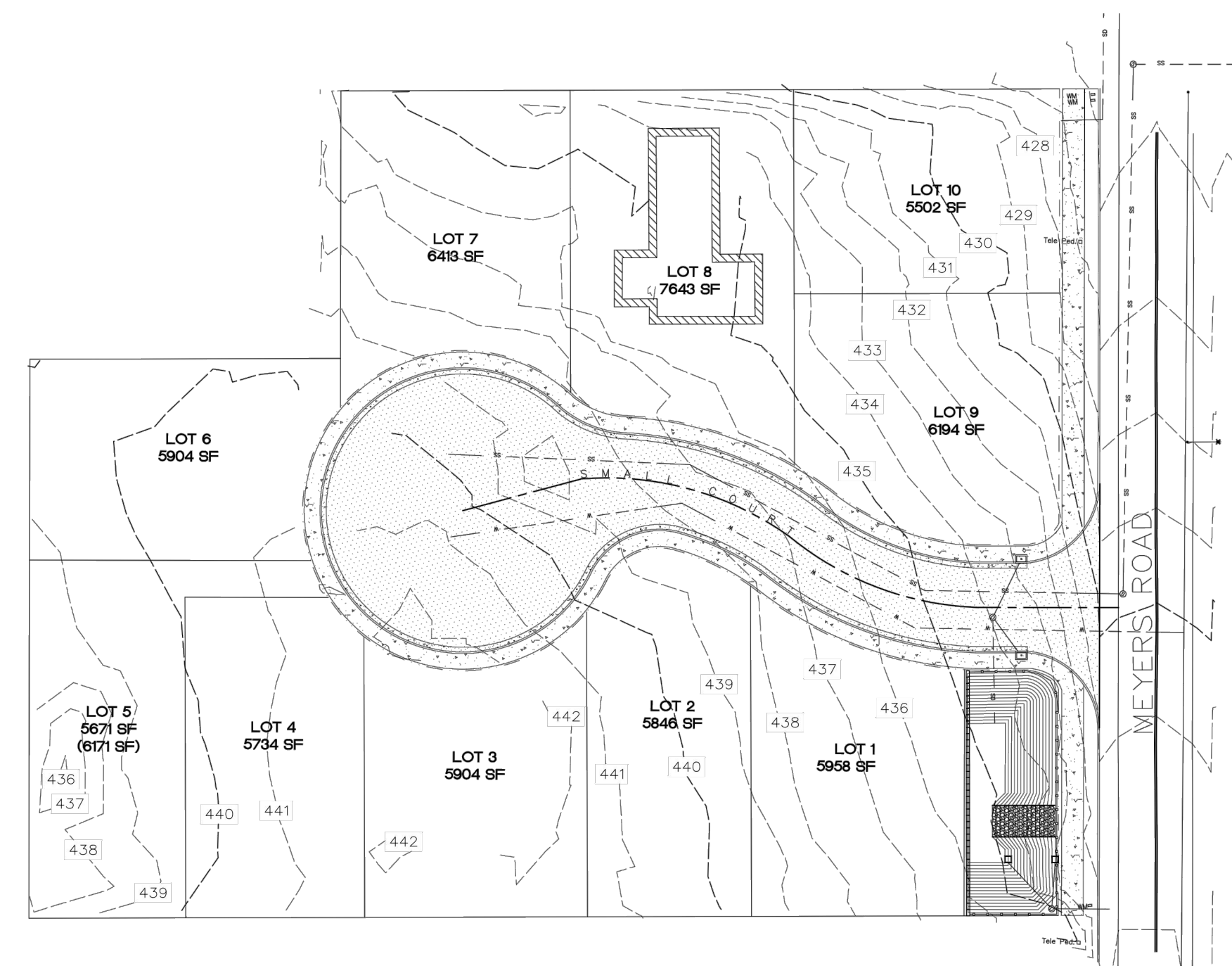


REVISIONS	BY
REVISED CONTRAINED STREET TO STANDARD STREET SECTION (4-11-14)	JVM
PRELIMINARY PLAT OF OF SMALL SLOPE JECO INVESTMENTS, INC.	
Lot Setbacks & Mitigation Plan	
SISUL ENGINEERING 375 PORTLAND AVENUE GLADSTONE, OREGON 97027 (503) 657-0188	
DATE	FEB., 2014
SCALE	1" = 40'
DRAWN	JVM
JOB	SGL13-057
SHEET	6
OF 7 SHEETS	

PRELIMINARY PLAT OF OF SMALL SLOPE

PLAN SHOWN TO THE GAFFNEY
LANE NEIGHBORHOOD ASSOCIATION
AT NEIGHBORHOOD MEETING ON
JAN. 23, 2014

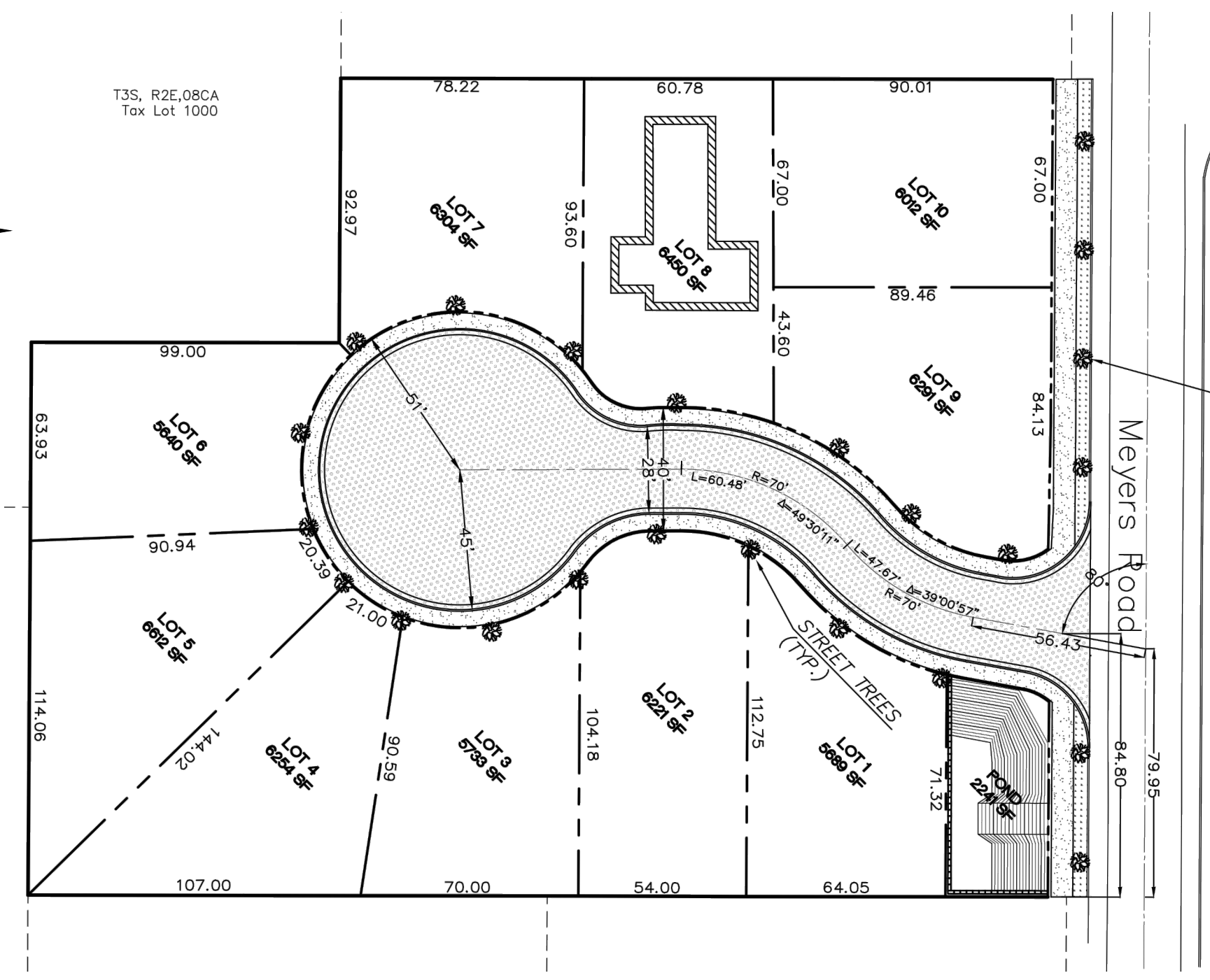
NEIGHBORHOOD CHAIR AMY WILLHITE
MAKES COMMENT SHE WOULD LIKE
LESS LOTS UNDER 6000 SF. (THIS
PLAN HAD 7 OF 10 LOTS UNDER
6000 SF.) PLAN SHOWED A
CONSTRAINED STREET SECTION PER
CITY DETAIL #503



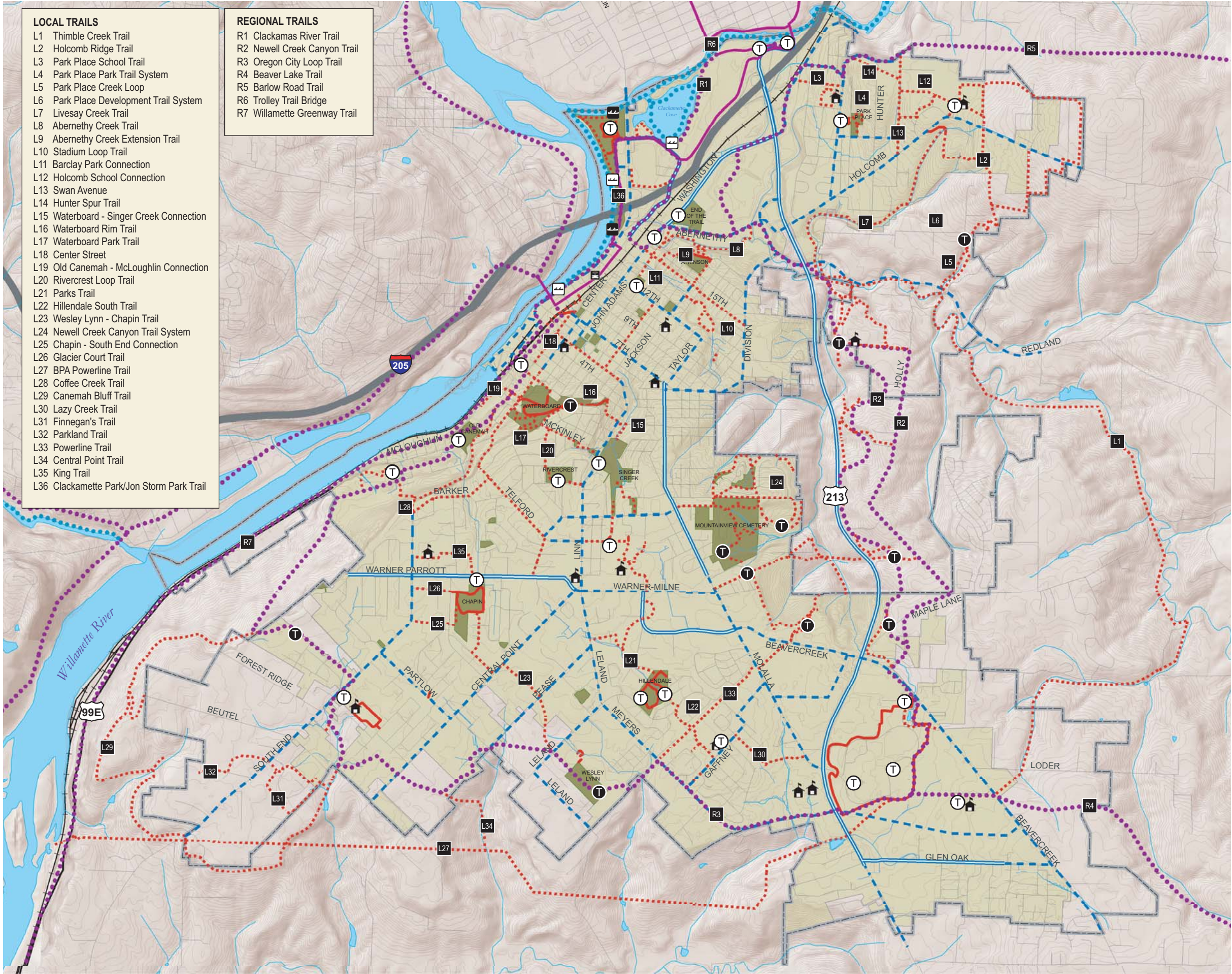
ORIGINAL APPLICATION SUBMITTAL TO
THE CITY WITH CONSTRAINED STREET
SECTION.

DIFFERENCES FROM PLAN SHOWN TO
NEIGHBORHOOD ASSOCIATION.

- 1) ACCESS POINT TO MEYERS ROAD
SHIFTED FURTHER SOUTHEASTERLY
FOR SIGHT DISTANCE REASONS
- 2) 7 OF 10 LOTS ARE OVER 6000 SF.



REVISIONS	BY
<div> <div>PRELIMINARY PLAT OF SMALL SLOPE</div> <div>JECO INVESTMENTS, INC.</div> </div>	
<div> <div>Subdivision Configuration Progression</div> </div>	
<div> <div>ISUL ENGINEERING</div> <div>375 PORTLAND AVENUE GLADSTONE, OREGON 97027 (503) 657-0188</div> </div>	
DATE FEB., 2014	
SCALE N.T.S.	
DRAWN JVM	
JOB SGL13-057	
SHEET 7	
OF 7 SHEETS	



- LOCAL TRAILS**
L1 Thimble Creek Trail
L2 Holcomb Ridge Trail
L3 Park Place School Trail
L4 Park Place Park Trail System
L5 Park Place Creek Loop
L6 Park Place Development Trail System
L7 Livesay Creek Trail
L8 Abernethy Creek Trail
L9 Abernethy Creek Extension Trail
L10 Stadium Loop Trail
L11 Barclay Park Connection
L12 Holcomb School Connection
L13 Swan Avenue
L14 Hunter Spur Trail
L15 Waterboard - Singer Creek Connection
L16 Waterboard Rim Trail
L17 Waterboard Park Trail
L18 Center Street
L19 Old Canemah - McLoughlin Connection
L20 Rivercrest Loop Trail
L21 Parks Trail
L22 Hillendale South Trail
L23 Wesley Lynn - Chapin Trail
L24 Newell Creek Canyon Trail System
L25 Chapin - South End Connection
L26 Glacier Court Trail
L27 BPA Powerline Trail
L28 Coffee Creek Trail
L29 Canemah Bluff Trail
L30 Lazy Creek Trail
L31 Finnegan's Trail
L32 Parkland Trail
L33 Powerline Trail
L34 Central Point Trail
L35 King Trail
L36 Clackamette Park/Jon Storm Park Trail
- REGIONAL TRAILS**
R1 Clackamas River Trail
R2 Newell Creek Canyon Trail
R3 Oregon City Loop Trail
R4 Beaver Lake Trail
R5 Barlow Road Trail
R6 Trolley Trail Bridge
R7 Willamette Greenway Trail

Oregon City Conceptual Trails Map

Existing and Proposed Trails

LEGEND
METRO REGIONAL TRAILS
— EXISTING TRAIL
- - - PROPOSED TRAIL
- - - PROPOSED RIVER TRAIL

EXISTING AND PROPOSED TRAILS
— EXISTING COMMUNITY TRAIL
- - - PROPOSED COMMUNITY TRAIL
— EXISTING LOCAL TRAIL
- - - PROPOSED LOCAL TRAIL

TRAILHEADS
[Icon] EXISTING BOAT LAUNCH
[Icon] PROPOSED BOAT LAUNCH
[T] EXISTING TRAILHEAD
[T] PROPOSED TRAILHEAD

— URBAN GROWTH BOUNDARY
[Icon] OREGON CITY LIMITS
[Green] PARKS
[House] SCHOOLS
[Bus] TRANSIT CENTER

February 19, 2014

Jeff Mueller
JECO Investments, Inc.
28890 SE Highway 212
Boring, OR 97009

*RE: 19735 & 19751 Meyers Road
Traffic Analysis Letter*

Dear Mr. Mueller,

We have completed our transportation analysis for the proposed zone change and subsequent 10-lot subdivision for the properties located at 19735 and 19751 S Meyers Road in Oregon City, Oregon. Based on our discussions of project scope with John Replinger, a transportation analysis letter is required to address criteria for the City of Oregon City.

PROJECT & LOCATION DESCRIPTION

The properties located at 19735 and 19751 S Meyers Road are proposed for a zone change from R-8 to R-6 and the development of a 10-lot subdivision. The properties total approximately 2 acres, or 87,303 square feet, and are located on the south side of Meyers Road in a block bounded by S Nobel Road, Schaefer Drive, and Gaffney Lane.

The majority of the lots in the subdivision will take access from a cul-de-sac that connects to S Meyers Road approximately 130 feet east of S Gerber Woods Drive.

South Meyers Road is under the jurisdiction of Oregon City and is classified as a Minor Arterial. It is generally a two-lane facility with a posted speed limit of 35 mph. Curbs are installed on both sides of the roadway and sidewalks are provided along the north side of the street. Bike lanes are denoted on both sides of the roadway; however, no on-street parking areas are provided in the vicinity of the site.

An aerial view of the site and nearby vicinity is shown on the following page (image from Google Earth).





Jeff Mueller
February 19, 2014
Page 3 of 5

With the proposed land-division of 10-lots, the property is projected to generate eight trips during the morning peak hour with two trips entering and six trips exiting the site. During the evening peak hour, the property is projected to generate ten trips with six trips entering and four trips exiting the site.

The following table offers a summary of the trip generation for both reasonable worst-case development scenarios as well as the proposed 10-lot subdivision. Detailed trip generation calculations are included in the technical appendix.

TRIP GENERATION SUMMARY								
	Size	AM Peak Hour			PM Peak Hour			Total
		In	Out	Total	In	Out	Total	
Reasonable Worst-Case Scenarios								
Under R-8 Zoning	9 lots	2	5	7	6	3	9	86
Under R-6 Zoning	13 lots	3	7	10	8	5	13	124
Net Difference		1	2	3	2	2	4	38
Proposed Development	10 lots	2	6	8	6	4	10	96

Since the change in zoning will lead to a maximum increase of only four trips during a peak period, site impacts will be minimal and no study area intersections require a detailed capacity analysis. Likewise, since the proposed 10-lot subdivision will only generate a maximum of ten trips during a peak period, no analysis of nearby intersections is required. The traffic impacts resulting from the possible increase in development density or the proposed 10-lot subdivision are projected to be negligible and no mitigations are recommended.

SIGHT DISTANCE

Intersection sight distance requirements were taken from *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). Sight distance requirements are based on an approaching driver's eye height of 3.5 feet above the road and an eye height of 3.5 feet with the driver's eye 15 feet behind the edge of the near-side travel lane.

Sight distance from the proposed driveway was measured and was found to be 393 feet to the southeast of the driveway, limited by a crest vertical curve. Based on the speed limit of 35 mph for Meyers Road, a minimum of 390 feet of intersection sight distance (ISD) is required to allow vehicles to turn onto Meyers Road without impeding the flow of through traffic.

Sight distance was measured to be in excess of 450 feet to the west of the driveway (past the all-way stop intersection of S Meyers Road at Gaffney Lane). Since vehicles must come to a full stop at the intersection, an assumed approach speed of 10 mph was used based on when drivers would be



Jeff Mueller
February 19, 2014
Page 4 of 5

expected to notice vehicles accelerating from a stop at the intersection. This design speed requires a minimum of 115 feet of intersection sight distance for traffic approaching the site access from the west.

Intersection sight distance is met in both directions from the proposed access location. No mitigations are recommended.

TRANSPORTATION PLANNING RULE

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable elements of the TPR are each quoted directly in *italics* below, with a response directly following.

660-012-0060

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
 - (b) Change standards implementing a functional classification system; or*
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*



Jeff Mueller
February 19, 2014
Page 5 of 5

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

In this case, subsections (A) and (B) are not triggered, since the proposed zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Subsection (C) is also not triggered since the impact of the proposed zone change on the adjacent area will be negligible. The addition of a maximum of four trips onto the street system during the peak period is not projected to degrade the performance of any nearby intersections.

Based on the analysis, the proposed zone change will not degrade the performance of any existing or planned transportation facility. Accordingly, the Transportation Planning Rule is satisfied.

CONCLUSIONS

The traffic that could result from the proposed zone change of the properties located at 19751 and 19735 Meyers Road in Oregon City will not cause any significant impact the nearby transportation system under the worst-case development scenarios. Additionally, the impact resulting from traffic generated by the proposed 10-lot subdivision is projected to be negligible.

The full development of the two properties under the proposed R-6 zoning is not projected to significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule. Accordingly, no mitigation is recommended.

Sight distance was measured at the location of the proposed driveway and found to be in excess of the required intersection sight distance standards.

If you have any questions, comments, or concerns regarding this report or if you need any further assistance, please don't hesitate to call.

Sincerely,

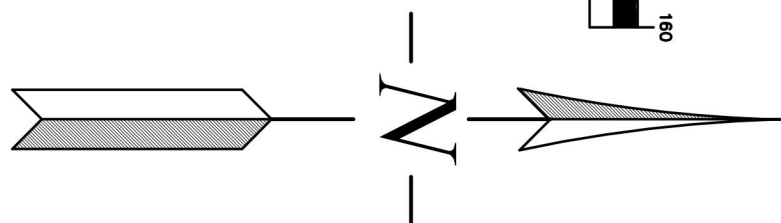
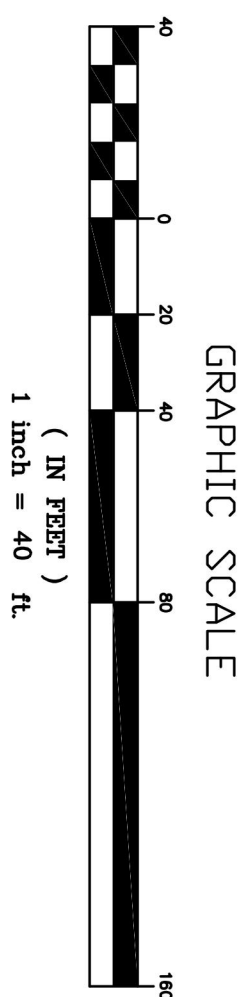
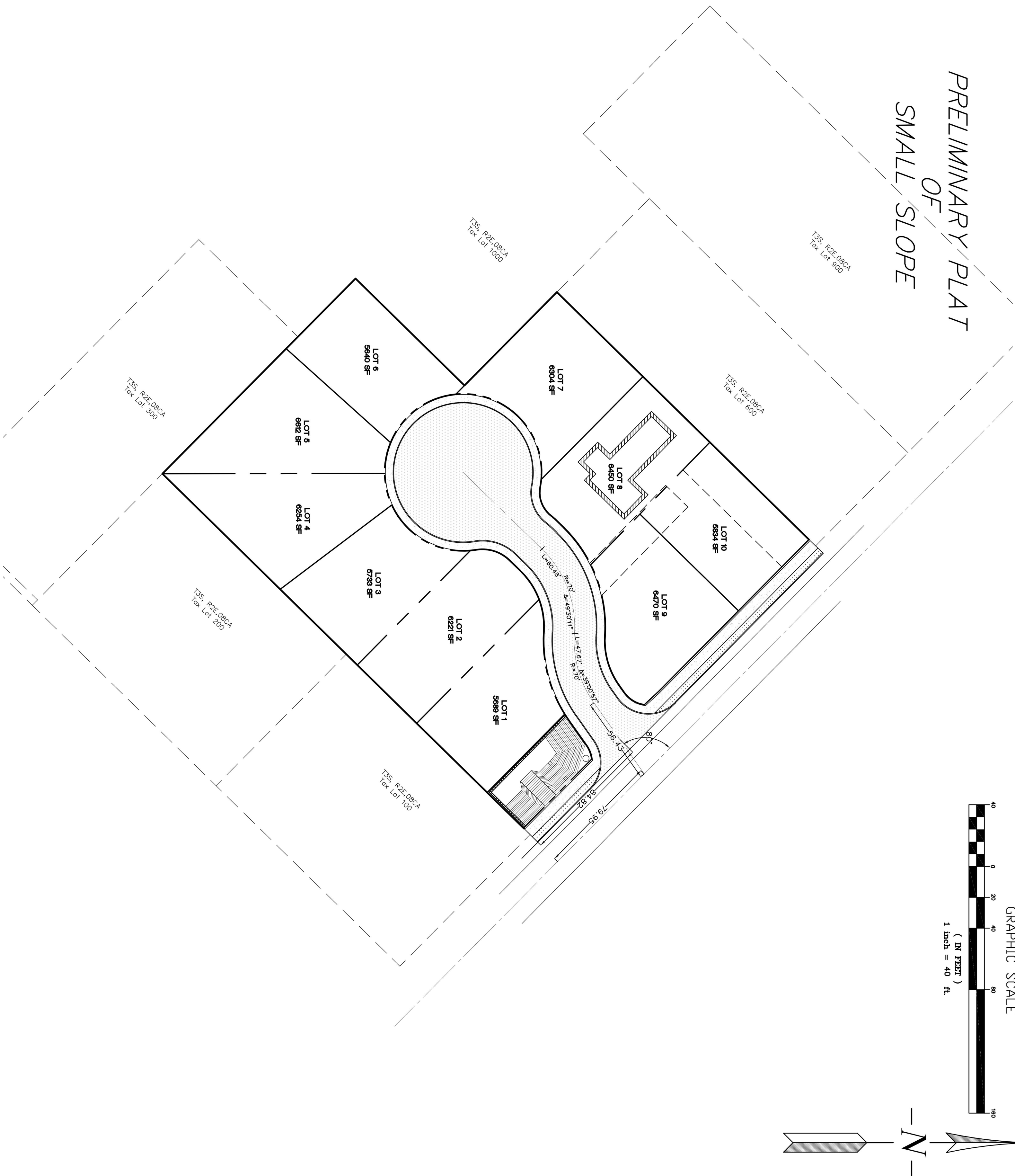


William Farley, EI
Transportation Analyst

2e

TECHNICAL APPENDIX

PRELIMINARY PLAT
OF
SMALL SLOPE



CENTERLINE INFORMATION
OF SMALL SLOPE
JECO INVESTMENTS, INC.

REVISIONS	BY

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE JAN., 2014

SCALE 1"=40'

DRAWN JMM

JOB SGL13-057

SHEET

1

OF 1 SHEETS

Whereas, the Oregon Department of Transportation, has been requested to perform an investigation pursuant to the provisions of ORS 810.180, has caused an engineering and traffic investigation to be made for the section(s) of state highway, county highway, city highway, or highway under the jurisdiction of a federal agency described below (highway means public way); and

Whereas, the State Traffic Engineer has been authorized to act on behalf of the Oregon Transportation Commission; and

Whereas, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the Traffic Management Section of the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the Traffic Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name Meyers Road

LOCATION OF TERMINI

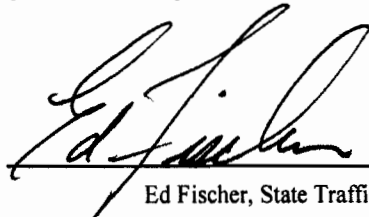
From	To	Designated Speed (Miles Per Hour)
Clairmont Way	Cascade Hwy South (OR 213)	35
<i>School speed zones may be posted within the limits of this order as determined to be appropriate by the Road Authority, based on an engineering investigation as per the provisions of ORS 811.111, Subsection 1(e) and ORS 810.200.</i>		
This rescinds SZRP Order 934D of 10/5/1993		

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Be it further ordered that the Traffic Engineer of the Oregon Department of Transportation is hereby delegated the authority to sign this order for and on behalf of the Department.


Ed Fischer, State Traffic Engineer



Speed Zone Order

Date **March 29, 2007** Order No **J7933**

Jurisdiction(s)

Oregon City

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 9

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	2	5	7

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	6	3	9

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	43	43	86

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	45	45	90



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 13

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	3	7	10

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	8	5	13

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	62	62	124

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	64	64	128

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 10

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	2	6	8

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	6	4	10

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	48	48	96

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	50	50	100

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

March 30, 2014

Ms. Kelly Moosbrugger
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – 19735 & 19751
 S MEYERS ROAD SUBDIVISION – TP14-02**

Dear Ms. Moosbrugger:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed 10-lot Meyers Road subdivision at 19735 and 19751 S Meyers Road. The site is located on the south side of Meyers Road near the intersection with S Gerber Woods Drive. The TAL, dated February 15, 2013, was prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The proposal would create a new 10-lot subdivision by infilling within developed areas. The subdivision consists of a cul-de-sac intersecting S Meyers Road approximately 130 southeast of the intersection of S Meyers Road and S Gerber Woods Drive.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed subdivision.

Comments

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of 10 single family dwellings on a site currently occupied by two. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The subdivision is predicted to produce 8 AM peak hour trips; 10 PM peak hour trips; and 95 weekday trips.
- 2. Access Locations.** As explained in the TAL, nine lots have frontage on the cul-de-sac. One lot would have access on S Meyers Road. Ideally, no lot would have direct access onto S Meyers Road, a minor arterial street. There is, however, a driveway at this location today. I recommend that any lot taking direct access to S Meyers Road be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.

3. **Driveway Width.** The TAL does not indicate any impediments to meeting driveway width standards.
4. **Intersection Spacing.** The proposal will result in a new intersection where the proposed cul-de-sac will intersect with S Meyers Road. The proposed intersection would be located approximately 130 feet southeast of the intersection of S Meyers Road and S Gerber Woods Drive. Though it would be ideal for the cul-de-sac to align with S Gerber Woods Drive, this is impractical because of property boundaries and would make the adjacent parcel to the west uneconomical to develop. Topography of the area and sight distance considerations make the proposed site access the best compromise. As indicated in the TAL, a maximum of ten peak hour trips would be generated by the subdivision making conflicts with nearby intersections negligible. I concur with the engineer that the proposed location is acceptable and does not cause safety issues due to the proximity of the intersection with existing intersections.
5. **Sight Distance.** The engineer measured sight distance at the proposed intersection of the cul-de-sac with S Meyers Road. He found this location provided sight distance exceeds the needed sight distance of 390 feet associated with a posted speed of 35 mph. He did not recommend mitigation and I concur. He also measured sight distance at the proposed driveway and found it to be acceptable.
6. **Safety Issues.** The engineer did not identify any safety issues associated with the subdivision and notes that the traffic impacts will be negligible. I concur with the engineer's conclusion.
7. **Consistency with the Transportation System Plan (TSP).** Based on the materials submitted it appears that the cul-de-sac would be developed in accordance with city standards and would be consistent with the TSP.
8. **Transportation Planning Rule (TPR) Analysis.** Because the applicant is proposing to rezone the property from R-8 to R-6, a TPR analysis is also included. He provided an analysis of the maximum trip generation under R-6 and concluded the impact was negligible. The engineer states that the proposal does not change the functional classification of any existing or planned transportation facility; does not alter the standards for implementing the functional classification system; and does not alter the level of travel or degrade the performance of the transportation system such that it would not meet applicable performance standards. I concur.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic. There are

Ms. Kelly Moosbrugger
March 30, 2014
Page 3

no transportation-related issues associated with this subdivision requiring mitigation. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

Because of the property and topographic considerations, I recommend allowing the new intersection of the cul-de-sac with S Meyers Road to be permitted where proposed. For the single lot for which direct access is proposed to S Meyers Road, I recommend that it be developed such that vehicles can turn around on site instead of backing onto the street when exiting the property.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

A handwritten signature in black ink that reads "John Replinger". The signature is written in a cursive, flowing style.

John Replinger, PE
Principal

Small Slope Subdivision

Oregon City, OR

Developer: JECO Investments, Inc.

J.O. SGL 13-057

February 18, 2014
Revised April 10, 2014

PRELIMINARY STORM DRAIN DETENTION & WATER QUALITY CALCULATIONS

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 Portland Avenue

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-577

Narrative:

The site is currently developed with two single family dwellings. One is at address 19751 Meyers Road and the other at 19735 Meyers Road. The majority of the site is grass/lawn. The property fall towards the north at approximately 5%. The site is surrounded by single family dwellings on individual lots on the north, northernwestly, east and southeasterly sides. There is a church directly adjacent to the southwest.

The site is located in the Caufield Drainage Basin.

The site is proposed to be developed with a 10-lot R-6 single family dwelling subdivision. The house located at 19735 Meyers Road will be retained and is included in its own lot in the proposed subdivision layout. Stormwater detention and water quality facility for street runoff will be provided by a detention pond to be located on the northeast side of the development along the frontage of Meyers Road. The water quality requirement for the City of Oregon City is to have a minimum 48-hour retention time for 1/3 of a 2 year storm event. All of these requirements will be met with a detention/water quality pond. Roof drainage will be piped to infiltration facilities on each individual lot. A geotechnical infiltration test and report prepared by GeoPacific Engineering is included as a part of this report.

Detention Requirements:

2yr, 24-hour storm event must be controlled to 50% of the pre-developed runoff rate of a 2yr 24 hour storm event.

5yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 5yr 24-hour storm event.

25yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 10yr 24-hour storm event.

Site Conditions & Design Values - Pre Development:

Area:

Total Area = 1.83 Acres
Pervious Area = 1.53 acres
Impervious Area = 0.30 acres

Existing Use: The site is currently developed with two single family dwellings. The majority of the undeveloped portion of the site is grass/lawn.

Soil Type: This site has (2) soil types as identified by (Soil Survey Clackamas County Area, Oregon) (See Soil Survey Attachments)

Bornstedt silt loam 8B - Hydrologic Group 'C'
Jory silty clay loam 45B - Hydrologic Group 'C'

Runoff Curve Numbers: (per Table 4-3 MODIFIED CURVE NUMBERS, City of Oregon City Stormwater and Grading Design Standards)

Open Spaces, grass/lawns, good condition - Hydrologic Group 'C' => 86
Impervious Surfaces, AC, Roofs etc.-Hydrologic Group 'C' => 98

Rainfall Distribution: (per Table 4-1 TOTAL DEPTH, City of Oregon City Stormwater and Grading Design Standards)

2yr, 24-hour duration STD SCS Type 1A Storm => 2.6 inches
5yr, 24-hour duration STD SCS Type 1A Storm => 3.1 inches
10yr, 24-hour duration STD SCS Type 1A Storm => 3.4 inches

Time of Concentration – Pre Developed: (Design Values per Table 4-4 MANNING'S COEFFICIENTS/"K" FACTORS, City of Oregon City Stormwater and Grading Design Standards)

$$\text{Sheet Flow: } T_1 = \frac{0.42 (n_s L)^{0.8}}{(P_2)^{0.5} * (s_o)^{0.4}}$$

$$L = 181 \text{ ft.}$$

$$P_2 = 2.6 \text{ in.}$$

$$S_o = 0.046 \text{ ft./ft.}$$

$$n_s = 0.15$$

Total Time of Concentration: $T = \dots$

$$T_c = \frac{0.42 (0.15 * 181)^{0.8}}{(2.6)^{0.5} * (0.046)^{0.4}} = \dots$$

$$T_c = 12.52 = \underline{12.5 \text{ minutes}}$$

Update: Pre-developed time of concentration was recalculated per the reviewer's request. The new value came out to be 10.95 minutes. Given this value, 12.5 minutes would be considered more conservative therefore the remaining calculations were carried out with this value

Pre Development Hydrographs:

The pre developed hydrographs will be generated using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.20)

2 year Runoff Rate – Pre Development

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 2-YEAR 24-HOUR STORM ***** 2.60" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
1.53,86,.3,98,12.5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS	IMPERVIOUS	TC (MINUTES)
	A CN	A CN	
1.8	1.5 86.0	.3 98.0	12.5

PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)
<u>.63</u>	7.83	9929

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-2.und

5 year Runoff Rate – Pre Development

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 5-YEAR 24-HOUR STORM ***** 3.10" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
1.53,86,.3,98,12.5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS	IMPERVIOUS	TC (MINUTES)
	A CN	A CN	
1.8	1.5 86.0	.3 98.0	12.5

PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)
<u>.84</u>	7.83	12817

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-5.und

10 year Runoff Rate – Pre Development

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 10-YEAR 24-HOUR STORM **** 3.40" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
1.53, 86, .3, 98, 12.5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC (MINUTES)
1.8	1.5 86.0	.3 98.0	12.5
PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)	
.96	7.83	14593	

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-10.und

Site Conditions & Design Values - Post Development:

Area: These calculations are for the area of the proposed development that will drain into the detention pond.

Total Area = 1.83 Acres

Total Area = 1.83 acres

Pervious Area = 1.44 acres (as roof drains will be infiltrated, roof areas are counted as pervious areas)

Impervious Area = 0.39 acres (street, sidewalk and driveway areas)

Runoff Curve Numbers: (per Table 4-3 MODIFIED CURVE NUMBERS, City of Oregon City Stormwater and Grading Design Standards)

Open Spaces, grass/lawns, good condition - Hydrologic Group 'C' => 86

Impervious Surfaces, AC, Roofs etc.-Hydrologic Group 'C' => 98

Rainfall Distribution: (per Table 4-1 TOTAL DEPTH, City of Oregon City Stormwater and Grading Design Standards)

2yr, 24-hour duration STD SCS Type 1A Storm => 2.6 inches

5yr, 24-hour duration STD SCS Type 1A Storm => 3.1 inches

25yr, 24-hour duration STD SCS Type 1A Storm => 4.0 inches

Time of Concentration – Post Development:

Since a large portion of the site is impervious, the minimum time of concentration of 5 minutes will be used. Tc = 5 minutes

Post Developed Hydrographs:

The post developed hydrographs will be generated using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.20)

2 year Runoff Rate – Post Development

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 2-YEAR 24-HOUR STORM **** 2.60" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
1.44,86,.39,98,5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC (MINUTES)
1.8	1.4 86.0	.4 98.0	5.0
PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)	
<u>.75</u>	7.67	10284	

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-2.dev

5 year Runoff Rate – Post Development

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 5-YEAR 24-HOUR STORM **** 3.10" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
1.44,86,.39,98,5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC (MINUTES)
1.8	1.4 86.0	.4 98.0	5.0
PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)	
<u>0.98</u>	7.67	13199	

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-5.dev

25 year Runoff Rate – Post Development

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 25-YEAR 24-HOUR STORM **** 4.00" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
1.44, 86, .39, 98, 5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS	IMPERVIOUS	TC (MINUTES)
	A CN	A CN	
1.8	1.4 86.0	.4 98.0	5.0
PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)	
<u>1.42</u>	7.67	18640	

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-25.dev

Detention Area Routing:

The detention area will be 4.25 feet deep with 3.61 feet of detention storage and 0.64 feet or 7.68" of freeboard during a 25 year storm event. The flow control structure for the detention pipe will have three orifices and an overflow riser. The attached spreadsheet shows the detention area routing data.

The routing will be performed using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.20)

RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:] [path] filename [.ext] OF ROUTING DATA
1357.txt

ROUTING DATA:

STAGE (FT)	DISCHARGE (CFS)	STORAGE (CU-FT)	PERM-AREA (SQ-FT)
.00	.00	.0	.0
.25	.00	132.5	.0
.50	.00	279.9	.0
.75	.00	442.7	.0
1.00	.00	621.4	.0
1.25	.00	816.5	.0
1.50	.01	1028.2	.0
1.75	.01	1257.1	.0
2.00	.01	1503.5	.0
2.25	.01	1767.9	.0
2.50	.01	2050.5	.0
2.75	.01	2351.8	.0
3.00	.32	2672.2	.0
3.25	.69	3012.1	.0
3.50	.89	3371.8	.0

3.75	1.05	3751.8	.0
4.00	2.24	4152.2	.0
4.25	4.29	4573.7	.0

AVERAGE PERM-RATE: .0 MINUTES/INCH

2 year Detention Routing:

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1357-2.dev

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW (CFS)	PEAK-OUTFLOW (CFS)	OUTFLOW-VOL (CU-FT)
.75	.32	9572
INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
.00	8.17	3.00
PEAK STORAGE: 2670 CU-FT		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-2.pnd

5 year Detention Routing:

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1357-5.dev

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW (CFS)	PEAK-OUTFLOW (CFS)	OUTFLOW-VOL (CU-FT)
0.98	.67	12367
INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
.00	8.00	3.24
PEAK STORAGE: 2990 CU-FT		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-5.pnd

25 year Detention Routing:

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1357-25.dev

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW (CFS)	PEAK-OUTFLOW (CFS)	OUTFLOW-VOL (CU-FT)
1.42	.96	17787
INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
.00	8.00	3.61
PEAK STORAGE: 3540 CU-FT		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1357-25.pnd

Detention Summary:

The detention requirements are to reduce the following design storm events:

2yr, 24-hour storm event must be controlled to 50% of the pre-developed runoff rate of a 2yr 24 hour storm event.

5yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 5yr 24-hour storm event.

25yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 10yr 24-hour storm event.

The detention requirements will be met with a detention pond. The detention area will be 4.25 feet deep with 3.61 feet of detention storage and 0.64 feet or 7.68" of freeboard during a 25 year storm event. The flow control structure will have three orifices and an overflow riser. The bottom orifice will be 1/2 inches in diameter, the middle orifice will be 4 3/4 inches and the top orifice will be 4 1/4 inches.

The following tables show that the detention requirements have been met.

Minimum Peak Rate Stormwater Runoff Control Requirements.

2yr, 24-hour storm event must be controlled to 50% of the pre-developed runoff rate of a 2yr 24 hour storm event.

2-year allowable release rate (1/2 of the 2 year pre dev. runoff)	2-year post development release rate
0.32 cfs	0.32 cfs

5yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 5yr 24-hour storm event.

5-year allowable release rate	5-year post development release rate
0.84 cfs	0.67 cfs

25yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 10yr 24-hour storm event.

25-year allowable release rate	25-year post development release rate
0.96 cfs	0.96 cfs

Water Quality Analysis:

The water quality requirements will be met by retaining the water quality storm event is 1/3 of a 2 year storm event for a minimum of 48 hours.

Water Quality – 1/3 of a 2 Year Storm Event:

 ***** S.C.S. TYPE-1A DISTRIBUTION *****
 ***** 1-YEAR 24-HOUR STORM **** .87" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
 1.44,86,.39,98,5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC (MINUTES)
1.8	1.4 86.0	.4 98.0	5.0

PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)
<u>.08</u>	7.83	1712

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
 1357.wq

Water Quality – 1/3 of a 2 Year Storm Event:

ENTER [d:] [path] filename [.ext] OF COMPUTED HYDROGRAPH:
 1357-wq

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW (CFS)	PEAK-OUTFLOW (CFS)	OUTFLOW-VOL (CU-FT)
.08	<u>.01</u>	825

INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
0.00	24.00	1.84

PEAK STORAGE: 1340 CU-FT

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
 1357-wq.pnd

Water Quality Summary:

The hydraulic residence time for the water quality storm is 48.50 hours. This meets the required 48 hour hydraulic residence time.

Home Roof Infiltration Facility Analysis:

Each lot is going to have the runoff from their roofs routed to infiltration facilities located on each lot. For preliminary calculations, a value of 2,000 square feet of roof area was used to determine the storage capacity of each infiltration facility on each individual lot. StormTech SC-310 storage chambers will be used for this project.

To adequately determine the storage capacity needed for the infiltration facilities, the 25-year, 24-hour storm runoff of 4.00 inches per The City of Oregon City Grading and Stormwater Standards was ran with SBUH with 2,000 square feet of impervious area. This value represented the roof area being used to determine adequate storage needed.

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 25-YEAR 24-HOUR STORM ***** 4.00" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
0,0,.046,98,5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS		IMPERVIOUS		TC (MINUTES)
	A	CN	A	CN	
.0	.0	.0	.0	98.0	5.0

PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)
.05	7.67	628

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
13057-25

This storm was then routed through a preliminary model of the StormTech SC-310 given the product information provided in their design manual. A rate of 1 inch per hour for infiltration was used for preliminary calculations. The routed hydrograph of the 25 year event was routed with 1 chamber up to 4 chambers to be used for storage. For preliminary calculations, the storage area and thus storage volume were calculated at 3 inch interval. During final design, this value will be more accurate and not as conservative as it is shown now.

RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:] [path] filename [.ext] OF ROUTING DATA
123.TXT

DISPLAY ROUTING DATA (Y or N)?

Y

ROUTING DATA:

STAGE (FT)	DISCHARGE (CFS)	STORAGE (CU-FT)	PERM-AREA (SQ-FT)
.00	.00	.0	80.0
.25	.00	9.5	160.0
.50	.00	17.9	240.0
.75	.00	38.6	320.0
1.00	.00	57.2	400.0
1.25	.00	74.5	480.0
1.50	.00	89.9	560.0
1.75	.00	101.7	640.0
2.00	.00	111.4	720.0
2.25	.00	120.8	800.0
2.33	.00	124.0	880.0

AVERAGE PERM-RATE: 60.0 MINUTES/INCH

ENTER [d:] [path] filename [.ext] OF COMPUTED HYDROGRAPH:
13047-25

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW (CFS)	PEAK-OUTFLOW (CFS)	OUTFLOW-VOL (CU-FT)
.05	.00	0

INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
134.00	8.17	136.10

PEAK STORAGE: 110 CU-FT

INFILTRATED VOLUME: 576 CU-FT

ENTER [d:] [path] filename [.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
Storage

Home Roof Infiltration Facility Summary:

Given the preliminary results, 4 chambers of the StormTech SC-10 model will be needed per 2,000 square feet of roof area per lot. This results again are more conservative than the final design results will be, therefore it is possible one less chamber per 2,000 square feet of roof area might work when final calculations are carried out.

Detention Pond Routing Data

Pond (4-10-14)

DETENTION POND ROUTING DATA

19735/51 Meyers Road Oregon City (SGL13-057)

[illegible]

Curve Numbers and Runoff Coefficients

Table 4-4 MANNING'S COEFFICIENTS/"K" FACTORS

"n" AND "k" Value Used in Time Calculations for Hydrographs		
"n," Sheet Flow Equation Manning's Values (for initial 300 ft. of travel)		n _s
Smooth surfaces (concrete, asphalt, gravel, or bare hand packed soil)		0.01
Fallow fields or loose soil surface (no residue)		0.05
Cultivated soil with residue cover (s # 0.20 ft/ft)		0.06
Cultivated soil with residue cover (s > 0.20 ft/ft)		0.17
Short prairie grass and lawns		0.15
Dense grasses		0.24
Bermuda grass		0.41
Range (natural)		0.13
Woods or forest with light underbrush		0.40
Woods or forest with dense underbrush		0.80
* Manning values for sheet flow only, from Overton and Meadows 1976 (See SCS's TR-55, 1986) "k" Values Used in Travel Time/Time of Concentration Calculations Shallow Concentrated Flow (After the initial 300 ft. of sheet flow, R = 0.1)		k _s
1.	Forest with heavy ground litter and meadows (n = 0.10)	3
2.	Brushy ground with some trees (n = 0.060)	5
3.	Fallow or minimum tillage cultivation (n=0.040)	8
4.	High grass (n=0.035)	9
5.	Short grass, pasture, and lawns (n=0.030)	11
6.	Nearly bare ground (n=0.025)	13
7.	Paved and gravel areas (n=0.012)	27
** Channel flow (intermittent) (At beginning of visible channels R=0.2)		k _c
1.	Forested swale with heavy ground litter (n=0.10)	5
2.	Forested drainage course/ravine with defined channel bed (n=0.050)	10
3.	Rock-lined waterway (n=0.035)	15
4.	Grassed waterway (n=0.030)	17
5.	Earth-lined waterway (n=0.025)	20
6.	CMP pipe (n=0.024)	21
7.	Concrete pipe (0.012)	42
8.	Other waterways and pipe 0.508/n	
Channel flow (Continuous stream, R=0.4)		k _c
9.	Meandering stream with some pools (n=0.040)	20
10.	Rock-lined stream (n=0.035)	23
11.	Grass-lined stream (n=0.030)	27
12.	Other streams, man-made channels and pipe 0.807/n **	
** See Table 6-3 for additional Mannings "n" values for open channels		

4.1.2.1 RAINFALL DISTRIBUTION

The rainfall distribution to be used within the City is the design storm of 24-hour duration based on the standard SCS Type 1A rainfall distribution (See Figure 4-2).

Table 4-1 below links the total depth per year of reoccurrence.

Table 4-1: TOTAL DEPTH	
Reoccurrence Year	Total Depth
2	2.6
5	3.1
10	3.4
25	4.0
50	4.4
100	4.5

Table 4-3 MODIFIED CURVE NUMBERS

SCS Western Washington Runoff Curve Numbers					
Runoff curve numbers for selected agricultural, suburban, and urban land use for Type 1A rainfall distribution, 24-hour storm duration. (Published by SCS in 1982)					
LAND USE DESCRIPTION		CURVE NUMBERS BY HYDROLOGIC SOIL GROUP			
		A	B	C	D
Cultivated land ¹	Winter Condition	86	91	94	95
Mountain Open Areas:	Low growing brush and grassland.	74	82	89	92
Meadow or pasture:		65	78	85	89
Wood or forest land:	Undisturbed	42	64	76	81
	Established second growth ²	48	68	78	83
	Young second growth or brush	55	72	81	86
Orchard:	With over crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good Condition:	Grass cover on > =75% of area	68	80	86	90
Fair Condition:	Grass cover on 50-75% of area	77	85	90	92
Gravel Roads and Parking Lots:		76	85	89	91
Dirt Roads and Parking Lots:		72	82	87	89
Impervious surfaces, pavement, roofs, etc.		98	98	98	98
Open water bodies: Lakes, wetlands, ponds, etc.		100	100	100	100
Single Family Residential ³ :		Select a separate curve number for pervious and impervious portions of the site or basin.			
Dwelling unit/gross acre	% Impervious ⁴				
1.0 DU/GA	15				
1.5 DU/GA	20				
2.0 DU/GA	25				
2.5 DU/GA	30				
3.0 DU/GA	34				
3.5 DU/GA	38				
4.0 DU/GA	42				
4.5 DU/GA	46				
5.0 DU/GA	48				
5.5 DU/GA	50				
6.0 DU/GA	52				
6.5 DU/GA	54				
7.0 DU/GA	56				
Planned Unit Developments, condominiums, apartments, commercial businesses & industrial areas ³		Select a separate curve number for pervious and impervious portions of the site or basin.			
Must be computed					

¹ For a more detailed description of agricultural land use curve numbers, refer to National Engineering Handbook, Sec. 4, Hydrology, Chapter 9, August 1972.

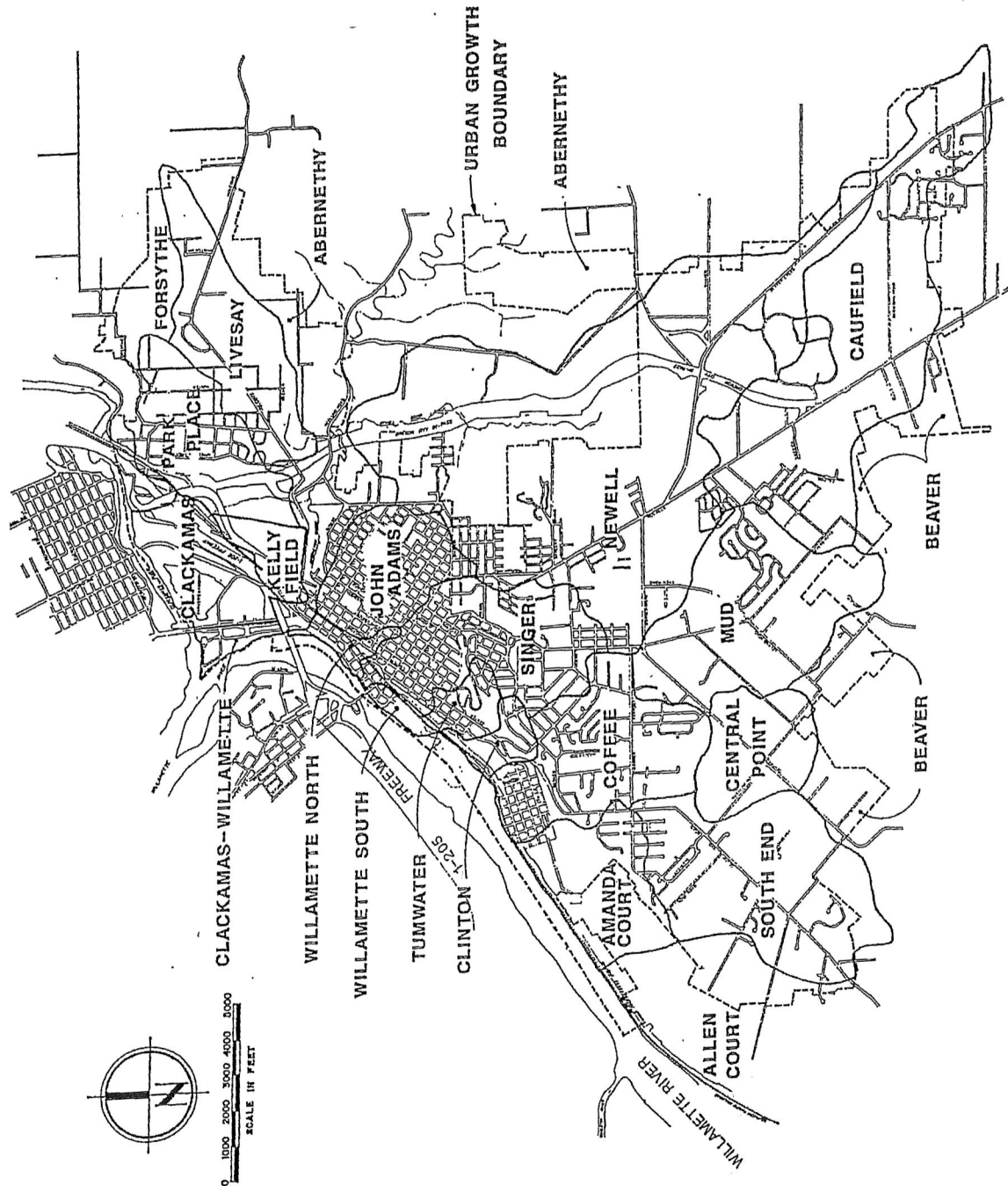
² Modified by KCFW, 1995.

³ Assumes roof and driveway runoff is directed into street/storm system.

⁴ The remaining pervious areas (lawn) are considered to be in good condition for these curve numbers.

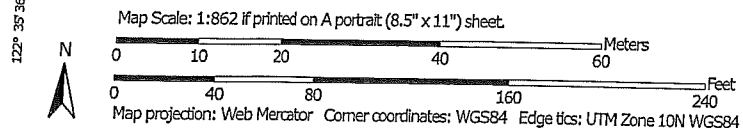
FIGURE 4-1

DRAINAGE BASIN BOUNDARIES
THROUGHOUT THE OREGON CITY AREA



Soil Map and Soil Data

Soil Map—Clackamas County Area, Oregon




Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey


Soil Map—Clackamas County Area, Oregon


MAP LEGEND


Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features

 Blowout


 Borrow Pit


 Clay Spot

 Closed Depression


 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp


 Mine or Quarry

 Miscellaneous Water


 Perennial Water


 Rock Outcrop


 Saline Spot

 Sandy Spot


 Severely Eroded Spot


 Sinkhole


 Slide or Slip


 Sodic Spot

 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot

 Other

 Special Line Features


Water Features


 Streams and Canals


Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 7, Aug 20, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 8, 2010—Sep 4, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Clackamas County Area, Oregon (OR610)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8B	Bornstedt silt loam, 0 to 8 percent slopes	0.2	9.3%
45B	Jory silty clay loam, 2 to 8 percent slopes	1.7	90.7%
Totals for Area of Interest		1.8	100.0%

Physical Soil Properties

This table shows estimates of some physical characteristics and features that affect soil behavior. These estimates are given for the layers of each soil in the survey area. The estimates are based on field observations and on test data for these and similar soils.

Depth to the upper and lower boundaries of each layer is indicated.

Particle size is the effective diameter of a soil particle as measured by sedimentation, sieving, or micrometric methods. Particle sizes are expressed as classes with specific effective diameter class limits. The broad classes are sand, silt, and clay, ranging from the larger to the smaller.

Sand as a soil separate consists of mineral soil particles that are 0.05 millimeter to 2 millimeters in diameter. In this table, the estimated sand content of each soil layer is given as a percentage, by weight, of the soil material that is less than 2 millimeters in diameter.

Silt as a soil separate consists of mineral soil particles that are 0.002 to 0.05 millimeter in diameter. In this table, the estimated silt content of each soil layer is given as a percentage, by weight, of the soil material that is less than 2 millimeters in diameter.

Clay as a soil separate consists of mineral soil particles that are less than 0.002 millimeter in diameter. In this table, the estimated clay content of each soil layer is given as a percentage, by weight, of the soil material that is less than 2 millimeters in diameter.

The content of sand, silt, and clay affects the physical behavior of a soil. Particle size is important for engineering and agronomic interpretations, for determination of soil hydrologic qualities, and for soil classification.

The amount and kind of clay affect the fertility and physical condition of the soil and the ability of the soil to adsorb cations and to retain moisture. They influence shrink-swell potential, saturated hydraulic conductivity (K_{sat}), plasticity, the ease of soil dispersion, and other soil properties. The amount and kind of clay in a soil also affect tillage and earthmoving operations.

Moist bulk density is the weight of soil (oven-dry) per unit volume. Volume is measured when the soil is at field moisture capacity, that is, the moisture content at 1/3- or 1/10-bar (33kPa or 10kPa) moisture tension. Weight is determined after the soil is dried at 105 degrees C. In the table, the estimated moist bulk density of each soil horizon is expressed in grams per cubic centimeter of soil material that is less than 2 millimeters in diameter. Bulk density data are used to compute linear extensibility, shrink-swell potential, available water capacity, total pore space, and other soil properties. The moist bulk density of a soil indicates the pore space available for water and roots. Depending on soil texture, a bulk density of more than 1.4 can restrict water storage and root penetration. Moist bulk density is influenced by texture, kind of clay, content of organic matter, and soil structure.

Saturated hydraulic conductivity (Ksat) refers to the ease with which pores in a saturated soil transmit water. The estimates in the table are expressed in terms of micrometers per second. They are based on soil characteristics observed in the field, particularly structure, porosity, and texture. Saturated hydraulic conductivity (Ksat) is considered in the design of soil drainage systems and septic tank absorption fields.

Available water capacity refers to the quantity of water that the soil is capable of storing for use by plants. The capacity for water storage is given in inches of water per inch of soil for each soil layer. The capacity varies, depending on soil properties that affect retention of water. The most important properties are the content of organic matter, soil texture, bulk density, and soil structure. Available water capacity is an important factor in the choice of plants or crops to be grown and in the design and management of irrigation systems. Available water capacity is not an estimate of the quantity of water actually available to plants at any given time.

Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. It is an expression of the volume change between the water content of the clod at 1/3- or 1/10-bar tension (33kPa or 10kPa tension) and oven dryness. The volume change is reported in the table as percent change for the whole soil. The amount and type of clay minerals in the soil influence volume change.

Linear extensibility is used to determine the shrink-swell potential of soils. The shrink-swell potential is low if the soil has a linear extensibility of less than 3 percent; moderate if 3 to 6 percent; high if 6 to 9 percent; and very high if more than 9 percent. If the linear extensibility is more than 3, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. Special design commonly is needed.

Organic matter is the plant and animal residue in the soil at various stages of decomposition. In this table, the estimated content of organic matter is expressed as a percentage, by weight, of the soil material that is less than 2 millimeters in diameter. The content of organic matter in a soil can be maintained by returning crop residue to the soil.

Organic matter has a positive effect on available water capacity, water infiltration, soil organism activity, and tilth. It is a source of nitrogen and other nutrients for crops and soil organisms.

Erosion factors are shown in the table as the K factor (Kw and Kf) and the T factor. Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and Ksat. Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

Erosion factor Kw indicates the erodibility of the whole soil. The estimates are modified by the presence of rock fragments.

Erosion factor Kf indicates the erodibility of the fine-earth fraction, or the material less than 2 millimeters in size.

Erosion factor T is an estimate of the maximum average annual rate of soil erosion by wind and/or water that can occur without affecting crop productivity over a sustained period. The rate is in tons per acre per year.

Wind erodibility groups are made up of soils that have similar properties affecting their susceptibility to wind erosion in cultivated areas. The soils assigned to group 1 are the most susceptible to wind erosion, and those assigned to group 8 are the least susceptible. The groups are described in the "National Soil Survey Handbook."

Wind erodibility index is a numerical value indicating the susceptibility of soil to wind erosion, or the tons per acre per year that can be expected to be lost to wind erosion. There is a close correlation between wind erosion and the texture of the surface layer, the size and durability of surface clods, rock fragments, organic matter, and a calcareous reaction. Soil moisture and frozen soil layers also influence wind erosion.

Reference:

United States Department of Agriculture, Natural Resources Conservation Service.
National soil survey handbook, title 430-VI. (<http://soils.usda.gov>)

Report—Physical Soil Properties

Physical Soil Properties—Clackamas County Area, Oregon														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
										Kw	Kf	T		
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct					
8B—Bornstedt silt loam, 0 to 8 percent slopes														
Bornstedt	0-8	- 9-	-67-	20-24- 27	1.30-1.50	4.00-14.00	0.15-0.17	0.0-2.9	3.0-4.0	.37	.37	5	6	48
	8-33	- 7-	-62-	27-31- 35	1.40-1.60	4.00-14.00	0.13-0.17	0.0-2.9	1.0-3.0	.37	.37			
	33-71	- 7-	-48-	40-45- 50	1.30-1.50	0.42-1.40	0.12-0.15	0.0-2.9	0.5-1.0	.32	.32			
45B—Jory silty clay loam, 2 to 8 percent slopes														
Jory	0-13	-19-	-48-	27-34- 40	1.20-1.30	4.00-14.00	0.18-0.21	0.0-2.9	3.0-6.0	.32	.32	5	6	48
	13-60	- 3-	-45-	45-53- 60	1.30-1.50	1.40-4.00	0.15-0.17	3.0-5.9	0.5-2.0	.24	.24			

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 7, Aug 20, 2012



Real-World Geotechnical Solutions
Investigation • Design • Construction Support

January 8, 2014

Project No. 13-3254

Jeco Investments, Inc.
P.O. Box 279
Boring, OR 97009
Phone 503-663-1144
Fax 503-663-6251 CC:

Tom Sisul Via email: tomsisul@sisulengineering.com

**SUBJECT: INFILTRATION TEST RESULTS
MEYERS ROAD SUBDIVISION
OREGON CITY, OREGON**

This letter presents an evaluation of slope hazard and the results of our soil infiltration testing for aid in design of an on-site stormwater infiltration system for the new subdivision located at 19751 Meyers Road in Oregon City, Oregon.

On December 19, 2013, GeoPacific Engineering, Inc.'s engineer, Jim Imbrie, observed the excavation of three test pits and conducted falling head infiltration tests. Test pits TP-1 and TP-3 were excavated to depths of 3 feet below existing grade, and test pit TP-2 was excavated to 5 feet below existing grade at the approximate locations indicated on the attached site plan (Figure 1). Infiltration tests were conducted in test pits TP-1 through TP-3 at these depths. Design of the stormwater infiltration system is to be completed by others.

SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The subject site is less than 2 acres in size and is located on the south side of Meyers Road in Oregon City, Oregon. Topography at the site is flat to gently sloping, mostly to the north with grades estimated to be less than 5 percent. The property is currently occupied by one home. Vegetation consists primarily of mostly lawn and sparse trees.

Based on the preliminary site plans provided, the proposed development consists of a 10-lot subdivision for single family homes, driveways, storm water facilities, and associated underground utilities. A grading plan has not been provided; however, we anticipate fills will be minimal and cuts will be on the order of up to 5 feet for the storm facilities.

Project No. 13-3254
Meyers Road Subdivision Infiltration

SOIL CONDITIONS

Soils in test pits generally consisted of a moderately organic topsoil horizon consisting of SILT (OL-ML) extending to a depth of about 6 inches. In test pits, the topsoil was underlain by light brown, Clayey SILT (ML). The silt was medium stiff to stiff and became very stiff at about 4 feet depth.

GROUNDWATER

On December 19, 2013, soils encountered were moist. Neither static groundwater nor groundwater seepage was encountered to a maximum depth of 5 feet. It is anticipated that groundwater conditions will vary depending on the season, local subsurface conditions, changes in site utilization, and other factors.

INFILTRATION TESTING PROCEDURES AND RESULTS

The open hole method of infiltration testing was performed. Soils in test pits were pre-saturated twice with 12-24 inches of water prior to beginning the infiltration test. The water level was measured at 15 minute to half hour intervals with reference to the ground surface. The results of our infiltration testing are presented in Table 1 and in the paragraph below.

Table 1. Summary of Infiltration Test Results

Exploration Designation	Depth (feet)	Soil Type	Infiltration Rate(in/hr)	Hydraulic Head Range (inches)
TP-1	3	Medium Stiff Clayey SILT	2	12-18
TP-2	5	Very Stiff Clayey SILT	0	12
TP-3	3	Medium Stiff Clayey SILT	2	12-18

In test pits TP-1 and TP-3, the measured vertical infiltration rate at a depth of 3 feet was 2 inches per hour under a falling head of 12 to 18 inches. The measured vertical infiltration in test pit TP-2 at a depth of 5 feet was 0 inches per hour under a head of 12 inches. The infiltration rates do not incorporate a factor of safety. For the design infiltration rate, the system designer should incorporate an appropriate factor of safety against slowing of the rate over time due to biological and sediment clogging.

Project No. 13-3254
Meyers Road Subdivision Infiltration

UNCERTAINTIES AND LIMITATIONS

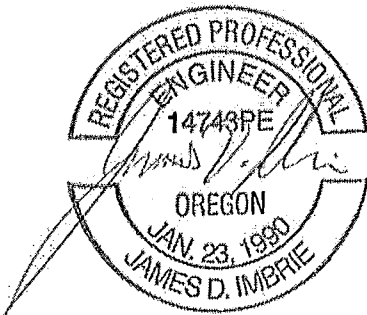
This scope of this study includes measuring infiltration rates only. Rates of infiltration that were affected by impermeable soils or groundwater seepage were not reported. This study did not include risk assessment for geologic hazards or flooding on the site. Environmental implications of stormwater disposal or Oregon City or ODEQ approval at this site are also beyond the scope of this report.

Infiltration test methods and procedures attempt to simulate the as-built conditions of the planned subsurface disposal system. However, due to natural variations in soil properties, actual infiltration rates may vary from the measured and/or recommended design rates. All systems should be constructed such that potential overflow is discharged in a controlled manner away from structures, and all systems should include an adequate factor of safety. Infiltration rates presented in this report should not be applied to inappropriate or complex hydrological models such as a closed basin without extensive further studies. This report presents infiltration test results only, and should not be construed as an approval of a system design.

Please call if you have any questions or need further information.

Sincerely,

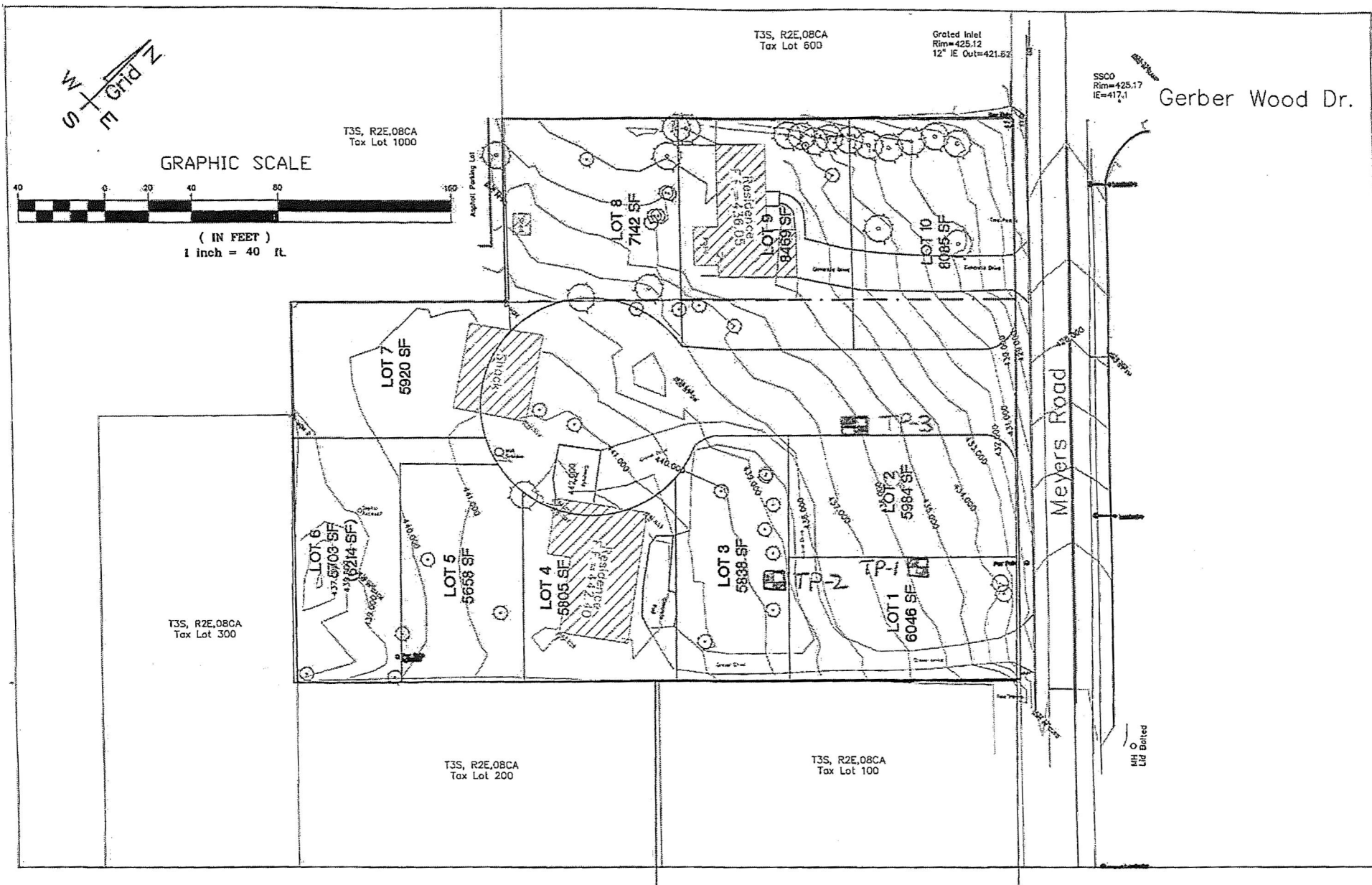
GeoPacific Engineering, Inc.



EXPIRES: 06/30/2015

James D. Imbrie, G.E., C.E.G.
Geotechnical Engineer

Attachments: Figure1 – Site and Exploration Plan



Site and Exploration Plan-Figure 1

**First American**

503-659-0777
First American Title Company of Oregon
 121 SW Morrison St, Fl 3
 Portland, OR 97204
 Phn - (503)222-3651 (800)929-3651
 Fax - (877)242-3513

Order No.: 7072-2182096
 November 22, 2013

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:**DIANE HAMMONS**, Escrow Officer/Closer

Phone: (503)659-0069 - Fax: (866)902-9870- Email: dhammons@firstam.com

First American Title Company of Oregon

9200 SE Sunnybrook Blvd., Ste 400, Clackamas, OR 97015

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:**Edmund Salvati**, Title Officer

Toll Free: (800)929-3651 - Direct: (503)790-7867 - Email: esalvati@firstam.com

Preliminary Title Report**County Tax Roll Situs Address:** 19751 Meyers Road, Oregon City, OR 97045**Proposed Insured Lender:** Clackamas County Bank**Proposed Borrower:** **Jeco Investment Inc**

2006 ALTA Owners Standard Coverage	Liability \$	290,000.00	Premium \$	925.00
2006 ALTA Owners Extended Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Standard Coverage	Liability \$		Premium \$	
2006 ALTA Lenders Extended Coverage	Liability \$	289,000.00	Premium \$	377.00
Endorsement 9, 22 & 8.1			Premium \$	100.00
Govt Service Charge			Cost \$	
City Lien/Service District Search			Cost \$	
Other			Cost \$	

We are prepared to Issue Title Insurance Policy or Policies of First American Title Insurance Company, a California Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of November 20, 2013 at 8:00 a.m., title to the fee simple estate is vested in:

Wayne R. Markham and Arminda Markham, as tenants by the entirety

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

Preliminary Report

Order No.: 7072-2182096

Page 2 of 6

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
 - B. Affidavit regarding possession
 - C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - i. Satisfactory evidence that no construction liens will be filed; or
 - ii. Adequate security to protect against actual or potential construction liens;
 - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. Taxes for the year 2013-2014
- | | | |
|--------------------|----|---|
| Tax Amount | \$ | 3,362.44 |
| Unpaid Balance: | \$ | 2,241.62, plus interest and penalties, if any |
| Code No.: | | 062-088 |
| Map & Tax Lot No.: | | 32E08CA00600 |
| Property ID No.: | | 00867930 |
7. City liens, if any, of the City of Oregon City.

Note: There are no liens as of November 20, 2013. All outstanding utility and user fees are not liens and therefore are excluded from coverage.

Preliminary Report

Order No.: 7072-2182096

Page 3 of 6

8. These premises are within the boundaries of the Clackamas River Water District and are subject to the levies and assessments thereof.
9. Line of Credit Trust Deed, including the terms and provisions thereof, given to secure an indebtedness of up to \$50,000.00
- Grantor: Wayne R. Markham and Armina Markham, husband and wife
Beneficiary: Portland Teachers Credit Union
Trustee: Peter C. McCord
Dated: May 05, 2003
Recorded: May 06, 2003
Recording Information: 2003 056641

Modification and/or amendment by instrument:

Recording Information: June 27, 2011 as Fee No. 2011 036363

10. Easement Agreement and the terms and conditions thereof:
- Between: Alvin B. and Genevieve R. Bettis
And: Wayne R. and Armina Markham
Recording Information: January 11, 2006 as Fee No. 2006 002923

- END OF EXCEPTIONS -

NOTE: We find no matters of public record against Jeco Investment Inc that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

RECORDING INFORMATION

Filing Address: **Clackamas County**
1710 Red Soll Ct, Suite 110
Oregon City, OR 97045

Recording Fees: \$ **5.00** E-Recording per document
\$ **5.00** per page
\$ **5.00** per document (GIS Fee)
\$ **10.00** per document (Public Land Corner Preservation Fund)
\$ **11.00** per document (OLIS Assessment & Taxation Fee)
\$ **17.00** per document (Oregon Housing Alliance Fee)
\$ **5.00** for each additional document title
\$ **20.00** non-standard fee

Preliminary Report

Order No.: 7072-2102096

Page 6 of 6

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Parcel I:

A tract of land in the Southwest quarter of Section 8, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, and being in the John Howland Donation Land Claim No. 45, described as follows:

Beginning at a point in the Northeasterly line of said Howland Donation Land Claim which is South 46°45' East 3815 feet from the most Northerly corner of said Donation Land Claim; thence South 43° West 25 feet to the true point of beginning of the tract herein to be described; said point being the most Northerly corner of tract described in deed to R.C. Smelser, Inc., recorded December 2, 1969 as Recorder's Fee No. 69-25091, Film Records; thence continuing South 43° West along the Northwestern line of said R.C. Smelser tract 167 feet to the most Westerly corner thereof; thence North 46° 45' West along the Northeasterly line of tract described in deed to Wendell Schwab, et al, recorded February 18, 1969 as Recorder's Fee No. 69-2775, Film Records, 15 feet to the most Northerly corner thereof; thence South 43° West along the Northwestern line of said Schwab tract, 167 feet to the most Westerly corner thereof and a point in the most Southerly Northeast line of tract described in contract of sale to Lamont Lalsher, recorded April 14, 1969, as Recorder's Fee No. 69-6247, Film Records; thence North 46°45' West 163 feet, more or less, to an angle corner of said Lalsher tract; thence North 43° East along the most Northerly Southeast line of said Lalsher tract, 334 feet to the Southwesterly line of County Road No. 1690; thence Southeasterly along said Southwesterly line, 178 feet, more or less, to the true point of beginning.

Parcel II:

A portion of the Southwest quarter of Section 8, Township 3 South, Range 2 East, Willamette Meridian, being in the John Howland Donation Land Claim No. 45, described as follows:

Beginning at the most Southerly point of that certain tract of property described in deed to Wayne R. Markham and Armlinda Markham, recorded November 9, 1972 as Recorder's Fee No. 72-34284, Film Records; thence South 46°45' East 15 feet; thence North 43° East parallel to the Southeasterly line of the aforesaid Markham tract, 167 feet to a point on the Southerly line of the said Markham tract; thence North 46°45' West along a jog in the Southeasterly line of the afore-described Markham tract a distance of 15 feet; thence South 43° West along the Southeasterly line of said Markham tract, 167 feet to the point of beginning.

NOTE: This legal description was created prior to January 1, 2008.


First American

First American Title Company of Oregon
 121 SW Morrison St, FL 3
 Portland, OR 97204
 Phn - (503)222-3651 (800)929-3651
 Fax - (877)242-3513

Order No.: 7072-2182100
 November 22, 2013

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:

DIANE HAMMONS, Escrow Officer/Closer
 Phone: (503)659-0069 - Fax: (866)902-9870- Email: dhammons@firstam.com
 First American Title Company of Oregon
 9200 SE Sunnybrook Blvd., Ste 400, Clackamas, OR 97015

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:

Edmund Salvati, Title Officer
 Toll Free: (800)929-3651 - Direct: (503)790-7867 - Email: esalvati@firstam.com

Preliminary Title Report

County Tax Roll Situs Address: 19735 Meyers Road, Oregon City, OR 97045

Proposed Insured Lender: Clackamas County Bank

Proposed Borrower: Jeco Investment Inc.

2006 ALTA Owners Standard Coverage	Liability \$	225,000.00	Premium \$	572.00	STR
2006 ALTA Owners Extended Coverage	Liability \$		Premium \$		
2006 ALTA Lenders Standard Coverage	Liability \$		Premium \$		
2006 ALTA Lenders Extended Coverage	Liability \$	224,000.00	Premium \$	328.00	
Endorsement 9, 22 & 8.1			Premium \$	100.00	
Govt Service Charge			Cost \$		
City Lien/Service District Search			Cost \$		
Other			Cost \$		

We are prepared to Issue Title Insurance Policy or Policies of First American Title Insurance Company, a California Corporation in the form and amount shown above, Insuring title to the following described land:

Lot 3, Block 1, JOHN ARTHUR ADDITION, in the City of Oregon City, County of Clackamas and State of Oregon.

and as of November 20, 2013 at 8:00 a.m., title to the fee simple estate is vested in:

Jason Melonuk

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

Preliminary Report

Order No.: 7072-2182100

Page 2 of 6

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
 - B. Affidavit regarding possession
 - C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - I. Satisfactory evidence that no construction liens will be filed; or
 - II. Adequate security to protect against actual or potential construction liens;
 - III. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. City liens, if any, of the City of Oregon City.
- Note: There are no liens as of November 20, 2013. All outstanding utility and user fees are not liens and therefore are excluded from coverage.
7. These premises are within the boundaries of the Clackamas River Water District and are subject to the levies and assessments thereof.
8. Covenants, conditions, restrictions and/or easements; but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, family status, or national origin to the extent such covenants, conditions or restrictions violate Title 42, Section 3604(c), of the United States Codes:

Recording Information: September 24, 1975 as Fee No. 75027610

Preliminary Report

Order No.: 7072-2182100

Page 3 of 6

9. Deed of Trust and the terms and conditions thereof.
- | | |
|------------------------|---|
| Grantor/Trustor: | Jason Melonuk, a Married man |
| Grantee/Beneficiary: | Mortgage Electronic Registration Systems, Inc., MERS solely as a nominee for U.S. Bank N.A., Its successors and assigns |
| Trustee: | Fidelity National Title Insurance |
| Amount: | \$219,450.00 |
| Recorded: | February 23, 2011 |
| Recording Information: | 2011 012548 |
10. The Corporation Division of the State of Oregon has no record of Jeco Investment Inc..

- END OF EXCEPTIONS -

NOTE: Any conveyance or encumbrance by Jeco Investment Inc., should be executed pursuant to a proper resolution of the shareholders voted on at a duly called meeting of the shareholders in accordance with the By-Laws or other authority of the corporation.

Certified copies of the resolution authorizing the conveyance and encumbrances and of the minutes of the meeting of the shareholders and copies of the By-Laws or other authority for such conveyance or encumbrance should be furnished for examination.

The resolution should specify the officers authorized to sign on behalf of the corporation.

NOTE: We find no matters of public record against Jeco Investment Inc. that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2013-2014 PAID IN FULL

Tax Amount:	\$3,060.27
Map No.:	32E08CA00700
Property ID:	00868001
Tax Code No.:	062-088

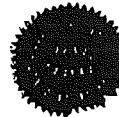
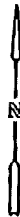
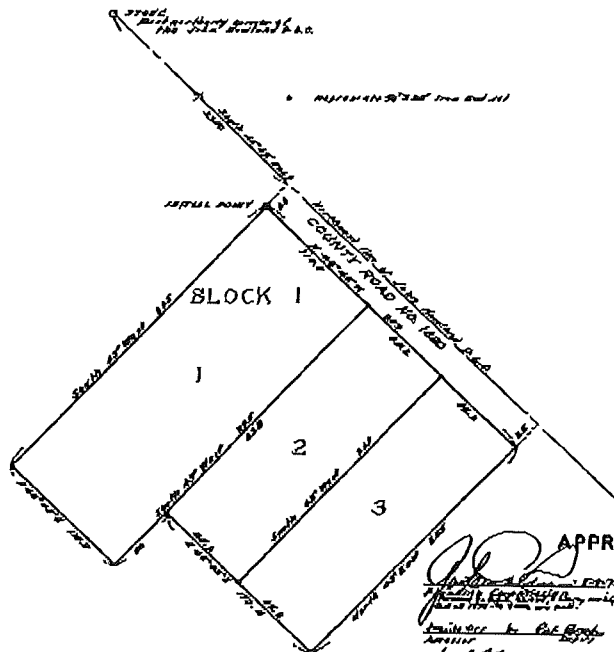
NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

JOHN ARTHUR ADDITION

A PART OF THE JOHN S. HOWLAND D.L.C.
IN SECTION 8, T3S, R2E, W.M.

SCALE 1" = 50'



SURVEYOR'S CERTIFICATE

[illegible]

Beulah Mary

Subscribed and sworn to before me this 11th day of July
1875

Attest: Atty. Gen. [Signature]
Notary Public for Oregon

My communication expires Jan 12, 1978

DEDICATION

[illegible]

dated 11th day of February 1945.

Joseph W. Black & Laura E. Black no

State of Oregon
County of Clatsop

[illegible]

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Black Bear

My document/ID# 019441 Feb 17, 1978

APPROVALS

[Handwritten signature]
 J. P. ...
 ...
 ...

Smith, Orr to Pat. Broderick
1891
Wm. C. Broderick
The First National Bank
San Francisco

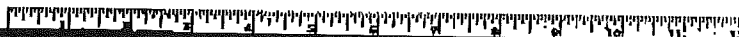
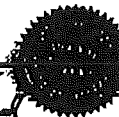
Shirley F. Miller 7-21-75
Dairy Supervisor
Shirley F. Miller 7-21-75

James T. Baker
JTB

5- San Shaka by L. M. P.
5/20/17

[Handwritten signature]

~~CONFIDENTIAL~~



2117

132-450-38

DECLARATION OF CONDITIONS AND RESTRICTIONS

FOR

JOHN ARTHUR

TO THE PUBLIC

DEED RECORDS

1. The undersigned do hereby certify and declare that the following reservations, conditions, covenants and agreements shall become and hereby are made a part of all conveyances of property owned by the above-named persons or corporation within the Plat of JOHN ARTHUR, as the same appears in Plat recorded in Book Page of Plats in Clackamas County, Oregon, of which conveyances and agreements shall become a part by reference hereto and to which it shall thereupon apply as fully and with the same effect as if set forth at large therein.
2. No lot shall be used except for residential purposes. No building shall be erected, altered, placed, or permitted to remain on any lot other than one detached single family dwelling not to exceed two stories in height and a private garage for not more than two cars.
3. No dwelling shall be erected or placed on any residential lot which has a width of less than 50 feet at the front building setback line; those lots fronting on cul de sacs or curves are excepted.
4. The ground floor area of the main structure, exclusive of one-story open porches and garages shall be not less than 300 square feet for a one-story dwelling, nor less than 800 square feet for a dwelling of more than one story.
5. No dwelling or other building shall be erected within 25 feet of the front lot line, or nearer than 15 feet to any side street line. No building shall be located nearer than 5 feet to an interior lot line, except that in side yards shall be required for a garage or other permitted accessory building located 25 feet or more from the minimum front building setback line. No dwelling shall be located on any interior lot nearer than 25 feet to the rear lot line. For the purpose of this covenant, eaves, steps and open porches which protrude past any setback line shall not be construed as a violation of said setback lines.
6. An easement over and across all land situated within 5 feet of front, rear, and side lines of each lot or residential building tract for the installation and maintenance of utilities and drainage facilities is hereby reserved.
7. No noxious or offensive activity shall be carried on upon any lot, nor shall anything be done thereon which may be or may become an annoyance or nuisance to the neighborhood.
8. No structure of a temporary character, trailer, basement, tent, shack, garage, barn or other outbuilding shall be used on any lot at any time as a residence either temporarily, or permanently.
9. No sign of any kind shall be displayed to the public view on any lot except one professional sign of not more than one square foot, one sign of not more than five square feet advertising the property for sale or rent, or signs used by a builder to advertise the property during the construction and sales period. An appropriate entrance marker is excepted herefrom.
10. No animals, livestock, or poultry of any kind shall be raised, bred, or kept on any lot, except that dogs, cats or other household pets may be kept provided that they are not kept, bred, or maintained for any commercial purpose.
11. These covenants are to run with the land and shall be binding on all

75 27610

-2-

parties and all persons claiming under them for a period of thirty years from the date these covenants are recorded, after which time said covenants shall be automatically extended for successive periods of 10 years unless an instrument signed by a majority of the then owners of the lots has been recorded, agreeing to change said covenants in whole or in part.

12. Enforcement shall be by proceedings at law or in equity against any person or persons violating or attempting to violate any covenants either to restrain violation or to recover damages.

13. Invalidaton of any one of these covenants by judgment or court order shall in no wise affect any of the other provisions which shall remain in full force and effect.

Joseph W. Black
Joseph W. Black

Laura E. Black
Laura E. Black

State of Oregon
County of _____

On this 19 day of July, 1979, before me, the undersigned, a Notary Public in and for the said County and State, personally appeared the within named Joseph W. Black and Laura E. Black who are known to me to be the identical individuals described in and who executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Ellen G. Mason
Notary Public for Oregon

Jan. 19, 1979
My Commission expires



STATE OF OREGON
County of Clatsop
I, George B. Brown, County Clerk, do hereby certify that the within instrument was duly recorded in the records of said county at _____
1979 SEP 24 PM 4 18



2

Gaffney Lane Neighborhood Association (GLNA)
January 23, 2014

1. Call to Order: Amy Willhite, Chair 7:14 pm
2. In Attendance
 - Ed Turpin
 - Ellen Nelson
 - Ken Hanson
 - Sharon Hare
 - Joan Schultze
 - Ed Warmoth
 - Mike Albin
 - Sgt. Cynthia Gates
 - Amy Willhite, Chair
 - Justin Young, OCPD
 - Tom Sisul
 - Connie Mueller
 - Nick Mueller
 - Jeff Mueller
3. Old Business: Amy
 - reminded group of our vacant Officer Positions
 - reminded group we are looking for another CIC Representative
 - reminded group we are looking for a representative for the Chiefs Advisory Group
 - informed members that the best action to take for getting changes made to the intersection of Garden Meadow Dr and Mollala Ave would be to present to the TAC. Amy will email John Lewis to get on their agenda for an upcoming meeting.
4. New Business
 - Amy passed along information from the latest CIC and CAG meetings regarding vacancies on boards/commissions and upcoming press release regarding Officer Libke.
 - Det. Sgt. Young shared information regarding April shred event, congestion/parking on local streets, 2013 statistics, locking vehicles and the May 10th Safety Patrol Picnic.
 - Tom Sisul, Sisul Engineering, showed proposed plans for culdesac and proposed zone change for the parcels at 19735 and 19751 Meyers Rd. Rezoning from R-8 to R-6 would allow for 10 lots. 3 of the 10 lots exceed 6,000 sq ft to meet the city's allowed average lot size. He explained that 2 of the homes were required to face Meyers Rd, however all driveways would be on the culdesac. They hope to have application in to the city in the next week or two.
 - Connie Mueller, JECO Investments, explained that the new homes would be 2 story, 3 bedroom 2.5 baths, approx 1700-2000 sq ft and most likely range from \$270,000-\$310,000 in price. The siding would be Hardy Plank. They would leave one of the existing homes in place.
5. Comments/Concerns
 - Chris Wadsworth, OCPD Community Outreach, was holding a Neighborhood Watch Informational meeting tonight also, and members would like to invite her to present this information at an upcoming meeting.
 - Ed Warmoth invited members to an Open House at Berry Hill, Thurs 2/20 3-6pm, to show off their new upgrades.
6. Meeting Adjourned: 8:04 pm

Gaffney Lane Neighborhood Assoc.

Name	Home Address	Email Address Print clearly
Amy Willhite	13083 Sekera Cir	awillhit@yahoo.com
Sharon Hare	13335 Royal Ave	SRI+ARE@EARTHLINK.NET
Ed Turpin	13911 So. Canfield Rd.	edandjudy@hotmail.com
Ron Hansen	19844 S. Campbell Hwy	
ED WARMUTH	13669 GAFFNEY, APT 207	eJWS@COMCAST.NET
JUSTIN YOUNG	OREGON CITY P.D.	jyoung@orcim.org
Joan Schultze	19413 Stillmeadow Dr	joanschultze@comcast
MIKE ALBIN	13318 SQUIRE DR	mike@opusnet.com
CONNIE MUELLER	12252 S. E. ONE ROSA ^(Kingsman)	rammuenomecomcast.net
Nick Mueller	1664 Village park place	muel42588@yahoo.com
Jeff Mueller ^{13149 Kings Salmon Ct}	1206 N. BAKER ST 97004 ^{Oregon city oregon 97065}	JEFFCCI@COMCAST-NET
TOM SISOL	375 PORTLAND AVE, GLADSTON	TOM.SISOL@SISENEX-WEPLAS.COM
ELLEN NELSON	MEADOWS CT 4d RESIDENT	

PRE-APPLICATION MEETING NOTES

Project Number: PA 13-38
Project Name: Meyers Road 8-lot Subdivision / Zone Change R-8 to R-6
Meeting Date: December 4, 2013

Proposed Project:

The applicant has proposed an 8-lot subdivision and potential zone change from R-8 to R-6.

General Information:

- Location: 19751 and 19735 Meyers Road
- Zoning: “R-8” Single Family Dwelling District
- Applicable Overlay Districts: None
- Transportation System Plan: Adopted August 2013
 - Functional Classification: Meyers – Minor Arterial

<u>Road Classification</u>	<u>Comprehensive Plan Designation</u>	<u>Right-of-Way Width</u>	<u>Pavement Width</u>	<u>Public Access</u>	<u>Sidewalk</u>	<u>Landscape Strip</u>	<u>Bike Lane</u>	<u>Street Parking</u>	<u>Travel Lanes</u>	<u>Median</u>
<u>Minor Arterial</u>	<u>Mixed Use, Commercial or Public/Quasi Public</u>	<u>116 ft.</u>	<u>94 ft.</u>	<u>0.5 ft.</u>	<u>10.5 ft. sidewalk including 5 ft.x5 ft. tree wells</u>		<u>6 ft.</u>	<u>8 ft.</u>	<u>(5) 12 ft. Lanes</u>	<u>6 ft.</u>
	<u>Industrial</u>	<u>118 ft.</u>	<u>86 ft.</u>	<u>0.5 ft.</u>	<u>5 ft.</u>	<u>10.5 ft.</u>	<u>6 ft.</u>	<u>7 ft.</u>	<u>(5) 12 ft. Lanes</u>	<u>N/A</u>
	<u>Residential</u>	<u>100 ft.</u>	<u>68 ft.</u>	<u>0.5 ft.</u>	<u>5 ft.</u>	<u>10.5 ft.</u>	<u>6 ft.</u>	<u>7 ft.</u>	<u>(3) 12 ft. Lanes</u>	<u>6 ft.</u>

- Pedestrian System:
 - Oregon City Loop Trail – Regional Transportation Plan (RTP) project
 - Meyers Road Shared Use Path – Project S23
 - Project Type: Shared-Use Path Solution
 - Description: Meyers Road Shared-Use Path
 - Extent: Meyers road-Beavercreek Road Shared-Use Path to OR 213
 - Funding: Not Likely
 - Pedestrian System Plan: Hunter – Sidewalks needed on both sides of street
- Applications anticipated: Subdivision
- Feasibility of rezoning request to R-6: To be discussed at the pre-application conference.

See attached OCMAP .pdf files for Water, Sewer, Stormwater, Contours, and Transportation

PLANNING COMMENTS

Subdivision

The proposed R-8 subdivision layout generally demonstrated compliance with the subdivision criteria. Please note the following:

- A nonbinding shadow plat is required to demonstrate the layout is appropriate for land divisions on all adjacent properties that can be redeveloped pursuant to adopted standards.
- A street tree plan including one for every 35' of frontage is required in accordance with OCMC 12.08.
- Mitigation is required for all removed trees greater than 6" caliper. A tree mitigation plan including the caliper of the trees to be removed as well as the species, caliper and location of the mitigation trees is required. Mitigation or preserved trees must be protected by a covenant or easement.
- Parcels abutting Meyers Road are required to orient their front yard setbacks onto Meyers Road.

Rezoning

Rezoning to R-6 from the current R-8 zoning is reviewed pursuant to a Type III application before the Planning Commission at a public hearing. Staff is generally supportive of the proposed R-6 proposal and subdivision layout for the following reasons.

- ⇒ The parcel is somewhat isolated and landlocked
- ⇒ R-6 is a low-density residential zone district per Code.
- ⇒ Rezoning would not require a comprehensive plan amendment, will remain LR.
- ⇒ Addition of two additional lots would be efficient use of infill parcel and would not have a significant impact on the adjacent neighborhood or services.
- ⇒ Rear yards setbacks abutting adjacent development would be the same as R-8.
- ⇒ Extension of water, sewer lines into the development would benefit adjacent parcels.

Approval Criteria for Rezoning: See OCMC 17.68.020 Criteria.

The criteria for a zone change are set forth as follows:

- A. The proposal shall be consistent with the goals and policies of the comprehensive plan.*
 - ⇒ Applicable comprehensive plan goals and policies can be emailed to you.
- B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.*
 - ⇒ See Public Works / Engineering comments.
- C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.*
 - ⇒ Transportation Analysis is required, see Page 5.
- D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.*
 - ⇒ Comprehensive Plan contains specific policies or provisions which control the amendment.

The following are 2012-2013 Zone Change applications that may serve as a useful reference. You can request electronic copies of the Staff Reports for these applications:

- ⇒ ZC 12-01 / TP 12-04 - R-10 to R-6 (Approved) - Pavilion Park II
- ⇒ ZC 13-01 / TP 13-02 R-10 to R-6 (Approved) - Kinslie Heights
- ⇒ ZC 13-03 / TP 13-03 Central Pt and White Lane (In process – public hearings in 2014)

PUBLIC WORKS / ENGINEERING COMMENTS

Transportation / Streets

1. The existing right-of-way (ROW) on Meyers Road is 60-feet, and it is classified as a minor arterial. The existing street improvements include 36-feet of pavement (2 travel lanes and 2 bike lanes) and curbs on both sides of the street. On the south side there is a 6-foot curb tight sidewalk and street lighting. It appears that the street has recently been chip sealed. West of the project there is a 7-foot sidewalk and 5-foot planter strip on the north side of the street (in front of the church property). To the east of the project there is a 7-foot sidewalk with 2 x 2 tree wells. This is an older standard that is not used anymore.
2. The ROW requirement for a minor arterial is 100-feet, and the street section requirement is 68 feet of pavement (including two bike lanes and two parking lanes), curbs, 10.5 foot landscape strip, 5-foot sidewalk, street trees and street lights.
3. Matching the development of Meyers Road in the area would be reasonable. The improvements would include a 5-foot wide planter strip with street trees, and a 7-foot wide sidewalk. A ROW dedication of 1-foot would be required.
4. The ROW for the new local streets (internal) should be 54-feet wide, and the pavement should be 32-feet wide. There should be curb and gutter, a 5.5-foot planter strip and a 5-foot sidewalk. Street trees and streetlights will be required.
5. The ROW for a cul-de-sac should be 56-foot radius, and the pavement width should be -45 foot radius. There should be curb and gutter, a 5.5-foot planter strip and a 5-foot sidewalk. Street trees and street lights will be required.
6. It is noted that the proposed ROW for the new local street is 40-feet, which is constrained. While this may be allowable, the applicant will need to show a compelling need why the standard cannot be met.
7. It is noted that the proposed ROW for the new cul-de-sac is 51-feet, which is constrained. While this may be allowable, the applicant will need to show a compelling need why the standard cannot be met. The applicant will also need to show that the turning radius is sufficient to meet the Fire Department requirements.
8. The City does not like to have cul-de-sacs and considers them the last option, however due to the surrounding development it appears reasonable.
9. The applicant has asked if a hammerhead can be used instead of a cul-de-sac. Hammerheads are typically used at the end of private driveways, or temporary dead-end street. In this instance, a cul-de-sac is more appropriate. Staff would not support a hammerhead.

10. The minimum intersection spacing is 150-feet from center line to center line of ROW's. It is not clear that the spacing between Gerber Woods Drive and the proposed cul-de-sac meets the spacing requirement. While this may be allowable, the applicant will need to show a compelling need why the standard cannot be met.
11. TSP indicates a shared use path for the Meyer's Road frontage – see notes on Page 1. If pathway matches what is on the Church Property to the north this standard can be met through the Modification section of OCMC 12.04.

Storm Drainage

12. There are no storm drainage facilities (collection, ponds, treatment, etc) along the frontage of the proposed subdivision. Storm drainage collection system is located on Meyers Road at the intersections of Gerber Woods Drive, and Nobel Road. Nobel Road is uphill, so the drainage would need to be sent to the west. Both storm water treatment and detention will be required.
13. Public underground detention is not allowed in the City anymore. Small storm water facilities are not encouraged. It is suggested that an investigation of the storm facilities be conducted to determine if there is existing capacity in the existing downstream detention and treatment systems, or if there are ways to expand the existing systems. LID methods such as on-site infiltration may be investigated as well.
14. If infiltration is proposed as part of the storm water system then an on-site infiltration test will be required.

Water

15. There is a 12-inch water line on Meyers Road. The extension into the development should be an 8-inch pipe.
16. Fire hydrants should be located per the Fire Department directions.

Sanitary Sewer

17. There is no sanitary sewer service adjacent to the proposed development. The nearest collection system is at the intersection of Meyers Road and Gerber Woods Drive. There is an existing cleanout that is approximately 9-feet deep. The pipe would need to be extended across the frontage of the development on Meyers Road.
18. The pipe on Meyers Road and in the development should be 8-inch.

Transportation Impact Analysis

The applicant will need to have a traffic engineer conduct a transportation study in conformance with the City's *Guidelines for Transportation Impact Analyses* available on the Oregon City website. See <http://www.orcity.org/publicworks/guidelines-transportation-impact-analysis-tia>

Based on the information provided by the applicant, it appears the transportation analysis associated with this development proposal can be satisfied by submittal of a Transportation Analysis Letter (TAL). This may suffice for the rezoning as well. This option is available when specific criteria are met. These include a determination that the development generates 24 or fewer

AM and PM peak hour trips and fewer than 250 daily trips. Details for a TAL can be found in Section 3.1 of the *Guidelines*. It is the applicant's responsibility to verify the trip generation characteristics of the proposed development.

The applicant's traffic engineer is welcome to contact the city's traffic engineering consultant, John Replinger, at Replinger-Associates@comcast.net or at 503-719-3383.

System Development Charges

Please contact Todd Martinez, P.E. at tmartinez@ci.oregon-city.or.us

Clackamas County Fire

Your pre-application has not been reviewed by Clackamas County Fire District #1. You may contact Mike Boumann, Deputy Fire Marshall at (503)742-2660 or michaelbou@ccfd1.com.

Erosion Control

A separate Erosion Control permit is required for the site at all times. Contact John Burrell, Associate Engineer, at jburrell@orc.org or (503) 495-1556.

Neighborhood Association

- A neighborhood meeting is required with the Gaffney Lane NA.
- Amy Willhite, Chair Email awillhit@yahoo.com

Tribal Notification

The planning department will provide notice of your proposed development to the State Historic Preservation Office (SHPO) and all affected tribes per OCMC chapter 17.62.040.H. This notice applies to any project that involves ground disturbance involving movement of native soils.

Oregon City Municipal Code Criteria:

The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:

[Chapter 12.04 - STREETS, SIDEWALKS AND PUBLIC PLACES](#)

[Chapter 12.08 - PUBLIC AND STREET TREES](#)

[Chapter 13.04 - WATER SERVICE SYSTEM](#)

[Chapter 13.08 - SEWER REGULATIONS](#)

[Chapter 13.12 - STORMWATER MANAGEMENT](#)

[Chapter 13.20 - SYSTEM DEVELOPMENT CHARGE FOR CAPITAL IMPROVEMENTS](#)

[Chapter 16.04 - GENERAL PROVISIONS AND ADMINISTRATION OF LAND DIVISIONS](#)

[Chapter 16.08 - SUBDIVISIONS—PROCESS AND STANDARDS](#)

[Chapter 16.12 - MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS](#)

[Chapter 16.16 - MINOR PARTITIONS—PROCESS AND STANDARDS](#)

[Chapter 17.10 - R-8 SINGLE-FAMILY DWELLING DISTRICT](#)

[Chapter 17.12 - R-6 SINGLE-FAMILY DWELLING DISTRICT](#)

[Chapter 17.20 - RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS](#)

[Chapter 17.41 - TREE PROTECTION STANDARDS](#)

[Chapter 17.50 - ADMINISTRATION AND PROCEDURES](#)

[Chapter 17.68 - ZONING CHANGES AND AMENDMENTS](#)

Please contact me if you would like me to email you MS-Word versions of the code.

Anticipated Planning Review and Application Fees:

- The 2013 Planning applications and fees include
 - Subdivision: \$3,966 plus \$330 per Lot
 - Zone Change \$2,683
 - Transportation Study: \$1,047 - Base Fee - Residential 0-50 units
 \$1,962 – Zone Change
 \$3,009
 - Mailing Labels: \$15 – Optional

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:

A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. **HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED.** No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. **IF the applicant does not submit an application within six (6) months from the Pre-application Conference meeting date, a NEW Pre-Application Conference will be required.**



City of Oregon City

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

Staff Report

File Number: PC 14-065

Agenda Date: 6/23/2014

Status: Public Hearing

To: Planning Commission

Agenda #: 3c.

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:

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

RECOMMENDED ACTION (Motion):

Staff requests the Planning Commission take public testimony from any citizen wishing to testify, and then continue the public hearing to the July 28th, 2014 meeting. The continuance will allow the Planning Commission additional time to review the sign code during a work session.

BACKGROUND:

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

A comprehensive public process has resulted in many community discussions and recommendations to City staff for revisions to the signage standards. City staff has assembled amendments to chapter 15.28 of the Oregon City Municipal Code and work sessions were held on February 24, 2014, March 24, 2014 and April 28, 2014 before the Planning Commission. Public hearings were held on April 14, 2014 and May 12, 2014. . A City Commission hearing was held on May 7, 2014.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:

Oregon City Sign Code Staff Recommendation

May 12, 2014 DRAFT

Version 2: Note that all changes from the previous version are marked and the explanation of the changes is provided in the associated comment.

The following is intended to replace Chapter 15.28 of the Oregon City Municipal Code.

15.28.010 Purpose of sign regulations

This chapter regulates the construction, placement and maintenance of signs to protect and enhance public health, safety, welfare and property. The code:

- A. Allows signs compatible with the character and uses allowed in the zoning district in which they are located;
- B. Maintains the effectiveness of traffic control signs throughout the City;
- C. Prohibits signs, or portions thereof, that conflict with the safe movement of people and emergency services, constitute a public nuisance or hazard, are of unsafe construction, or that demand attention as a result of their dominating size or motion;
- D. Maintains and enhances the scenic and other aesthetic qualities of the City; and
- E. Supports the economic development of Oregon City businesses.

Proposed Changes to the Existing Code – Purpose Statement

- Minor rewording edits.
- “Supports the economic development of Oregon City businesses” is added.
- The scope of the chapter is separated into a separate section.

15.28.020 Definitions.

“Abandoned sign” means a sign structure where no sign has been in place for a continuous period of at least 6 months.

“A-frame sign” also known as “sandwich board” or “tent sign” means a movable steeply angled sign with two sides that meets at the top in the shape of the letter “A” and is not attached to a structure or the ground.

“Air Blown Sign” **A means a** sign that is intended to be inflated by air or other gas.

“Ancillary sign” means any sign allowed by this code, with or without permit, that is not a freestanding, incidental freestanding, wall, roof or projecting sign. If allowed within the zoning designation, ancillary signs include, but are not limited to, signs with an area less than 6 square feet, A-frame signs, flags (excluding attention flags), and banners.

“Attention flag” also known as “flutter,” “feather,” “teardrop,” or “blade,” means a pole-supported sign made of fabric, vinyl, or other similar non-rigid material, where one side of the sign is more than three times as long as any other side.

“Banner” means a sign made of fabric, vinyl, or other similar non-rigid material.

“Billboard” means a sign with a display surface area of three hundred square feet or more, including but not limited to, outdoor advertising signs as defined in ORS 377.710(21).

“Business” means any trade, profession, occupation or pursuit of every kind conducted in the City for gain.

“Construct” or “constructed” means to construct, erect, build, assemble, alter, place, affix, attach, create, recreate, paint, draw or in any way bring into being or establish.

~~"Cross Street Banner" means a sign made of fabric, vinyl, or other similar non-rigid material intended to be displayed over the public right-of-way for a limited period of time.~~

Comment [LT1]: New definition added.

"Display" means an arrangement of objects intended to decorate, advertise, entertain, or inform people about something.

"Display surface area" is defined in Section 15.28.050.

"Fence" and "fencing" mean any barrier or section thereof, other than a wall, designed to delimit a boundary or provide a visual screen.

"Flag" means a piece of fabric of distinctive design that is displayed hanging free from a staff, halyard or building to which it is attached, ~~excluding banners.~~

"Freestanding sign" means a sign wholly supported from the ground by its own integral structure.

"Frontage" means the full length of a parcel of property that abuts a dedicated street, highway,¹ ~~freeway~~, or a the City-approved vehicular public access easement.

Comment [LT2]: Removed at the request of the Planning Commission.

"Government owned sign" means a sign owned by a government agency, but does not include a sign constructed by a third-party with grant funds obtained from a government agency.

"Maintenance" means normal care or servicing needed to keep a sign functional or perpetuate its use, such as cleaning, replacing, or repairing ~~a part made unusable by ordinary wear~~ portions of the sign, and changing light bulbs.

~~"Natural materials" means metal, wood, stone, brick and rock or any combination thereof.~~

Comment [LT3]: Definition removed and standard added within the code for signs in residential zones.

"Premises" means a lot or number of lots as approved by the community development director.

"Projecting sign" means a sign projecting more than one foot from the wall of a building².

"Public mural" means an original, two-dimensional work of visual art, comprised of paint, ceramic or glass tiles, or tesserae, metal, executed by hand directly upon, or affixed directly to an exterior wall of a building, where the ~~original, two-dimension~~ work of visual art has been approved by the Oregon City Arts Commission and accepted by the City into its public art collection pursuant to this Chapter. ~~A public mural is not an original work of visual art if it is mechanically reproduced or computer generated and printed on a base that will be attached to the wall, such as, by way of illustration but not limitation, images digitally printed on vinyl.~~

Comment [LT4]: Standard relocated from definitions.

"Roof sign" means a sign constructed or maintained wholly upon or over the roof of any building with the principal support on the roof structure.

"Sign" means any sign, display message, emblem, figure, painting, drawing, placard, poster, billboard, carving or other thing that is designed, used or intended to convey a message or image and is used to inform or attract the attention of the public, and the term includes the sign structure, display surface and all other component parts of a sign; when dimensions of a sign are specified, the term includes panels and frames; and the term includes both sides of a sign of specified dimensions or display surface area.

"Sign face" means the total area as measured pursuant to Section 15.28.050.

"Sign official" ~~is~~ means the person designated by the City Manager to enforce the provisions of this chapter, including the review of permit applications, the interpretation of the provisions of this chapter and the issuance of permits.

"Tenant space" means the portion of a structure occupied by a single commercial lease holder, or an owner-occupied space with its own public entrance from the exterior of the building or through a shared lobby, atrium, mall, or hallway and separated from other tenant spaces by walls.

"Traffic control sign or device" means a sign approved through the right-of-way permit process through the City's Public Works ~~Division~~ Department, where the sign complies with the City's Street Standards

¹ Note that highways and freeways are considered frontages.

² CAT suggested projecting signs should be signs projecting more than four (4) inches.

and/or the Manual on Uniform Traffic Control Devices (MUTCD). In addition, traffic control sign or device includes signs on private property associated with an approved traffic control plan prepared by a transportation engineer and approved by the City through a Site Plan and Design Review process.

"Undeveloped lot" means a property without a building, business or valid land use approval.

"Wall sign" means a sign that is attached to the wall of a building and extends no more than twelve inches from a wall.

Proposed Changes to the Existing Code – Definitions

- The following definitions deleted: incidental sign, obsolete sign, temporary sign, and wall.
- New definitions for A-frame sign, air blown sign, ancillary sign, attention flag, banner, business, display, flag, government owned sign, tenant space, cross-street banners, and undeveloped lots.
- Minor rewording edits.

15.28.030 Scope of sign regulations.

~~Scope.~~ All signs shall be constructed and maintained only as provided by this chapter, except for the following³:

- A. Signs not visible from either a public right-of-way or property under different ownership, provided such signs shall be constructed and maintained in accordance with applicable law;
- B. Signs inside a building, except for strobe lights or floating lights visible from the right-of-way or other private property;
- C. Signs carved into or part of materials that are an integral part of a building.
- D. Signs attached to, or carried by a person;
- E. Signs required by law or legal action;
- F. Government owned signs within the right-of-way;
- G. Government owned signs within government-designated parks, Metro-designated open space and at stormwater facilities;
- H. Public murals as defined in 15.28.090 existing prior to adoption of this code; and
- I. Traffic control signs and devices.

J. In addition to this chapter, signs within historic districts shall be reviewed by the Historic Review Board for compliance with OCMC 17.40.060(E). However, that review shall not consider the content of the sign in any way.

Comment [LT5]: Clarify role of HRB.

Proposed Changes to the Existing Code – Scope of Sign Regulations

- All government owned signs are no longer exempt.
- Items ~~4-9A-J~~ are new exemptions.

15.28.040 Permit required.

A. Permit Required. No sign shall be constructed except as provided by this chapter and a permit has been issued by the sign official. This permit requirement applies to all signs, except those specifically exempt by a provision of this chapter.

B. The following signs on private property do not require a sign permit:

1. Except public murals, cC changes of copy whereby the sign size and material are not changing but the message is changing do not require a sign permit~~;~~

Comment [LT6]: Require alterations to public murals to get approval.

³ The Community Advisory team suggested signs painted on the sides of buildings to be exempt but did not vote to make a recommendation on the matter.

2. Freestanding or auxiliary signs with no more than two faces, the total of which does not exceed six (6) square feet in area per sign face, excluding banners, and subject to the limitations identified for ancillary signs;
3. A-frame signs; subject to the limitations under Section 15.28.100(i);
4. Flags (excluding attention flags).

Comment [LT7]: Reworded for clarity.

The number of signs allowed on private property is identified in OCMC 15.28.060-15.28.090.

C. Permit Application. Application for a sign permit shall be made in writing upon forms furnished by the sign official. A permit application fee shall accompany the application. The amount of the fee shall be adopted by resolution of the ~~City~~ City Commission. The application shall include all plans and information necessary to establish that the proposed sign complies with all applicable requirements of this chapter and applicable buildings, structural and life safety codes. The permit shall be valid if the sign is constructed in compliance with the city code, and to the specifications described in the approved sign permit. Any permit issued under this chapter shall be void if the sign is not constructed no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety (90) days following the date of its issuance, excluding appeals and for LUBA or judicial review. Any permit issued under this chapter shall remain in effect as long as the sign is constructed as approved in the permit and maintained as required in 15.28.140 ~~in compliance with any permit conditions and all applicable provisions of this chapter~~. If an applicant seeks to have the city treat its property as a premise for purposes of the sign code, then the application shall explain how the property meets the definition of premises in Section 15.28.020.

Comment [LT8]: Clarification added at the request of the Planning Commission.

Comment [LT9]: Reworded for clarity.

D. Appeals. Any party aggrieved by a decision of the sign official may appeal the decision to the Planning Commission. Any such appeal shall be in writing and be received by the ~~city~~ City recorder-Recorder no later than fourteen days after the date the challenged decision is final. The Planning Commission or City Commission may initiate an appeal on its own motion within the fourteen-day period. The appropriate appeal fee established by resolution of the ~~city~~ City commission-Commission shall accompany the appeal. Proceedings before the planning commission shall comply with the provisions of Chapter 17.50 of this code, including the provisions relating to ~~city~~ City commission-Commission review of planning commission decisions involving conditional use permits.

Proposed Changes to the Existing Code – Permit Required

- Minor edits, clarifications and reorganizations.
- Clarification of signs that do not require a permit.
- Removal of section D which required all existing signs without permits to obtain a permit within 120 days of adoption of the regulations.

15.28.050 Measuring Sign ~~Face~~Dimensions

- A. The following criteria shall be used for the purpose of determining the boundaries of a sign face:
1. Sign area includes the area within a perimeter enclosing the limits of lettering, writing, representation, emblem, figure, character and lighted surface, but excluding essential sign structure, foundations or supports. Where a sign is of a three-dimensional, round, or irregular solid shape, the largest cross-section shall be used in a flat projection for the purpose of determining sign face.
 2. When signs are constructed in multiple separate pieces the sign face is calculated by measuring the area within a perimeter enclosing the limits of lettering, writing, representation, emblem, figure, character and light surface, but excluding essential sign structure, foundations or support on all pieces collectively.

B. The height of a sign above grade is measured from the average level of the grade below the sign to the topmost point of the sign including any supporting structure.

C. Clearance is measured from the average grade below the sign to the lowermost point of the sign.

Figure 15.28.050.A Two Dimensional Signs

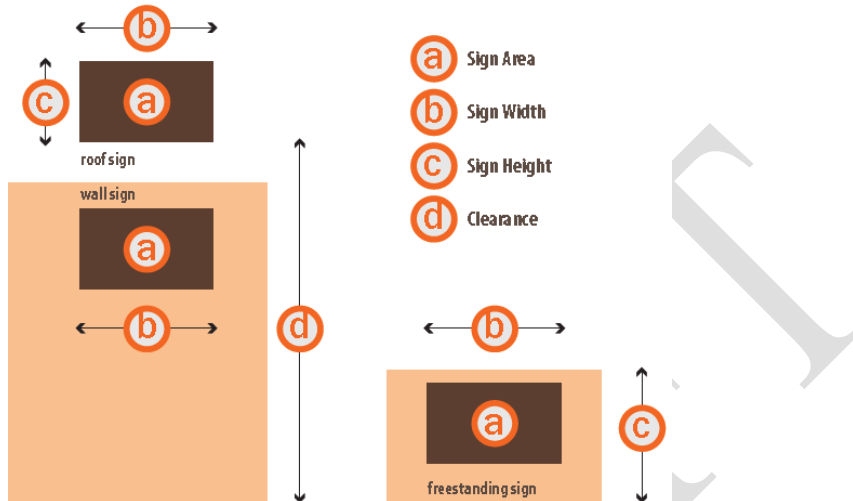
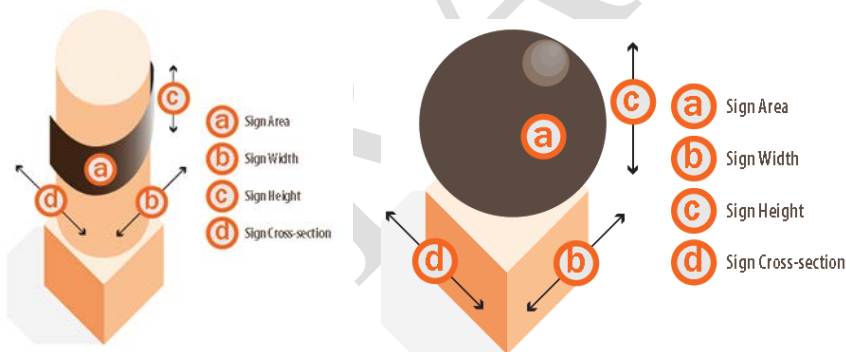


Figure 15.28.050.B Three Dimensional, Round or Irregular Signs



Proposed Changes to the Existing Code – Measuring the Boundaries of a Sign

- Entire section is new.

15.28.060 Signs in Residential Zones

This standard applies to the following zoning designations: “R-10” Single-Family Dwelling District, “R-8” Single-Family Dwelling District, “R-6” Single-Family Dwelling District, “R-5” Single-Family Dwelling District, “R-3.5” Dwelling District, and “R-2” Multi-Family Dwelling District.

A. Wall Sign. The following standards apply to wall signs in residential zones:

1. One wall sign is allowed for each property frontage, ~~it with an~~ not to exceed a maximum of three (3) wall signs. A wall sign is prohibited if there is a freestanding sign along the same property frontage, except in the "R-2" Multi-Family Dwelling District.
 2. Residentially zoned property may have a wall sign with a maximum area of twelve (12) square feet and maximum length of five (5) linear feet, except in the "R-2" Multi-Family Dwelling District where wall signs may have a maximum area of twenty (20) square feet and maximum length of five (5) linear feet.
 3. At least fifty percent (50%) of the wall sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof ~~natural materials~~.
 4. If illuminated, the source of illumination for all signs within residential districts shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structure.
- B. Freestanding Sign: The following standards apply to freestanding signs in residential zones:
1. Residentially zoned property may have one freestanding sign if there is no wall sign on the same frontage except in the "R-2" Multi-Family Dwelling District where one freestanding sign for each property frontage ~~it with a maximum of three (3))~~ is allowed, not to exceed a maximum of three (3) freestanding signs.
 2. The freestanding sign may have a maximum area of twelve (12)⁴ square feet, maximum length of five (5) linear feet and a maximum height of five (5) feet above grade, except in the "R-2" Multi-Family Dwelling District where freestanding signs may may a maximum area of twenty (20) square feet in size, maximum length of ten (10) linear feet, and maximum height of five (5) feet above grade.
 3. At least fifty percent (50%) of the freestanding sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof ~~natural materials~~.
 4. If illuminated, the source of illumination for all signs within residential districts shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structures.
- C. Ancillary Signs.⁵ The following standard applies to ancillary signs in residential zones:
1. A total of two (2) ancillary signs are allowed per property.
 2. Banners are prohibited in residential zones unless approved under Section 15.28.070.

Comment [LT10]: Reworded for clarity.

Comment [LT11]: Standard relocated from definitions.

Comment [LT12]: Reworded for clarity.

Comment [LT13]: Standard relocated from definitions.

Proposed Changes to the Existing Code – Signs in Residential Zones.

- Delete OCMC 15.28.070.B.6 requiring that wall and freestanding signs will "be set back from the street as determined by the sign official, but not more than ten feet from the street right-of-way".
- Reduce the size of wall signs from twenty (20) square feet to twelve (12) square feet for properties in zones other than in the "R-2" Multifamily dwelling district.
- Allow portable signs, A-frame signs, sandwich boards, tent signs up to twelve (12) square feet, six (6) square feet per sign face and three (3) feet in height.
- Reduce maximum wall sign length from 10 to 5 feet.
- Remove the maximum five (5) foot height requirement for wall signs.
- The maximum size for freestanding signs is reduced from twenty (20) square feet to twelve (12) square feet for residential zones other than the "R-2" Multi-family dwelling district.
- The maximum length for freestanding signs is reduced from 10 to 5 feet for residential zones other than the "R-2" Multi-family dwelling district.

⁴ CAT did not suggest a reduction in the size of freestanding signs for residential property.

⁵ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

- For residential zones other than the “R-2” Multi-family dwelling district, the number of freestanding signs is changed from one freestanding or wall sign for each property frontage (with a maximum of three (3)) to a maximum of one freestanding sign.
- For properties within the “R-2” Multi-family dwelling district, the number of freestanding signs is changed from one freestanding or wall sign for each property frontage (with a maximum of three (3)) to allow one wall and freestanding sign for each property frontage (with a maximum of six (6)).
- The number of ancillary signs is now specified. Previously, a property would have been allowed more signs that did not require a permit.

15.28.070 Signs for Conditional Uses in Residential Zones

This standard applies to all conditional uses within a residential zoning district (“R-10” Single-Family Dwelling District, “R-8” Single-Family Dwelling District, “R-6” Single-Family Dwelling District, “R-5” Single-Family Dwelling District, “R-3.5” Dwelling District, and “R-2” Multi-Family Dwelling District) unless otherwise limited in the Conditional Use approval. Conditional Uses are identified within each applicable zoning designation.

Comment [LT14]: Explain where to find what qualifies as a Conditional Use.

A. Wall Sign. The following standards apply to wall signs for conditional uses in residential zones:

1. One (1) wall sign per frontage is allowed, not to exceed a maximum of three (3) wall signs.
2. A wall sign may have a maximum area of thirty-two (32) square feet and maximum length of ten (10) linear feet.
3. At least fifty percent (50%) of the wall sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof natural materials.
4. If illuminated, the source of illumination shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structures.⁶

Comment [LT15]: Standard relocated from definitions.

B. Freestanding Sign. The following standards apply to freestanding signs for conditional uses in residential zones:

1. One (1) free-standing sign per lot is allowed.
2. The sign may have a maximum area of thirty-two (32) square feet, maximum length of ten (10) linear feet, and maximum height of fifteen (15) feet above grade.
3. At least fifty percent (50%) of the freestanding sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof natural materials.
4. If illuminated, the source of illumination shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structures.⁷

Comment [LT16]: Standard relocated from definitions.

C. Ancillary Signs⁸. The following standards apply to ancillary signs for conditional uses in residential zones.

1. A total of two (2) ancillary signs (including banners) are allowed per property.
2. Additional standards for banners
 - a. For a single property, banners may be in place for up to thirty (30) days, up to twice per year.⁹
 - b. Banners shall be securely placed against a building wall and may not project from the wall.
 - c. Banners shall comply with the wall sign size requirements and shall not be more than six (6) feet long and four (4) feet in height.

Comment [LT17]: Removed for clarity

⁶ The Community Advisory Team was split as to if electronic message centers or internally lit signs should be allowed for conditional uses and if a conditional use would be required to allow the sign type.

⁷ The Community Advisory Team was split as to if electronic message centers or internally lit signs should be allowed for conditional uses and if a conditional use would be required to allow the sign type.

⁸ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

⁹ Members were split on this element of the recommendation.

- d. Banners are prohibited within a historic district and on any property designated as a historic landmark.

Proposed Changes to the Existing Code – Signs for Conditional Uses in Residential Zones

- Increase the height of freestanding signs from eight (8) feet to fifteen (15) feet.
- Remove the maximum height of eight (8) feet requirement for wall signs.
- Allowing portable signs, A-frame signs, sandwich boards, tent signs up to twelve (12) square feet, six (6) square feet per sign face and three (3) feet in height.
- The number of ancillary signs is now specified. Previously, a property would have been allowed more signs that do not require a permit.
- Allow banners except for within a historic district and on any property designated as a historic landmark.

15.28.080 Signs in Office, Commercial, Mixed Use and Industrial Zones

The following standards apply to signs in office, commercial, mixed use and industrial zones which are not identified in 15.28.060 or 15.28.070, unless otherwise provided by this code.

- A. Wall Signs. The following standard applies to wall signs in office, commercial, mixed use and industrial zones:

1. The number of wall signs is unlimited provided the total combined display surface area of wall signs, and projecting signs and banners is no larger than twenty (20) square feet¹⁰ for each ground floor tenant space on which the sign is constructed. For ground floor tenant spaces exceeding 20 feet and tenant spaces not on the ground floor, signage may be up to one (1) square foot per each lineal foot of the wall length of the tenant space on which the sign is constructed.
- ~~1-2~~ Signs on structures such as awnings, canopies, false fronts and wall extensions that do not extend more than one (1) foot from the structure are considered wall signs.¹¹
- ~~2— Each ground floor tenant space may have a minimum sign area of twenty (20) square feet, regardless of the limitation in subsection A.1 above.¹²~~

Comment [LT18]: Reorganized for clarity.

- B. Freestanding signs. The following standards apply to freestanding signs in office, commercial, mixed use and industrial zones:

1. One freestanding sign¹³ is allowed for each street frontage. On arterial streets, if a frontage exceeds a length of six hundred (600) linear feet a second freestanding sign is allowed¹⁴. In all cases, no freestanding sign shall be permitted on the same frontage where there is a projecting or roof sign.
2. Freestanding signs on the same ~~frontage~~property shall be separated by a minimum of fifty (50) feet distance.
3. Maximum display surface area:
 - a. Where the street frontage is less than fifty (50) feet in length, the maximum display surface area shall not exceed fifty (50) square feet, with twenty-five square (25) feet maximum area per sign face.

Comment [LT19]: Reworded for clarity.

¹⁰ ~~The Community Advisory Team suggested a minimum.~~

¹¹ The Community Advisory Team suggested wall signs do not project from the building face no more than 4 inches.

¹² ~~The Community Advisory Team suggested a minimum.~~

¹³ The CAT suggested allowing an additional sign of any type for each freestanding sign allowed but not constructed.

¹⁴ Note that a second freestanding sign is allowed for large frontages on arterial roads.

- b. Where the street frontage is ~~greater than fifty (50) feet~~ **or greater** but less than two hundred (200) feet in length, surface display area shall not exceed one hundred (100) square feet, with fifty (50) square feet maximum area per sign face.
 - c. Where the street frontage is two hundred (200) feet or greater in length, the surface display area shall not exceed three hundred (300) square feet, with a maximum area of one hundred fifty (150) square feet per sign face.
 - d. In no case shall any sign have a surface display area in excess of three hundred (300) square feet.
4. The signs shall not project over the right-of-way and a minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, and a minimum clearance fourteen (14) feet above grade over areas of truck access.
5. The greatest horizontal dimension shall not exceed twenty (20) linear feet and the height shall not exceed twenty-five (25) feet above grade, or thirty (30) feet above grade if the frontage is more than two hundred (200) feet in length.
- C. Incidental freestanding signs. The following standards apply to incidental signs in office, commercial, mixed use and industrial zones:
- 1. One incidental freestanding sign is allowed for each street frontage. No incidental freestanding sign face shall exceed an area of eight (8) square feet with a maximum surface display area of sixteen (16) square feet.
 - 2. Incidental freestanding signs shall not project over the right-of-way and a minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, fourteen (14) feet above grade over areas of truck access.
 - 3. The height shall not exceed fifteen (15) feet above grade.
- D. Roof signs. The following standards apply to roof signs in office, commercial, mixed use and industrial zones:
- 1. One roof sign is permitted for each frontage if there is no projecting sign or free-standing sign along the frontage.
 - 2. Maximum display surface area:
 - a. Where the street frontage is less than fifty (50) feet, the maximum display surface area shall not exceed fifty (50) square feet, with twenty-five (25) square feet maximum area per sign face.

Comment [LT20]: Reworded for clarity.

- b. Where the street frontage is ~~greater than fifty (50) feet~~ **or greater** but less than two-hundred (200) feet, surface display area shall not exceed one-hundred (100) square feet, with fifty (50) square feet maximum area per sign face.
 - c. Where the street frontage is two hundred (200) feet or greater, the surface display area shall not exceed an area of three hundred (300) square feet, with a maximum area of one hundred fifty (150) square feet per sign face.
 - d. In no case shall any sign have a surface display area in excess of three hundred (300) square feet.
3. The roof signs shall not project over the right-of-way and a minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, fourteen (14) feet above grade over areas of truck access.
4. The horizontal dimension shall not exceed twenty (20) feet and the vertical dimension may not exceed ten (10) feet.
5. Skirting is required to obscure exposed hardware used to attach the sign to the roof, as viewed from the adjacent street level perspective.
- E. Projecting signs. The following standards apply to projecting signs in office, commercial, mixed use and industrial zones:

Comment [LT21]: Reworded for clarity.

1. One projecting sign is allowed for each tenant space if there is not a freestanding or roof sign on the same frontage.
2. The total combined display surface area of projecting signs and wall signs is no larger than one (1) square foot per each lineal foot of the wall length of the tenant space on which the sign is constructed.
3. Each ground floor tenant space may have a minimum sign area of twenty (20) square feet, regardless of the limitation in subsection E.2 above.¹⁵
4. The maximum projection from a building wall shall be six (6) feet and shall not project within two (2) feet of the curb line. The maximum projection above the wall on which the sign is constructed shall be one (1) foot, and the visible supporting structure shall be constructed of metal, wood, stone, brick and rock or any combination thereof of natural materials.
5. A minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, fourteen (14) feet above grade over areas of truck access.

Comment [LT22]: Standard relocated from definitions.

- F. Ancillary Signs¹⁶. The following standards apply to ancillary signs in office, commercial, mixed use and industrial zones.
1. A total of two (2) ancillary signs (including banners) are allowed per property.
 2. Additional standards for banners
 - a. A total of two (2) ancillary signs are allowed per property.
 - b. For a single property, banners may be in place for up to thirty (30) days, up to twice per year¹⁷
 - c. Banners shall be securely placed against a building wall and may not project from the wall.
 - d. Banners shall comply with the wall sign size requirements and shall not be more than six (6) linear feet long and four (4) feet in height.
 - e. Banners are prohibited within a historic district and on any property designated as a historic landmark.

Proposed Changes to the Existing Code – Signs in Office, commercial, mixed use and industrial zones

- Wall signs are measured using the tenant space, and not using the entire building wall. The size of wall signs is unlimited so long as the total combined display surface area of wall signs and projecting signs is no larger than one (1) square foot for each lineal foot of the wall length of the tenant space on which the sign is constructed. The previous standard allowed two (2) square feet of signage for each linear foot of a wall.
- Signs on other project structures such as awnings, canopies, false fronts and wall extensions which do not extend more than a foot are considered wall signs.
- Increase the number of freestanding signs from one (1) per frontage from two (2) for frontages with six hundred (600) lineal feet or more on arterial streets.
- Multiple free-standing signs on the same frontage are required to be separated by fifty (50) feet. Previously all signs had to be separated by fifty (50) feet, regardless of frontage.
- Change the number of roof signs from one per premises (if there is no projecting sign or free-standing sign along the frontage) to one per frontage (if there is no projecting sign or free-standing sign along the frontage).
- Remove the requirements for civil and structural engineers and fire marshal approvals, as it is implemented by the Building Division upon review of building permits.

¹⁵ The Community Advisory Team suggested a minimum.

¹⁶ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

¹⁷ Members were split on this element of the recommendation.

- The height for roof signs is changed from a maximum of twenty-five feet above grade, plus five feet for each two hundred feet, or portion thereof, frontage in excess of two hundred feet frontage [in no event shall any sign exceed thirty feet (30) in height] to a vertical maximum of ten (10) feet.
- Reduce the maximum horizontal dimension for roof signs from twenty (20) to ten (10) feet.
- Skirting is required around the base of roof signs.
- Remove the twenty (20) foot minimum distance between projecting signs.
- Increase the dimensions for projecting signs from a maximum size of sixteen (16) square feet per sign face, with total area of all faces not to exceed thirty-two (32) square feet to a maximum of twenty-four (24) square feet per sign face, with total area of all faces not to exceed forty-eight (48) square feet.
- The maximum projection from a building wall for projecting signs is increased from four (4) feet to six (6) feet. Eliminate the four (4) foot maximum vertical dimension of a projecting sign.
- The supporting structure for projecting signs shall be constructed of metal, wood, stone, brick and rock or any combination thereof.
- Clarify standards for signs on structures including clearance requirements of eight (8) feet.
- Incidental signs previously were allowed to be for wall or freestanding and are now only applicable to freestanding and are renamed incidental freestanding signs. Reduce the size limitations from a maximum sixteen (16) square feet with a maximum sign face size of eight (8) square feet. Remove the maximum horizontal dimension of twenty (20) feet. Reduce the maximum height from 25 feet above grade, plus five (5) feet for each two-hundred (200) feet, or portion thereof, frontage in excess of two-hundred (200) feet [not to exceed thirty (30) feet] to fifteen (15) feet.
- Allow portable signs, A-frame signs, sandwich boards, tent signs up to twelve (12) square feet, six (6) square feet per sign face and up to three (3) feet in height.
- Allow temporary banners to be attached to building walls outside of historic districts or historic landmarks.
- The number of ancillary signs is now specified. Previously, a property would have been allowed more signs that do not require a permit.

15.28.090 Public Murals

- A. Public Mural Program Intent and Purpose. The intent and purpose of this section is to encourage the production of public murals for acquisition by the City. Public murals are a medium of expression which serves the public interest in unique ways, including, but not limited to: enhancing the aesthetics of the City; providing avenues for original artistic expression in the City; providing public edification through access to original works of public art; encouraging community participation in the creation of original works of art; and reducing the incidence of graffiti and other crime.
- B. Criteria for Public Murals. The following criteria shall be met for public murals:
1. Public murals shall remain in place, without alterations, for a period of not less than five years, except as may be specified by the ~~Oregon City~~ Arts Commission in the conditions of approval. Within 30 days of the end of the approval period, the public mural shall be removed or a new approval be granted. Alterations to an approved mural shall receive approval by the Arts Commission.
 2. ~~All public murals on locally designated historic structures shall be approved by the Historic Review Board prior to installation. In historic districts, public murals shall be approved by the Historic Review Board as required by OCMC 17.40.060.~~
 3. No public murals shall be allowed on single family dwellings, duplexes, or multi-family dwellings. As used in this subsection, single family dwellings, duplexes, or multi-family dwellings do not include mixed-use buildings which contain a single family dwelling, duplex, or multi-family dwellings.

Comment [LT23]: Clarify process.

Comment [LT24]: Reword for clarity.

4. The public mural shall be painted, or if ceramic, glass tiles, tesserae, or metal, applied directly on to the surface of a building. No part of the public mural shall exceed the height of the structure to which it is tiled, painted, or affixed.

Comment [LT25]: Clarify materials.

5. No part of the public mural shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents.
6. No public mural may contain electrical components, three dimensional structural elements; employ electrical lights as part of the image, moving structural elements, flashing or sequential lighting, interior lighting elements, any automated method that causes movement, or any method that causes periodic changes in the appearance, image or message of the public mural.
7. Public murals shall utilize media be painted, or if ceramic, glass tiles, tesserae, or metal applied directly onto the building surface with a paint, ceramic, glass tiles, tesserae, or metal that ensures longevity and durability, and structural and surface stability.
8. Public murals shall be located in a manner that is accessible to the public.
9. The artist has a strong concept and has demonstrated craftsmanship.

Comment [LT26]: Clarify materials.

10. The proposal has architectural, geographical, socio-cultural and historical relevance. The proposal is unique, not mechanically reproduced or computer generated and printed on a base that will be attached to the wall, such as, by way of illustration but not limitation, images digitally printed on vinyl.

Comment [LT27]: Removed to be content neutral.

11. The proposed design is feasible in regards to budget, timeline and experience.

Comment [LT28]: Clarify materials.

12. The public mural will last a minimum of five years. The mural proposal shall include methods to resist, resistance to vandalism and weather and commitment to repair the mural surface as necessary before painting and to use acceptable graffiti/UV coating, as needed, on finished mural.

Comment [LT29]: Reworded for clarity.

13. The scale is appropriate to the structure and surrounding neighborhoods.

14. The approval and acceptance of each public mural shall be contingent upon the conveyance of a public mural easement to the City from the owner of the building upon which the mural will be located, in a form approved by the City Attorney. The terms of the easement shall grant the right to create the public mural on the wall of the building and provide that the person granting the easement will maintain and restore the public mural in its original condition for the period of the easement, and state that upon termination of the easement, the mural shall be removed and the building restored to its prior condition.

C. Approval Process. Public murals shall be approved by the Oregon City Arts Commission in a Type III at a public hearing.

1. Notice of the application and the Arts Commission hearing is published and mailed to the applicant, recognized neighborhood association(s) and property owners within three hundred feet of the proposed mural location. 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 Arts Commission, all issues must be raised and addressed.

Comment [LT30]: Approval process added for clarity.

D. The decision of the Arts Commission is appealable to the City Commission on the record. Notice of the appeal must be received in writing by the planning division within fourteen (14) calendar days from the date the challenged decision is provided to those entitled to notice. Late filing of any appeal shall be deemed a jurisdictional defect and will result in the automatic rejection of any appeal so filed.

E. The following must be included as part of the notice of appeal:

1. The City file number and date the decision to be appealed was rendered;
2. The name, mailing address and daytime telephone number for each appellant;
3. A statement of how each appellant has an interest in the matter and standing to appeal;
4. A statement of the specific grounds for the appeal;

5. The appropriate appeal fee. Failure to include the appeal fee within the appeal period is deemed to be a jurisdictional defect and will result in the automatic rejection of any appeal so filed. If a City-recognized neighborhood association with standing to appeal has voted to request a fee waiver pursuant to Section 17.50.290.C., no appeal fee shall be required for an appeal filed by that association. In lieu of the appeal fee, the neighborhood association shall provide a duly adopted resolution of the general membership or board approving the request for fee waiver.

F. Standing to Appeal. Only those persons or recognized neighborhood associations who have participated either orally or in writing have standing to appeal the decision of the ~~planning commission or historic review board~~ Arts Commission, as applicable. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. No new evidence shall be allowed.

G. Notice of the Appeal Hearing. The planning division shall issue notice of the appeal hearing to all parties who participated either orally or in writing before the close of the public record at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. Notice of the appeal hearing shall contain the following information:

1. The file number and date of the decision being appealed;
 2. The time, date and location of the public hearing;
 3. The name of the applicant, owner and appellant (if different);
 4. The street address or other easily understood location of the subject property;
 5. A description of the permit requested and the applicant's ~~development~~ mural proposal;
 - 5-6. A brief summary of the decision being appealed and the grounds for appeal listed in the notice of appeal;
 - 6-7. A statement that the appeal hearing is confined to the issues raised in the notice of appeal;
 - 7-8. A general explanation of the requirements for participation and the City's hearing procedures.
- H. The City Commission decision on appeal is the City's final decision.
- I. No person shall commence creation of any public mural without first obtaining approval from the Arts Commission, and ~~agreeing to~~ executing an easement pursuant to section 15.28.090.B.14. Murals that are created without approval from the Arts Commission that are not otherwise exempt pursuant to this chapter or are inconsistent with the conditions of approval from the Arts Commission shall not be deemed public murals.

Comment [LT31]: Language relocated within section.

Proposed Changes to the Existing Code – Public Murals

- Entire section is new.

15.28.100 Signs within the Right-of-Way

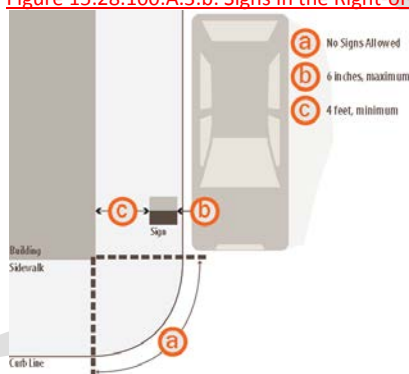
This standard applies to all signage within the City of Oregon City right-of-way, except signs exempted from this section under Section 15.28.030.

A. Signs on the Ground within the Right-of-Way

1. Number of signs permitted:
 - a. One (1) A-frame sign within the right-of-way per property frontage.¹⁸

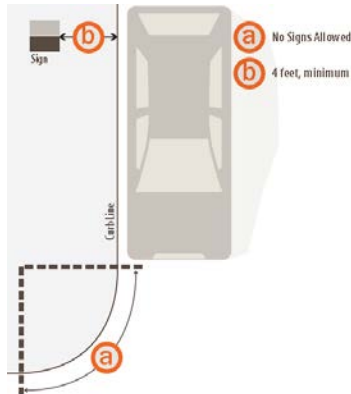
¹⁸ The Community Advisory Team does not believe this is fair for multi-tenant properties and suggested it is changed to allow one per adjacent business or entrance. Staff believes one sign per frontage is appropriate given the number of potential signs that may be placed within the right-of-way if a different standard is used and the number and type of signage which may be placed on adjacent private property.

- b. Approved traffic control signs or devices do not count towards the number of signs permitted within the right-of-way. However, signs placed within the right-of-way shall not obstruct traffic control signs or devices.
- 2. Material, design and size standards:
 - a. The sign frame shall be wood, plastic or metal.
 - b. The sign shall be an A-frame sandwich design.
 - c. The sign may not be illuminated.
 - d. Maximum width: twenty-eight (28) inches wide
 - e. Maximum depth: two (2) feet
 - f. Maximum height: three (3) feet tall
 - g. Maximum size: six (6) square feet per sign face
- 3. Placement standards:
 - a. The sign shall be entirely outside automobile or bicycle travel lanes and on-street parking areas.
 - b. For signs placed within the right-of-way with an adjacent sidewalk:
 - i. The sign shall be placed within six (6) inches of the face of the curb.
 - ii. Four (4) feet of clearance width shall be retained on the sidewalk.



- c. For signs placed in the right-of-way without an adjacent sidewalk:
 - i. The sign shall be located outside of any street pavement and may not be located closer than four (4) feet from the travel lane, turning lane, shoulder, parking lane or bicycle lane.

Figure 15.28.100.A.3.c: Signs in the Right-of-Way without an Adjacent Sidewalk



- d. Signs placed in the right-of-way shall remain portable and shall not be attached or anchored in any manner to trees or public property including, but not limited to utility or light poles, parking meters, traffic control signs, the ground, or pavement.
 - e. Signs shall not be placed in parking spaces, pedestrian pathways, or bicycle paths, street corners, transit stop areas, ADA accessible curb ramps, ADA accessible parking spaces, at building exits or fire escapes, or any portion of the street (travel lanes, shoulder, bike lanes, medians, traffic islands, and parking areas). The sign may not obstruct pedestrian or ADA access from the sidewalk to transit stop areas, designated ADA accessible parking spaces, ADA accessible ramps or building exits including fire escapes. Signs may not impede or hinder the vision of drivers or bicyclists. The sign shall be located entirely outside of the area of a right-of-way corner that is between the curb and the lines created by extending the property line to the curb face.
4. Hours of Sign Placement.
- a. For signs not within residential zoning designations: Signs may be within the right-of-way for a maximum of twelve (12) hours per day¹⁹.
 - b. For signs within residential zoning designations: The signs may be displayed on Thursday, Friday, Saturday, and Sunday between 12:00 pm and 8:00 pm daily; and from 6:00 am to 1:00 pm on Tuesday.

B. Cross Street Banners

Temporary banners which extend over a roadway shall be permitted in the right-of-way upon issuance of a permit in accordance with the following standards:

1. Location.
 - a. A single, two-sided cross street banner at ODOT facilities at Highway 99E/Pedestrian Bridge; and
 - b. A single, one-sided cross street banner at PGE power poles #412 and #413 on Molalla Avenue at Beverly Drive.
2. Cross street banner display periods shall not exceed twenty-one (21) consecutive days in duration and no more than three (3) times in any twelve (12) month period. Cross street banner(s) shall not be installed or removed on any dates other than those identified on the approved permit.

¹⁹ The Community Advisory Team suggested changing this to allow the sign in the right-of-way during business hours. This may be difficult for signs not associated with a business such as political signs.

3. Cross street banner construction shall be in accordance with the banner construction standards adopted by the Public Works ~~Department~~ Division.
4. Cross street banner(s) shall have 20 feet minimum clearance between the bottom of the banner and the roadway surface and clearance shall be maintained at all times. Banners shall not:
 - a. Prevent the driver of a motor vehicle from having a clear and unobstructed view of official traffic control devices and approaching or merging traffic;
 - b. Have any lighting, unless such lighting is shielded to prevent light from being directed at the roads/highway or is of such low intensity or brilliance as not to cause glare or to impair the vision of the driver of a motor vehicle.

~~c. Be a traffic Hazard.~~

Comment [LT32]: This standard removed because signs already have to comply with the Public Works construction standards for over street banners, traffic sight obstructions in OCMC 10.32 and nuisance standards in OCMC 8.08.

C. Who May Place the Sign

1. Permits are approved on a first come first served basis.
2. Except for cross street banners, if there is a business license associated with the person or company owning the sign, the business license location shall be directly abutting the location where the sign within the right-of-way is proposed. ~~Based on the proposed location of the sign, the~~
- ~~2-3.~~ Approval of the abutting property owner is required.²⁰

D. Right-of-Way Sign Permit Process

1. An annual permit is required for signs on the ground within the right-of-way²¹. A permit is required each time a cross street banner is installed.
2. An approval sticker shall be placed on each sign within the right-of-way to easily distinguish the approved signs²².
3. If the sign is owned by a business, the business shall have a valid business license, if applicable as determined under the criteria set forth in Oregon City Municipal Code Chapter 5.04²³.
4. The City Commission shall establish permit fees for signs located within the right-of-way.
5. The applicant shall provide a certificate of insurance for general liability naming the City of Oregon City, its officers, agents, and employees, as additional insureds for the sign placement and include any other facility owners if applicable ~~(i.e., State of Oregon (ODOT) and PGE)).~~
6. Applicant shall comply with and obtain any permits issued by any other applicable agency.

E. Removal of signs within the right-of-way.

1. Existing signs that do not comply with these standards or that have not obtained a valid permit may be removed.
2. The City Engineer may require signs to be modified, moved or removed if streets are widened or other improvements are made in the right-of-way that result in conditions where the sign placement will not comply with the above standards. The modification, moving or removing will be at the owner's expense.

Proposed Changes to the Existing Code – Signs With the Right-of-Way

- This entire section is new

15.28.110 Prohibited Signs

²⁰ The Community Advisory Team suggested requiring approval of the adjacent property owner.

²¹ The City will create a form and approve over the counter.

²² The Community Advisory Team suggested that permits should not be required in residential and mixed-use zones.

²³ Political signs, etc may not require a business.

It is unlawful for the following signs to be constructed or maintained except as otherwise provided in this chapter:

- A. A sign that interferes in any way with a traffic control sign or device or prevents clear and unobstructed views of traffic control signs or devices or approaching or merging traffic or does not comply with chapters 10.32 or 8.08 of the Oregon City Municipal Code.
- B. A sign that contains, includes or is illuminated by any flashing or revolving, rotating or moving light or moves or has any animated or moving parts which move or rotate or change more than once (1) per day²⁴, except as otherwise allowed within this code.
- C. A sign with lighting that is not effectively shielded to prevent beams or rays of light from being directed at any portion of the main traveled right-of-way of a state highway, unless the lighting is of such low intensity or brilliance that it does not cause glare or impair the vision of the driver of a motor vehicle or otherwise interfere with the operations thereof.
- D. A sign located upon a tree, or painted or drawn upon a natural feature.
- E. A sign that obstructs free ingress to or egress from any door, window or fire escape, alley, drive or fire lane, or is attached to a fire escape.
- F. Any sign with an area larger than twelve (12) square feet, six (6) square feet per sign face on an undeveloped lot or parcel of property.
- G. A sign not otherwise in compliance with any provision of this code, Oregon law or the terms and conditions of any valid sign permit issued under this chapter.
- H. Attention flags.
- I. A-frame signs with an area larger than twelve (12) square feet, six (6) square feet per sign face or taller than three (3) feet.
- J. Air blown signs.
- K. Billboards.²⁵
- L. Signs on fences or fencing.²⁶
- M. Banners unless otherwise allowed by this chapter.

N. Abandoned signs.

O. Signs that emit any sound, vibration, or smell.

N-P. Flags larger than 1 square foot for each lineal foot in height of the flag pole or structure to which the flag is affixed. The size of the flag may not exceed 60 square feet.

Comment [LT33]: Reference included to Nuisance chapter of the code.

Comment [LT34]: Added at the request of the Planning Commission.

Comment [LT35]: Added at the request of the Planning Commission.

Proposed Changes to the Existing Code – Prohibited Signs

- The following are added as prohibited: attention flags, A-frame signs with an area larger than six (6) square feet per sign face or taller than three (3) feet, air blown signs, and abandoned signs.
- The following are removed from prohibited signs: obsolete sign, portable signs, A-frame signs, sandwich boards, tent signs, streamers, strings of lights, balloons, hulas, banners or pennants, excepting traditional holiday decorations, A sign erected or maintained on public property or within the public right-of-way without permission of the public body having jurisdiction, a sign not able to withstand a wind pressure of twenty pounds per square foot of exposed surface, or is insecurely erected, or is constructed so as to constitute a fire hazard, and a sign not maintained in a safe, neat, clean and attractive condition and in good repair.

²⁴ The Community Advisory Team was split on the minimum length of time which a message had to be displayed before it could change. Since no clear direction was provided staff defaulted to our current policy.

²⁵ This was a split issue by the Community Advisory Team. Staff chose to default to our existing code which prohibits billboards since a clear direction was not provided.

²⁶ The Community Advisory Team had a split decision on this. Staff defaulted to our current code.

- The size of signs on undeveloped lots or properties is increased from four (4) square feet to (12) square feet, six (6) square feet per sign face on an undeveloped lot or parcel of property.

15.28.120 Nonconforming Signs

Signs that were lawfully constructed and otherwise lawfully existing but no longer comply with this code are allowed to remain until removed. Nothing in this section shall be deemed to prevent the maintenance of any sign, or changes of sign copy on a sign.

A. No additions or enlargements may be made to a nonconforming sign except those additions or enlargements that are required by law.

B. A sign that is moved, replaced, or structurally altered shall be brought into conformance with this chapter, ~~except that nonconforming signs may be reconstructed if required to be moved for construction or repair of public works or public utilities and the sign reconstruction is completed within ninety days after the completion of the public works or public utility construction or repair.~~ ^A

nonconforming sign (including the sign structure, foundation and supports) that is damaged shall not be repaired if the estimated expense to repair the sign exceeds fifty percent of the replacement cost of the sign as of the day before the sign was damaged. A damaged nonconforming sign that cannot be repaired shall be removed within ninety days of the date the sign was damaged. Whenever a nonconforming sign is damaged and the estimated cost to repair the sign is fifty percent or less of its replacement value as of the day before the sign was damaged, it may be repaired and restored to the condition it was in before it was damaged and may continue to be used as a nonconforming sign, provided that such repairs and restoration are started within ninety days of the date the sign was damaged and are diligently pursued thereafter. Whenever repairs and restoration of a damaged nonconforming sign are not started within ninety days of the date the sign was damaged or are diligently pursued once started, the sign shall be deemed abandoned.

Comment [LT36]: Added at the request of the Planning Commission.

C. Abandoned signs shall not be deemed nonconforming signs. No nonconforming sign shall be permitted to remain unless properly repaired and maintained as provided in this chapter. A sign maintained in violation of this provision shall be removed as provided in this chapter. Any nonconforming sign that is determined by the building official to be an unsafe sign shall be removed as provided in this chapter. Any nonconforming sign that is determined to be an abandoned sign shall be removed as provided in this chapter.

Proposed Changes to the Existing Code – Nonconforming Signs

- Existing signs are allowed to remain unless removed by the owner. The previous code included an amortization period.

15.28.130 Variances

A. Grounds for Variance. Upon application by an applicant, the planning commission may grant a specific variance from provisions of this chapter provided all of the following circumstances exist:

1. 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;
2. That the request is the minimum variance that would alleviate the hardship;
3. Granting the variance will equal or exceed the purpose of the regulation to be modified;
4. Any impacts resulting from the adjustment are mitigated;
5. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and
6. The variance conforms to the comprehensive plan and the intent of the ordinance being varied.

- B. Variance Fee. At the time of application for variance from the provisions of this chapter, the applicant shall pay a fee in accordance with the fee schedule established and amended from time to time by the ~~city~~ City Commission and on file with the ~~city~~ City recorder Recorder.
- C. Procedure. A variance application shall be treated in the manner provided by Chapter 17.50 of this code with respect to zoning variances.

Proposed Changes to the Existing Code – Variances

- The variance criteria are replaced with the variance criteria from OCMC 17.60.

15.28.140 Maintenance

All signs, together with all supporting structures, shall be well maintained and kept in a good state of repair. Without limiting the foregoing, all sign owners shall comply with the following maintenance:

- A. ~~Shall be kept~~ keep signs and supporting structures free from rust, dirt, debris, and chipped, cracked or peeling paint.
- B. ~~Shall remove hanging, dangling, and cracked portions from all signs and supporting structures.~~
- C. ~~Shall repair frayed parts on all signs and supporting structures.~~
- D. ~~Shall replace burned-out bulbs on all signs and supporting structures.~~
- E. ~~Shall remove graffiti and unauthorized stickers from all signs and supporting structures.~~

Comment [LT37]: Section added at the request of the Planning Commission.

Proposed Changes to the Existing Code – Maintenance

- This entire section is new

15.28.140-150 Violation—Penalty

In addition to any other provisions hereof, it is unlawful for any person to maintain a sign or advertising structure in violation of the provisions of this chapter. Violation of any provision of this chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20, 1.24.

Proposed Changes to the Existing Code – Violation

- No changes to this section are made other than renumbering the title.

15.28.150-160 Conflict and severability Severability

In the event any provision herein is found to be in conflict with any zoning, building, fire safety, health or other code provisions of the ~~city~~ City, the provision which establishes the higher standard for the promotion and protection of the health, safety and welfare of the people shall prevail.

A finding by a court of competent jurisdiction that any portion of this chapter is invalid shall not invalidate the remaining portions. A permit issued pursuant to this chapter does not grant any authority to violate any other law or regulation that may apply.

Proposed Changes to the Existing Code – Conflict and Severability

No changes to this section are made other than renumbering the title.



Oregon City Sign Code Update Public Process Final Report February 2014



EXECUTIVE SUMMARY

After nearly 20 years without a significant change, Oregon City is updating sign regulations to better meet the needs of Oregon City residents and businesses now and into the future. Oregon City has partnered with the community to review and rewrite our local sign regulations. The goal of the sign code update has been to review and rewrite the Oregon City sign code so that the standards that are safe, clear, fair and are broadly supported by the community. A comprehensive public process has resulted in a community discussion and recommendations to city staff for revisions to the sign code. The results of the community engagement process will be used the guide Oregon City Planning Division staff in developing draft code for adoption through the legislative processes of the Planning Commission and City Commission. The City's sign regulations include standards such as size, number, location and duration of signs allowed. This final report describes the process by which members of the public were informed and engaged in the code update process and a summary of the public comments received, as well as positions expressed and recommendations agreed to by the Community Advisory Team (CAT).

The current sign code, under Oregon City Municipal Code Chapter 15.28, serves to balance the vital functions of businesses, civic organizations and residents. Although the City has changed significantly over the past 20 years, the current sign regulations have essentially remained unchanged during that time period. The existing sign standards are largely clear and objective, however, the code can be at times conflicting, limiting or unclear. Examples where the need for updates is evident include temporary signage, addressing emerging sign technologies, and providing more nuanced standards for specific areas and uses. Active enforcement of the existing sign code also remains a challenge. Revising the sign code offers the opportunity for citizens and stakeholders to advise how the sign code should change to best meet the needs of Oregon City.

Project team members include Oregon City Planning Division staff, with consultant support from EnviroIssues and Urbsworks. The sign code update process utilized a variety of public information materials, meetings and opportunities to comment. Available informational materials included a project website (www.OC SignCode.org), factsheet, press release and periodic email updates. Community briefings were held for neighborhood associations and other civic groups. A community open house was held which allowed continued involvement by interested citizens as the CAT worked to develop the recommendations to Planning Division staff. Written comments were accepted throughout the process through a variety of means and shared online and with CAT members.

SECTION 1: PUBLIC PROCESS

The goal of the community engagement process has been to create community-backed recommendations, well informed by current conditions and best practices. The community process includes three phases: early engagement, recommendations and adoption.

Goals for the early engagement phase, from July to October 2013, included obtaining early feedback from key stakeholders to understand their interests and use that information to refine engagement plans, outreach techniques and decision-making processes. During this stage the project team informed stakeholders and the public about the sign code update process, including its purpose, goals, schedule, opportunities to provide comment and how public input would fit into the City's overall public and legislative process. The project team informed Oregon City residents and stakeholders about the sign code update process and gathered initial feedback with the project website www.OC SignCode.org and at a series of seventeen community briefings. Early feedback was used to design the subsequent public process.

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The recommendations phase, from September to December 2013, included the establishment of a Community Advisory Team (CAT) to discuss priority topics identified in the first phase of the project and form recommendations for updating the sign code. CAT members were recruited through early engagement activities to represent a diversity of Oregon City community interests and positions were appointed by the mayor. The CAT met four times to discuss the issues and preferences for an updated sign code, which were refined through an iterative process and distilled into a series of recommendations, positions and additional comments on relevant issues. A community open house was held during this phase to share interim CAT results and gather additional public input. These comments were compiled within this report to act as a recommendation for the sign code update. A community open house was held in conjunction with the third CAT meeting to share interim work and gather additional public input.

The adoption phase of the project, beginning in February 2014 and projected to run through June 2014, will involve the creation and consideration of staff recommendations by the Planning Division staff, based on public comments and recommendations developed through the CAT process. Staff will submit their draft code recommendation to the Planning Commission and City Commission for consideration through the Legislative process. The legislative adoption schedule includes public work sessions and hearings of the Planning Commission and City Commission, which includes additional public input opportunities.

Public information materials, meetings and opportunities to comment

A variety of tools were used to inform and welcome constructive and well-informed involvement in the project on the part of citizens, businesses and civic organizations.

The **project website** (www.OCSignCode.org) incorporated the project purpose and background information, current sign regulations, project schedule, a survey of policy options, project news, information and documents for upcoming and past meetings, a web comment form, a sign up sheet to receive project emails, and contact information for the project team. The project website was continually updated throughout the project.

The **project fact sheet** described the project purpose, schedule, types of signs regulated under the code and how to learn more, provide comments or ask questions of the project team. The fact sheet was distributed via the project website, community briefings, and the open house.

A **press release** which described the project purpose, highlighted the project website and announced the community open house, was published on the City's website and distributed to media contacts.

Community briefings were given by Planning Division staff and consultants during the early engagement phase of the project to inform community groups about the project and opportunities for their involvement and to gather initial feedback and suggestions. Seventeen (17) community briefings were

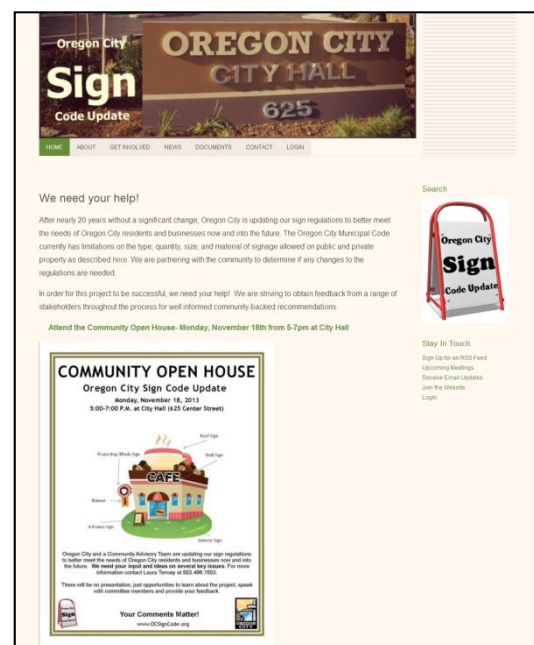


Figure 1: Project website: www.OCSignCode.org

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held between July and October 2013 at Oregon City neighborhood associations, other organizations and committees.

Community briefings

Organization	Briefing date
Hillendale Neighborhood Association	July 2, 2013
Barclay Hills Neighborhood Association	July 9, 2013
Chamber of Commerce, Government and Economic Affairs Committee	July 9, 2013
Hazel Grove/Westling Farms Neighborhood Association	July 18, 2013
Planning Commission	July 22, 2013
Caufield Neighborhood Association	July 23, 2013
Two Rivers Neighborhood Association	July 24, 2013
Gaffney Lane Neighborhood Association	August 1, 2013
Citizen Involvement Council	August 5, 2013
Natural Resources Committee	August 14, 2013
Main Street Oregon City Downtown Discussions	August 15, 2013
South End Neighborhood Association	August 15, 2013
Park Place Neighborhood Association Steering Committee	August 19, 2013
Historic Review Board	August 27, 2013
McLoughlin Neighborhood Association	September 5, 2013
Traffic Advisory Committee	September 17, 2013
Park Place Neighborhood Association	October 21, 2013

An **email contact list** was compiled and is used to communicate project updates and events. Interested people were able to provide an email address on the project website to receive opportunities to comment on the project and information about the CAT meetings and the community open house. The email list will be used to send additional updates through the adoption phase of the project.

A **community open house** has held in conjunction with CAT meeting #3 on November 18, 2013. It provided an opportunity for the public to gather information and provide input to the public process. Goals of the open house were to inform members of the public not previously aware of the purpose and need for the sign code update, to provide updates to previously engaged members of the public, and to provide opportunity for the public to interact with CAT members and receive public comments. Meeting displays included information on the sign code update process and schedule, a summary of the existing sign code and highlights of potential changes under consideration by the CAT. Additionally, a number of policy questions were presented in the format of a voting exercise where participants were asked to indicate their position and to provide additional written feedback.



Figure 2: Attendees participated in a policy question exercise at the community open house

A variety of opportunities for members of the public to provide **written comments** have been available and will continue throughout the duration of the project. Staff email addresses were provided through

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all outreach methods and the project website included a form for capturing comments. CAT members were invited to provide additional written comments which were compiled by staff and posted on the project website. Comment forms were available at the community open house. All comments received were compiled by staff, posted periodically on the project website and shared with participants at CAT meetings. Comments received by the City are included in Appendix B.

Community Advisory Team process

A Community Advisory Team (CAT) was convened by the Mayor and charged with advising City Planning Division staff on sign code revisions and related policies and procedures. The CAT was comprised of 11 positions to represent the following stakeholder categories:

- (2 position) City Residents, at large
- (2 positions) Development / Business, at large
- (1 position) Chamber of Commerce
- (1 position) Sign Company / Manufacturer / Advocate
- (1 position) Main Street Oregon City
- (1 position) Institution (Faith-based organization / School)
- (2 positions) Neighborhood Association/ Citizen Involvement Council
- (1 position) Planning Commission

CAT members were recruited through a variety of avenues. Planning staff recruited for the CAT membership at organizational briefings during the early engagement phase, directly contacted community organizations, such as all neighborhood associations and all city groups. A notice was sent through the Oregon City Chamber of Commerce and Main Street Oregon City email lists to engage local businesses. Staff also provided an invitation to serve on the CAT to sign companies that submitted sign permits in the previous year. General notification was provided through the City newsletter, Oregon City and project websites, social media accounts and the project website.

A charter and work plan to guide the CAT process were developed by staff and agreed to by CAT members at their first meeting. The charter was designed to provide a clear and mutually agreeable statement of the roles and responsibilities of CAT members and Oregon City staff to guide the work and conduct of the team in an open and transparent process. It identified the way in which the team was to operate, including decision-making processes, meeting conduct and communication. The CAT work plan outlined the expected outcomes of the CAT process as well as objectives and anticipated discussion topics for each of the CAT meetings. Four CAT meetings were held between September and December, 2013 and involved the following general agenda items:

- Meeting #1 (September 16, 2013): project introduction and background, legal framework, existing sign code and conditions, early community engagement
- Meeting #2 (October 14, 2013): sign code revision scenarios by zone group, review of draft code concept
- Meeting #3 (November 18, 2013): education and enforcement, review of revised draft code concept, draft CAT recommendation
- Meeting #4 (December 9, 2013): review of revised draft code concept and CAT recommendations to staff

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Agenda topics and exercises were selected to meet the purpose of each session as the CAT moved from gathering information to sharing ideas and making recommendations. At the first CAT meeting, the group approved a charter, was updated on the key issues which staff identified through early community engagement and provided additional comments on the range of issues members thought the sign code update should address. Each subsequent meetings included a report of the comments received since the previous meeting.

A draft concept of changes to the existing code, organized by zone groups, was developed by staff based on earlier feedback. This draft code concept served as an ongoing aid to discussing and refining suggestions and CAT recommendations.

Draft meeting minutes were provided for CAT members' review. Final meeting minutes, materials and other related products were posted to the project website throughout the process for review by interested parties. At the final CAT meeting, members were provided an overview of the legislative approval process and invited to make public testimony at Planning Commission and City Commission hearings. CAT members were also invited to provide any additional comments for inclusion in development of the draft code recommendation by planning staff.

CAT meeting materials and meeting minutes are included in Appendix A.

SECTION 2: SUMMARY OF PUBLIC COMMENTS AND CAT RECOMMENDATIONS

A diversity of comments were captured throughout the early engagement and recommendation phases of the project. Deliberation by the CAT resulted in additional comments and a series of recommendations.

Comments are summarized by topic, led by topics for which the CAT developed recommendations. Recommendations are categorized as follows:

- **Consensus recommendations** are those which the CAT supported unanimously.
- **Majority recommendations** are those for which there was not unanimous support, but where a majority of CAT members agreed. Minority opinions are noted for the record.
- **Split positions** are those for which there was no clear recommendation from the CAT. These issues are marked by an even-split of opinion, a split of opinion across more than two positions, or a slight majority in-favor from the CAT, but an opposing majority from the public.

Review of existing code standards by the CAT also yielded specific suggestions that were explored through several refinements of a draft code concept. CAT suggestions and public comments related to these standards are organized against the major sections of this evolving document. Sections include three zone groupings, consistent with the existing sign code reflecting similar characteristics and current and allowed land uses: 1) residential zones, 2) conditional uses in residential zones and 3) office,

Figure 3: Community Advisory Team (CAT) meeting



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commercial and industrial zones. Additional sections of the code concept explored prohibited signage and definitions.

The collective feedback gathered by the public process to-date is summarized below. All recommendations and comments were made with the expectation that legal and procedural considerations will be integrated into the staff recommendations to the Planning Commission and City Commission, to the extent practicable.

Consensus recommendations

CAT members were unanimous in their support for code recommendations for enforcement of the sign code, murals and signs owned and operated by the government. A summary these recommendations and related comments are below.

Enforcement of the sign code

Enforcement of the sign code was commented on by participants in early outreach and by CAT members. The City does not currently enforce the sign code unless there is a public danger, due to resource constraints. This issue was explored in a focused discussion with CAT members at their Nov. 18 meeting, supported by a background briefing paper on enforcement issues.

Community comments:

- Community resources including trained volunteers should be used to aid enforcement of the sign code.
- An inventory of signs should be taken to aid enforcement.
- Fines and/or fees should help fund enforcement activities.

CAT member comments included positions similar to those heard from the community and had **consensus support** for the code recommendation for the City to take a number of steps to improve future sign code enforcement, including:

- increase sign code education through print and online guidance and other technical assistance
- increase funding to allow for additional staff with specific enforcement responsibilities
- identify opportunities to leverage partnerships, expertise and other resources that improve the cost-effectiveness of these measures
- consider a more focused education campaign and a high level of enforcement to coincide with the rollout of a new sign code

Murals

Murals are not separately defined and considered wall signs under the current sign code. Community members commented that murals should be considered separately from wall signs. Other jurisdictions within the region have code that supports murals as public art, with subjective review by an arts commission or murals are exempted from the sign code if they meet the public art standard. In other cases, murals are allowed as a large painted wall sign with additional standards that include restrictions on the exchange of compensation to better align with their intended application.

CAT member comments included:

- The duration for murals should be tied to the expected life-span of materials used.
- The city should permit murals apart from wall signs.

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- The need for content neutral standards should be considered when developing review criteria for murals.

The CAT **unanimously recommended** the City should permit murals everywhere a business is allowed.

Signs owned and operated by the government

CAT members provided the following comments concerning signs owned and operated by the government:

- Signs owned and operated by the government should be subject to the same size and height limits as other signs.
- There should be a clear definition of what is a government sign to distinguish sign uses funded by government grants through other organizations and signs directly owned by the government.
- There are government signs needed for public safety needs along roadways. These signs are exempt from the sign code.
- CAT members expressed differing positions on whether government agencies should be subject to fees.
- A definition of signs owned and operated by the government should be included in the code.

The CAT **unanimously recommended** that signs owned and operated by the government should be subject to the code.

Majority Recommendations

A majority of CAT members approved of recommendations for the sign code in regard to signs in the right-of-way, banners, non-conforming signs, existing billboards and the definition of a sign. CAT members and other community comments are summarized below along with the majority recommendation and any minority opinions.

Signs in the right-of-way

Signs in the right-of-way are not allowed under the current sign code. CAT members considered concept code language that would permit A-frame signs placed on the sidewalk or parking strip.

Community comments:

- A-frame signs should be allowed in the sign code.
- A permit sticker should be required for A-frames to aid enforcement.
- The number of A-frames allowed should be limited to reduce clutter.
- A-frame signs may be a liability issue.

CAT members provided additional comments on signs in the right-of-way, including:

- A-frames serve a legitimate purpose for advertising businesses and events.
- Regulations should ensure signs in the right-of-way do not block the space near the curb where people enter and leave parked vehicles and placement should allow for the passage of pedestrians.
- Signs should be located adjacent to the buildings.

A **majority of CAT members agreed** signs of limited quantity and size should be allowed in the right-of-way in all zones around the City, provided they do not block access or present a hazard.

Minority opinions:

- Additional signs in the right-of way should be allowed in residential and mixed-use zones to allow for advertising real estate open houses without permit in addition to home occupations.

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- Signs in the right-of-way should be allocated by tenant space or entrance rather than frontage so each business may have at least one sign.
- Regulation of dimensions for signs in the right-of-way should be consistent with commercially available A-frame signs.

Banners

Banners are not permitted under the existing sign code. Community members provided the following comments:

- There are too many banners, creating a cluttered effect.
- The number of banners should be limited in total along with ancillary signs to reduce clutter.
- Some banners should be allowed, but their use should be limited.
- Banners deteriorate over time and become unattractive.
- Banners which cross the street and on street lights should be allowed.
- Banners should not be allowed in historic districts.

CAT members provided the following, additional comments on banners:

- A limit to the duration and frequency for which banners may be up should be set as those which are left up for too long begin deteriorating and are unattractive.
- Too many banners create a cluttered effect.
- Banners serve as an important means for advertising groups and events.
- Banners should be limited to a display period of 30 days, twice per year.
- Display for 30 days, twice per year is too restrictive.

A **majority of CAT members agreed** banners should be allowed on non-residential zoned property or for approved conditional uses within a residential zoning designation, with a permit.

Non-conforming signs

The current code requires that non-conforming signs be removed, however the City does not currently take action against non-conforming signs unless there is a public danger, due to resource constraints. Community members expressed a range of opinions about requirements for non-conforming signs under an updated sign code including both the grandfathering of existing non-conforming signs (provided they were legally erected) and advocating for their removal.

CAT members provided additional comments including:

- Sign owners should be allowed to maintain existing, non-conforming signs.
- A threshold should be set on the amount of money which may be used to maintain existing, non-conforming signs.
- Non-conforming signs should not be allowed when a property changes hands.
- Signs which were not legal under the code at their time of construction should be required to be taken down by the property owner.
- Owners of existing signs which are no longer permitted under an updated sign code could bring a legal suit against the city for lost value if they were forced to take them down.
- The code should require that non-conforming signs are removed or brought into compliance within a certain timeframe.

A **slight majority of CAT members agreed** signs that were legally constructed but no longer comply with the new sign code should be allowed to remain until removed by owner.

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Existing billboards

Oregon City has a limited number of billboards (16), which are currently prohibited in the sign code. All of the billboards are owned by a single entity. Community members provided a comment during the early engagement phase of the project that billboards should be removed.

A majority of CAT members agreed existing billboards should be allowed to remain until they are removed by their owner. CAT members expressed additional minority positions including:

- Existing billboards which are not along major roadways should not be allowed if new billboards will also be allowed.
- Billboard permits should be reviewed when they change hands.
- Billboards should remain prohibited.

Definition of a sign

A majority of CAT members agreed the sign definition included in the sign code should be updated to support all allowed and/or prohibited sign types determined through the update, as follows:

Any sign, display message, emblem, device, figure, painting, photograph, drawing, placard, poster, billboard or other thing that is designed, used or intended for advertising purposes or to inform or attract the attention of the public, and the term includes the sign structure, display surface and all other component parts of a sign; when dimensions of a sign are specified, the term includes panels and frames; and the term includes both sides of a sign of specified dimensions or display surface area.

CAT members provided the following additional comments regarding the definition of a sign:

- The method for determining the extent of various signs and calculation of sign area, including discussion of when architectural features are considered a sign or part of a sign, should be included in the code.
- The definition should include wall carvings.
- A description of the term, “device” should be included in the code.

Split Issues

CAT members continued to hold split perspectives on several key topics including new billboards, ancillary signs and electronic message centers. Differing positions taken by CAT members as well as additional comments for these topics are summarized below.

New billboards

The idea of permitting new billboards was considered by CAT members and the public. Comments were received during the early engagement phase suggesting that no additional billboards should be permitted.

CAT members were split on the recommendation for new billboards. Some comments from CAT members suggested additional billboards should be permitted:

- State law sufficiently regulates billboards on state highways.
- Additional billboards might allow a greater diversity of parties to own billboard(s) in Oregon City.
- Billboards serve a legitimate public purpose of disseminating information and can be used for public service announcements.
- Evidence that billboards lower property values is not complete.

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Two different positions were held, which are noted below along with additional comments.

- A limited number of new billboards should be allowed, only on properties with frontage along major roadways (properties adjacent to Interstate 205, Highway 213 and Highway 99E) except in residential zones. At the public open house, most participants in the voting exercise of policy options indicated that billboards should be permitted only along major roadways.
- Additional billboards should not be allowed. Additional comments from CAT members included:
 - Additional billboards may be too distracting for drivers.
 - Billboards have been shown to lower property values.

CAT members also shared comments related to Electronic Message Centers (EMCs), stating both that they should not be permitted along highways and that billboard-sized EMCs should be addressed separately from smaller EMCs. EMCs are discussed in greater detail separately in this report.

Ancillary signs

Ancillary signs include all signs, with or without a permit, other than freestanding, wall, roof, or projecting signs. They include temporary signs, banners, A-frames, flags and small signs. Through early engagement, some community members commented that the number of ancillary signs should continue to be limited. Others were interested in allowing greater numbers of political signs during elections. Additional comments stated that directional signage is helpful to businesses and should be allowed with permission from adjacent property owners.

CAT and community members indicated a desire to reduce clutter by limiting the number of signs allowed, but also recognized the utility of allowing for limited ancillary signs. Two different positions were held, which are noted below along with additional comments.

- Allow 1 or 2 ancillary signs on business properties, 1 or 2 ancillary sign on residential properties.
- A greater number and larger ancillary signs should be allowed.
 - Only allowing two signs is too limiting, especially for the needs of temporary real estate sales, political, and contractor advertisement signs. These signs tend to be self-regulating in nature.

Addition CAT comments included:

- The desire for political signs should be considered when determining how many ancillary signs to allow.
- Additional signs should be allowed in consideration of real estate sales where additional ancillary signs are still in use.
- Colonial Post real estate signs, which are typically 6 sq. ft. and utilized during the sale of property and should be allowed as one of the ancillary signage options on residential properties.
- The number of ancillary signs is self-enforcing as property owners will take down signs which are no longer needed.
- Additional signs should be allowed with a time-limit.
- Ancillary signs should be allocated by frontage rather than by property.

Electronic message centers

Electronic message centers, or EMCs, are LED-lit signs, typically supporting text, that allow owners to change information and messages. This type of sign is not allowed under the current sign code but may be permitted through a zoning variance. A comment received during early engagement was that signs which include flashing and motion should not be allowed. Participants in the community open house

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most commonly indicated that EMCs should be required to go through a conditional use review to receive a permit.

Three different positions were held, which are noted below along with additional comments.

- EMCs should be allowed with conditional use approval in all zoning designations.
- EMCs should be allowed without conditional use approval in all zones, except for residential zones or the historic downtown district, where EMCs should not be allowed.
- EMCs should be allowed without conditional use approval in all zones, except for residential zones or the historic downtown district, where EMCs should be allowed with conditional use approval.

Additional CAT member comments included:

- Schools often want to communicate with parents and other community members with an electronic message center which is easy to change.
- Conditional use review may be too expensive for some potential sign applicants, like schools and churches, in residential zones.

Additional Topics

A number of topics were identified by the community through early engagement and by CAT members as needing to be addressed by an updated sign code, but were not discussed in enough detail to develop a consensus or majority recommendation. These topics included signs on fencing, signs on parked vehicles, signs carried by or attached to people and signs inside of windows. A brief description of each of these issues and the general direction received through the early engagement and recommendation phases are included below.

Signs on fencing

Signs on fencing was identified as a relevant topic for the sign code update. Both CAT members and open house attendees were closely split on preferences for signs co-located on fencing, with the CAT slightly in favor of allowing this use and public leaning toward a continued prohibition.

Community comments:

- Some small signs are appropriate, such as no smoking, private parking notices.

CAT members submitted comments regarding signs on fencing including:

- Signs on fences should be limited to a small size and generally temporary only.
- Banners on fences are a common occurrence and unsightly due to the durability of materials and poor mounting methods.
- Temporary signs on fences are useful for organizations wishing to communicate about events and other temporary uses.
- Signs on fences can relay important and helpful information. If regulated, signs on fences will need a clear definition.

Parked vehicles

Signs on parked vehicles, which have been perceived to sometimes circumvent sign regulations, was identified as a topic of interest for the updated sign code. Relevant community comments include:

- Signs attached to vehicles should be exempt if tied to normal operation of business.
- If regulated, code should differentiate between passenger vehicles and trucks and vans.
- In all cases, vehicles with signage should be operable.
- Sign on vehicles should be subject to square foot limitations for temporary signs.

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A majority of participants in the policy options exercise at the community open house indicated parked vehicles should be prohibited from being used as signs and a minority indicated they should be allowed.

CAT members made comments including:

- The code would have to distinguish having a sticker on your car as opposed to making a car permanent signage.
- A vehicle with signage should not be allowed to park in the public right of way for more than 12 hours and three consecutive days.

Signs carried by/attached to people

Signs which are carried or attached to people was identified as a topic for the sign code update. These signs are not regulated under the current code and a legal review of potential prohibition of signs attached to or carried by a person determined that it would violate federal and state free speech protections.

Public and CAT comments included:

- Signs should be limited to no more than four square feet per face.
- Signs held by people should not be allowed because they are distracting to drivers.

Signs inside of windows

Signs inside of windows are primarily exempt from the current sign code. Public comments suggest divergent views on the topic of regulating these signs. A majority of participants in the policy question exercise at the community open house indicated that signs inside of windows should continue to be unregulated.

CAT members commented that signs inside of windows should be allowed to take up only 30% or 50% of the total window space; any larger window coverage is unsightly.

SECTION 3: REVIEW OF EXISTING SIGN CODE STANDARDS

Input on the existing sign code informed the development of a draft code concept by project staff, shared and refined with CAT input over the course of three of its four meetings. While the CAT did not recommend the draft code concept in whole, there was general agreement on its form and contents. The following summary will be used to inform Oregon City staff when the draft sign code is written. Topics are generally organized into categories following the framework of the document: signs in residential zones, signs for conditional uses in residential zones, and signs in office, commercial, and industrial zones; prohibited signage; and definitions.

Signs in residential zones

Signage in residential zones is limited in quantity, scale and location and primarily seasonal and temporary. Public comments and feedback from CAT members in regard to these areas directed proposed changes to the existing code which generally allow more flexibility in the placement of signs while balancing residential character, limiting the size of signs and avoiding a cluttered or commercial appearance. Allowing temporary signage for sales, events and political signage was also suggested by the CAT and differentiating standards for multi-family properties from non multi-family properties.

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Wall signs

The current sign code regulates the size of wall signs in residential zones. In residential zones, CAT members and community members generally commented that more flexibility should be allowed for where wall signs may be placed on the exterior of buildings as well as differentiating signage size for multi-family and non multi-family properties.

Freestanding signs

Freestanding signs are permanent signs not attached to a structure. The allowed area of freestanding signs depends on property frontage in the current sign code. Comments received generally suggested limiting the size of free standing signs in residential zones, but allowing an additional number of signs.

Ancillary Signs

CAT and community members expressed a desire for a number of specific sign types in residential zones, allowed without a permit to allow for decoration, political expression and to advertise sales and other events. The CAT had a split decision on the number of ancillary signs allowed per property, but suggested increasing the size of temporary signage (which does not require a sign permit) from 4 square feet to 6.

Proposed changes to the exiting code for signs in residential zones.

- Delete OCMC 15.28.070.B.6 requiring that wall and freestanding signs will “be set back from the street as determined by the sign official, but not more than ten feet from the street right-of-way”.
- Reduce the size of wall signs from 20 square feet to 12 square feet for properties in zones other than in the “R-2” Multifamily dwelling district.
- Allow portable signs, A-frame signs, sandwich boards, tent signs up to 5 square feet per sign face and 32 inches in height.
- Reduce maximum wall sign length from 10 to 5 feet.
- Remove the maximum height requirement for wall signs.
- The maximum length for freestanding signs was reduced from 10 to 5 feet for residential zones other than the “R-2” Multi-family dwelling district.
- For residential zones other than the “R-2” Multi-family dwelling district, the number of freestanding signs was changed from one freestanding or wall sign for each property frontage (with a maximum of 3) to a maximum of one freestanding sign.
- For properties within the “R-2” Multi-family dwelling district, the number of freestanding signs was changed from one freestanding or wall sign for each property frontage (with a maximum of 3) to allow one wall and freestanding sign for each property frontage (with a maximum of 6).

Signs for conditional uses in residential zones

Conditional uses in residential zones are most commonly schools and churches, often with larger frontages. Community comments and comments from CAT members expressed a desire to allow signage needed to provide information concerning these uses in residential zones while limiting unwanted clutter from signs which are too large, numerous or out of character with residential use.

Wall signs

No significant changes to the wall signage for conditional use were proposed.

Freestanding signs

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Proposed changes to the code follow a suggestion from CAT members to increase the height of freestanding signs to aid visibility.

Ancillary Signs

Some signs allowed without a permit for conditional uses in residential zones while respecting the predominate land use desired by the community. These include temporary signs, a single small sign and portable sign of limited size, among other examples which aid wayfinding and other information needs of conditional uses. Temporary banners were supported by a majority of the group. The CAT had a split decision on the number of ancillary signs allowed per property.

Proposed changes to the exiting code

- Increase the height of freestanding signs from 8-feet to 15-feet.
- Remove the maximum height requirement for wall signs.
- Allowing portable signs, A-frame signs, sandwich boards, tent signs up to 5 square feet per sign face and 32 inches in height.

Signs in office, commercial and industrial zones

Office, commercial and industrial zones generally have greater need for communicating information through signage and less sensitivity to use of various materials and sign sizes compared to residential zones. CAT and community comments generally directed proposed changes to the existing code which allowed individual businesses advertise using a variety of signage while seeking to limit unsightly sign types and the number of signs, in some cases, to reduce visual clutter. Signs should generally be allowed in proportion to the property frontage, wall size, or tenant space and where multiple sign types are permitted, a total limit is used to allow for flexibility while preventing clutter.

Wall signs

CAT and community comments concerning wall signs in office, commercial and industrial zones generally reflected that signs should be allocated by tenant space (including a minimum amount guaranteed), and though the size of individual wall signs dimensions are not concerning if the total size of wall signs should be reduced and in proportion to the wall. The combined display surface area of wall signs and projecting signs to no larger than one square foot for each linear foot of the wall length of the tenant space on which the sign is erected.

Freestanding signs

Comments from the CAT and community members supported the continued use of freestanding signs in proportion to property frontage. CAT members commented that for some large frontages, additional freestanding signs are appropriate.

Incidental freestanding signs

The existing code allows for an additional “incidental sign,” either a wall sign or freestanding type, but is not easily visible within the code. The creation of an incidental freestanding sign replaces the incidental sign standards and provides an opportunity for menu boards and other information needs for commercial uses and wayfinding and directional signage for industrial uses. The CAT also suggested the ability to install a wall sign of the same size rather than install a incidental freestanding sign.

Roof signs

CAT members suggested that roof signs should be skirted so the supporting structure was not visible. The suggested code allows roof signs as an option, but in balance with other sign types (not allowed in

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conjunction with a freestanding sign) to prevent a cluttered appearance and maintains standards that tie roof sign area to the size of property frontage.

Projecting signs

CAT members expressed a desire that projecting signs are permitted in the code and that in some cases, more be allowed. The CAT removed the minimum 20-foot spacing between projecting signs and suggested that projecting signs can be larger and of greater height. They created flexibility for businesses, by tying the total combined display surface area of wall signs and projecting signs to no larger than one square foot for each linear foot of the wall length of the tenant space on which the sign is erected.

Ancillary Signs

The CAT had a split decision on the number of ancillary signs allowed per property. The CAT suggested allowing banners outside of historic districts when placed on a wall.

Proposed changes to the existing code

- Wall signs are measured using the tenant space, and not using the entire building wall.
- The size of wall signs is unlimited so long as the total combined display surface area of wall signs and projecting signs is no larger than one square foot for each lineal foot of the wall length of the tenant space on which the sign is erected.
- Signs on other project structures such as awnings, canopies, false fronts and wall extensions which do not extend more than a foot are considered wall signs.
- Increase the number of freestanding signs from one per frontage to one per frontage or two for frontages with 600 lineal feet or more on arterial streets.
- Free-standing signs on the same premises but on different frontages shall be separated by 50 feet because some frontages may be long enough to allow more than one freestanding sign.
- Clarify that freestanding and roof signs may not project over public or public right-of-way.
- Change the number of roof signs from one per premises (if there is no projecting sign or free-standing sign along the frontage) to one per frontage (if there is no projecting sign or free-standing sign along the frontage).
- Remove the requirements for civil and structural engineers and fire marshal approvals.
- Change the height for roof signs was changed from a maximum of twenty-five feet above grade, plus five feet for each two hundred feet, or portion thereof, frontage in excess of two hundred feet frontage (in no event shall any sign exceed thirty feet in height) to a vertical maximum of 10 feet.
- Skirting is required around the base of roof signs.
- Remove the 20 foot minimum distance between projecting signs.
- Increase the dimensions for projecting signs from a maximum size of 16 square feet per sign face, with total area of all faces not to exceed 32 square feet to a maximum of 24 square feet per sign face, with total area of all faces not to exceed 48 square feet. The maximum projection from a building wall was increased from 4 feet to 6 feet. Eliminate the maximum vertical dimension of a projecting sign.
- Clarify standards for signs on structures including clearance requirements of 8 feet.
- Clarify standards for incidental (wall or freestanding) signs. Reduce the size limitations from a maximum 16 square feet with a maximum sign face size of 8 square feet. Remove the maximum horizontal dimension of 20 feet. Reduce the maximum height from 25 feet above grade, plus 5 feet for each 200 feet, or portion thereof, frontage in excess of 200 feet (not to exceed 30 feet) to 15 feet.

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- Allowing portable signs, A-frame signs, sandwich boards, tent signs up to 5 square feet per sign face and 32 inches in height.
- Allowing temporary banners to be attached to building walls outside of historic districts.

Prohibited signs

In response to CAT and community comments, the continued prohibition of certain sign types is suggested for the code update:

- A sign that interferes in any way with a traffic control sign or device or prevents clear and unobstructed views of official traffic control signs or devices or approaching or merging traffic
- A sign that contains, includes or is illuminated by any flashing or revolving, rotating or moving light or moves or has any animated or moving parts, except as otherwise allowed within this code. This subsection does not apply to traffic control signs or devices
- A sign with lighting that is not effectively shielded as to prevent beams or rays of light from being directed at any portion of the main traveled right-of-way of a state highway, unless the lighting is of such low intensity or brilliance as not to cause glare or to impair the vision of the driver of a motor vehicle or otherwise to interfere with the operations thereof
- A sign located upon a tree, or painted or drawn upon a natural feature
- A sign that obstructs free ingress to or egress from any door, window or fire escape, alley, drive or fire lane, or is attached to a fire escape
- A sign erected or maintained on public property or within the public right-of-way without permission of the public body having jurisdiction over the right of way
- Any sign larger than four square feet on an undeveloped lot or parcel of property
- A sign not otherwise in compliance with any provision of this code, Oregon law or the terms and conditions of any valid sign permit issued under this chapter

Proposed changes to the existing code

- Allow A-frame signs but continue to prohibit A-frame signs larger than 5 square feet per sign face or no taller than 32 inches.
- Prohibit attention flags
- Clarify air blown signs are not allowed.

Definitions

Through the recommendation phase of the sign code update project, CAT members and project staff identified a number of definitions in the current code which are recommended for update. Changes include removing definitions which are not applicable to current sign practices and zoning, adding definitions to compliment recommendations for specific sign types and modifying definitions where needed for clarity or to reflect legal considerations or community comments. The definition for “banner,” for example, should be modified at the request of CAT members to distinguish banners from certain projecting signs. The definition for “obsolete sign” should be removed to maintain content-neutral review. A complete list of recommended changes to definitions is included in the code concept.

Other Items

The community and the CAT also suggested the following:

- Active education of the sign code regulations through various avenues including harnessing community partnerships.
- Active and sustaining enforcement of the sign regulations would not be exempt from the sign regulations on private property.
- Allow murals

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- The government should be subject to the same sign regulations on private property as all other entities.
- Allowing signs within the public right-of-way in all zoning designations.
- Signs that were legally constructed but no longer comply with the new sign code (including billboards) should be allowed to remain until removed by owner.

Direction was not provided on a variety of items either because there was a split decision from the CAT or the CAT did not have sufficient time to address an issue.

CONCLUSION

The Oregon City Commission identified a process to consider sign code updates as a priority for 2014. Formal code updates will be proposed by city staff, considerate of the public process to-date, to be discussed by Planning and City Commissions, and the wider community, prior to adoption. The feedback and recommendations summarized in this report are meant to serve as a reference as the City proceeds through the code adoption process.

The Planning division conducted a comprehensive public process beginning in the summer to engage a wide range of interested community members. The process was informed by early outreach efforts, including several community briefings with neighbors and businesses, to gather feedback that could help shape the subsequent phases of the public process.

Ongoing public input shaped the focus of the update process through its recommendations phase. A Community Advisory Team was recruited to share their diverse perspectives and identify critical sign code updates. Thirteen members represented varied interests, including Oregon City neighborhoods, businesses, institutions and sign manufacturers. The group convened over four meetings to consider background information, options for updated standards and additional public input on topics of interest. The CAT deliberations resulted in several consensus and majority recommendations members felt would improve the city's current sign code. In the cases where CAT discussions did not result in strong recommendations, the dimensions of these topics and options considered in pursuit of agreement are well documented.

APPENDIX:

- A. CAT meeting materials and meeting minutes
- B. Comments received by the City

Oregon City Sign Code Staff Recommendation

May 12, 2014 DRAFT

Version 2: Note that all changes from the previous version are marked and the explanation of the changes is provided in the associated comment.

The following is intended to replace Chapter 15.28 of the Oregon City Municipal Code.

15.28.010 Purpose of sign regulations

This chapter regulates the construction, placement and maintenance of signs to protect and enhance public health, safety, welfare and property. The code:

- A. Allows signs compatible with the character and uses allowed in the zoning district in which they are located;
- B. Maintains the effectiveness of traffic control signs throughout the City;
- C. Prohibits signs, or portions thereof, that conflict with the safe movement of people and emergency services, constitute a public nuisance or hazard, are of unsafe construction, or that demand attention as a result of their dominating size or motion;
- D. Maintains and enhances the scenic and other aesthetic qualities of the City; and
- E. Supports the economic development of Oregon City businesses.

Proposed Changes to the Existing Code – Purpose Statement

- Minor rewording edits.
- “Supports the economic development of Oregon City businesses” is added.
- The scope of the chapter is separated into a separate section.

15.28.020 Definitions.

“Abandoned sign” means a sign structure where no sign has been in place for a continuous period of at least 6 months.

“A-frame sign” also known as “sandwich board” or “tent sign” means a movable steeply angled sign with two sides that meets at the top in the shape of the letter “A” and is not attached to a structure or the ground.

“Air Blown Sign” **A means a** sign that is intended to be inflated by air or other gas.

“Ancillary sign” means any sign allowed by this code, with or without permit, that is not a freestanding, incidental freestanding, wall, roof or projecting sign. If allowed within the zoning designation, ancillary signs include, but are not limited to, signs with an area less than 6 square feet, A-frame signs, flags (excluding attention flags), and banners.

“Attention flag” also known as “flutter,” “feather,” “teardrop,” or “blade,” means a pole-supported sign made of fabric, vinyl, or other similar non-rigid material, where one side of the sign is more than three times as long as any other side.

“Banner” means a sign made of fabric, vinyl, or other similar non-rigid material.

“Billboard” means a sign with a display surface area of three hundred square feet or more, including but not limited to, outdoor advertising signs as defined in ORS 377.710(21).

“Business” means any trade, profession, occupation or pursuit of every kind conducted in the City for gain.

“Construct” or “constructed” means to construct, erect, build, assemble, alter, place, affix, attach, create, recreate, paint, draw or in any way bring into being or establish.

~~"Cross Street Banner" means a sign made of fabric, vinyl, or other similar non-rigid material intended to be displayed over the public right-of-way for a limited period of time.~~

Comment [LT1]: New definition added.

"Display" means an arrangement of objects intended to decorate, advertise, entertain, or inform people about something.

"Display surface area" is defined in Section 15.28.050.

"Fence" and "fencing" mean any barrier or section thereof, other than a wall, designed to delimit a boundary or provide a visual screen.

"Flag" means a piece of fabric of distinctive design that is displayed hanging free from a staff, halyard or building to which it is attached, ~~excluding banners.~~

"Freestanding sign" means a sign wholly supported from the ground by its own integral structure.

"Frontage" means the full length of a parcel of property that abuts a dedicated street, highway,¹ ~~freeway~~, or a the City-approved vehicular public access easement.

Comment [LT2]: Removed at the request of the Planning Commission.

"Government owned sign" means a sign owned by a government agency, but does not include a sign constructed by a third-party with grant funds obtained from a government agency.

"Maintenance" means normal care or servicing needed to keep a sign functional or perpetuate its use, such as cleaning, replacing, or repairing ~~a part made unusable by ordinary wear~~ portions of the sign, and changing light bulbs.

~~"Natural materials" means metal, wood, stone, brick and rock or any combination thereof.~~

Comment [LT3]: Definition removed and standard added within the code for signs in residential zones.

"Premises" means a lot or number of lots as approved by the community development director.

"Projecting sign" means a sign projecting more than one foot from the wall of a building².

"Public mural" means an original, two-dimensional work of visual art, comprised of paint, ceramic or glass tiles, or tesserae, metal, executed by hand directly upon, or affixed directly to an exterior wall of a building, where the ~~original, two-dimension~~ work of visual art has been approved by the Oregon City Arts Commission and accepted by the City into its public art collection pursuant to this Chapter. ~~A public mural is not an original work of visual art if it is mechanically reproduced or computer generated and printed on a base that will be attached to the wall, such as, by way of illustration but not limitation, images digitally printed on vinyl.~~

Comment [LT4]: Standard relocated from definitions.

"Roof sign" means a sign constructed or maintained wholly upon or over the roof of any building with the principal support on the roof structure.

"Sign" means any sign, display message, emblem, figure, painting, drawing, placard, poster, billboard, carving or other thing that is designed, used or intended to convey a message or image and is used to inform or attract the attention of the public, and the term includes the sign structure, display surface and all other component parts of a sign; when dimensions of a sign are specified, the term includes panels and frames; and the term includes both sides of a sign of specified dimensions or display surface area.

"Sign face" means the total area as measured pursuant to Section 15.28.050.

"Sign official" ~~is~~ means the person designated by the City Manager to enforce the provisions of this chapter, including the review of permit applications, the interpretation of the provisions of this chapter and the issuance of permits.

"Tenant space" means the portion of a structure occupied by a single commercial lease holder, or an owner-occupied space with its own public entrance from the exterior of the building or through a shared lobby, atrium, mall, or hallway and separated from other tenant spaces by walls.

"Traffic control sign or device" means a sign approved through the right-of-way permit process through the City's Public Works ~~Division~~ Department, where the sign complies with the City's Street Standards

¹ Note that highways and freeways are considered frontages.

² CAT suggested projecting signs should be signs projecting more than four (4) inches.

and/or the Manual on Uniform Traffic Control Devices (MUTCD). In addition, traffic control sign or device includes signs on private property associated with an approved traffic control plan prepared by a transportation engineer and approved by the City through a Site Plan and Design Review process.

"Undeveloped lot" means a property without a building, business or valid land use approval.

"Wall sign" means a sign that is attached to the wall of a building and extends no more than twelve inches from a wall.

Proposed Changes to the Existing Code – Definitions

- The following definitions deleted: incidental sign, obsolete sign, temporary sign, and wall.
- New definitions for A-frame sign, air blown sign, ancillary sign, attention flag, banner, business, display, flag, government owned sign, tenant space, cross-street banners, and undeveloped lots.
- Minor rewording edits.

15.28.030 Scope of sign regulations.

~~Scope.~~ All signs shall be constructed and maintained only as provided by this chapter, except for the following³:

- A. Signs not visible from either a public right-of-way or property under different ownership, provided such signs shall be constructed and maintained in accordance with applicable law;
- B. Signs inside a building, except for strobe lights or floating lights visible from the right-of-way or other private property;
- C. Signs carved into or part of materials that are an integral part of a building.
- D. Signs attached to, or carried by a person;
- E. Signs required by law or legal action;
- F. Government owned signs within the right-of-way;
- G. Government owned signs within government-designated parks, Metro-designated open space and at stormwater facilities;
- H. Public murals as defined in 15.28.090 existing prior to adoption of this code; and
- I. Traffic control signs and devices.

J. In addition to this chapter, signs within historic districts shall be reviewed by the Historic Review Board for compliance with OCMC 17.40.060(E). However, that review shall not consider the content of the sign in any way.

Comment [LT5]: Clarify role of HRB.

Proposed Changes to the Existing Code – Scope of Sign Regulations

- All government owned signs are no longer exempt.
- Items ~~4-9A-J~~ are new exemptions.

15.28.040 Permit required.

A. Permit Required. No sign shall be constructed except as provided by this chapter and a permit has been issued by the sign official. This permit requirement applies to all signs, except those specifically exempt by a provision of this chapter.

B. The following signs on private property do not require a sign permit:

1. Except public murals, cC changes of copy whereby the sign size and material are not changing but the message is changing do not require a sign permit~~;~~

Comment [LT6]: Require alterations to public murals to get approval.

³ The Community Advisory team suggested signs painted on the sides of buildings to be exempt but did not vote to make a recommendation on the matter.

2. Freestanding or auxiliary signs with no more than two faces, the total of which does not exceed six (6) square feet in area per sign face, excluding banners, and subject to the limitations identified for ancillary signs;
3. A-frame signs; subject to the limitations under Section 15.28.100(i).
4. Flags (excluding attention flags).

Comment [LT7]: Reworded for clarity.

The number of signs allowed on private property is identified in OCMC 15.28.060-15.28.090.

C. Permit Application. Application for a sign permit shall be made in writing upon forms furnished by the sign official. A permit application fee shall accompany the application. The amount of the fee shall be adopted by resolution of the ~~City~~ City Commission. The application shall include all plans and information necessary to establish that the proposed sign complies with all applicable requirements of this chapter and applicable buildings, structural and life safety codes. The permit shall be valid if the sign is constructed in compliance with the city code, and to the specifications described in the approved sign permit. Any permit issued under this chapter shall be void if the sign is not constructed no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety (90) days following the date of its issuance, excluding appeals and for LUBA or judicial review. Any permit issued under this chapter shall remain in effect as long as the sign is constructed as approved in the permit and maintained as required in 15.28.140 ~~in compliance with any permit conditions and all applicable provisions of this chapter.~~ If an applicant seeks to have the city treat its property as a premise for purposes of the sign code, then the application shall explain how the property meets the definition of premises in Section 15.28.020.

Comment [LT8]: Clarification added at the request of the Planning Commission.

Comment [LT9]: Reworded for clarity.

D. Appeals. Any party aggrieved by a decision of the sign official may appeal the decision to the Planning Commission. Any such appeal shall be in writing and be received by the ~~city~~ City recorder-Recorder no later than fourteen days after the date the challenged decision is final. The Planning Commission or City Commission may initiate an appeal on its own motion within the fourteen-day period. The appropriate appeal fee established by resolution of the ~~city~~ City commission-Commission shall accompany the appeal. Proceedings before the planning commission shall comply with the provisions of Chapter 17.50 of this code, including the provisions relating to ~~city~~ City commission-Commission review of planning commission decisions involving conditional use permits.

Proposed Changes to the Existing Code – Permit Required

- Minor edits, clarifications and reorganizations.
- Clarification of signs that do not require a permit.
- Removal of section D which required all existing signs without permits to obtain a permit within 120 days of adoption of the regulations.

15.28.050 Measuring Sign ~~Face~~Dimensions

- A. The following criteria shall be used for the purpose of determining the boundaries of a sign face:
1. Sign area includes the area within a perimeter enclosing the limits of lettering, writing, representation, emblem, figure, character and lighted surface, but excluding essential sign structure, foundations or supports. Where a sign is of a three-dimensional, round, or irregular solid shape, the largest cross-section shall be used in a flat projection for the purpose of determining sign face.
 2. When signs are constructed in multiple separate pieces the sign face is calculated by measuring the area within a perimeter enclosing the limits of lettering, writing, representation, emblem, figure, character and light surface, but excluding essential sign structure, foundations or support on all pieces collectively.

B. The height of a sign above grade is measured from the average level of the grade below the sign to the topmost point of the sign including any supporting structure.

C. Clearance is measured from the average grade below the sign to the lowermost point of the sign.

Figure 15.28.050.A Two Dimensional Signs

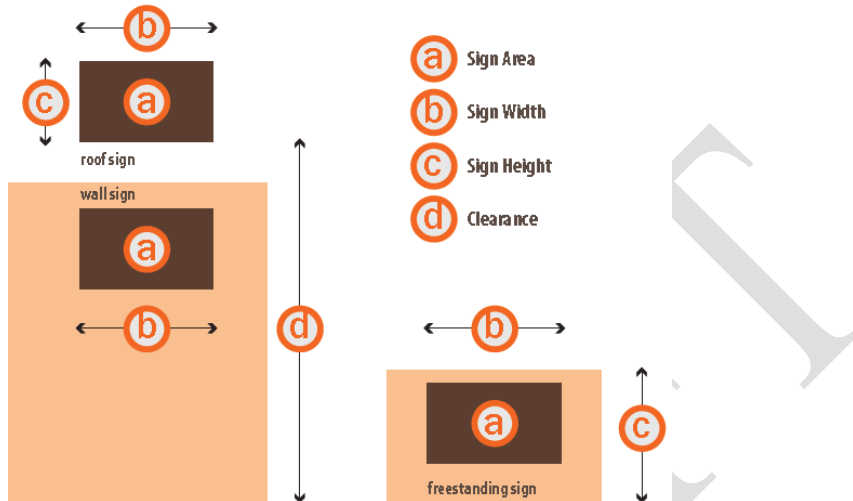
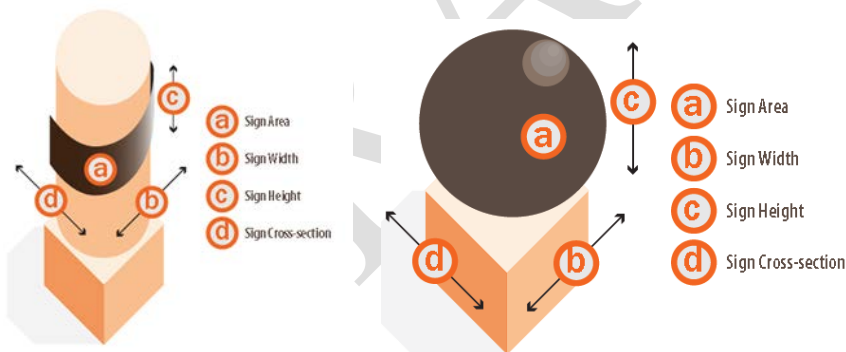


Figure 15.28.050.B Three Dimensional, Round or Irregular Signs



Proposed Changes to the Existing Code – Measuring the Boundaries of a Sign

- Entire section is new.

15.28.060 Signs in Residential Zones

This standard applies to the following zoning designations: “R-10” Single-Family Dwelling District, “R-8” Single-Family Dwelling District, “R-6” Single-Family Dwelling District, “R-5” Single-Family Dwelling District, “R-3.5” Dwelling District, and “R-2” Multi-Family Dwelling District.

A. Wall Sign. The following standards apply to wall signs in residential zones:

1. One wall sign is allowed for each property frontage, ~~it with an~~ not to exceed a maximum of three (3) wall signs. A wall sign is prohibited if there is a freestanding sign along the same property frontage, except in the "R-2" Multi-Family Dwelling District.
 2. Residentially zoned property may have a wall sign with a maximum area of twelve (12) square feet and maximum length of five (5) linear feet, except in the "R-2" Multi-Family Dwelling District where wall signs may have a maximum area of twenty (20) square feet and maximum length of five (5) linear feet.
 3. At least fifty percent (50%) of the wall sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof ~~natural materials~~.
 4. If illuminated, the source of illumination for all signs within residential districts shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structure.
- B. Freestanding Sign: The following standards apply to freestanding signs in residential zones:
1. Residentially zoned property may have one freestanding sign if there is no wall sign on the same frontage except in the "R-2" Multi-Family Dwelling District where one freestanding sign for each property frontage ~~it with a maximum of three (3))~~ is allowed, not to exceed a maximum of three (3) freestanding signs.
 2. The freestanding sign may have a maximum area of twelve (12)⁴ square feet, maximum length of five (5) linear feet and a maximum height of five (5) feet above grade, except in the "R-2" Multi-Family Dwelling District where freestanding signs may have a maximum area of twenty (20) square feet in size, maximum length of ten (10) linear feet, and maximum height of five (5) feet above grade.
 3. At least fifty percent (50%) of the freestanding sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof ~~natural materials~~.
 4. If illuminated, the source of illumination for all signs within residential districts shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structures.
- C. Ancillary Signs.⁵ The following standard applies to ancillary signs in residential zones:
1. A total of two (2) ancillary signs are allowed per property.
 2. Banners are prohibited in residential zones unless approved under Section 15.28.070.

Comment [LT10]: Reworded for clarity.

Comment [LT11]: Standard relocated from definitions.

Comment [LT12]: Reworded for clarity.

Comment [LT13]: Standard relocated from definitions.

Proposed Changes to the Existing Code – Signs in Residential Zones.

- Delete OCMC 15.28.070.B.6 requiring that wall and freestanding signs will "be set back from the street as determined by the sign official, but not more than ten feet from the street right-of-way".
- Reduce the size of wall signs from twenty (20) square feet to twelve (12) square feet for properties in zones other than in the "R-2" Multifamily dwelling district.
- Allow portable signs, A-frame signs, sandwich boards, tent signs up to twelve (12) square feet, six (6) square feet per sign face and three (3) feet in height.
- Reduce maximum wall sign length from 10 to 5 feet.
- Remove the maximum five (5) foot height requirement for wall signs.
- The maximum size for freestanding signs is reduced from twenty (20) square feet to twelve (12) square feet for residential zones other than the "R-2" Multi-family dwelling district.
- The maximum length for freestanding signs is reduced from 10 to 5 feet for residential zones other than the "R-2" Multi-family dwelling district.

⁴ CAT did not suggest a reduction in the size of freestanding signs for residential property.

⁵ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

- For residential zones other than the “R-2” Multi-family dwelling district, the number of freestanding signs is changed from one freestanding or wall sign for each property frontage (with a maximum of three (3)) to a maximum of one freestanding sign.
- For properties within the “R-2” Multi-family dwelling district, the number of freestanding signs is changed from one freestanding or wall sign for each property frontage (with a maximum of three (3)) to allow one wall and freestanding sign for each property frontage (with a maximum of six (6)).
- The number of ancillary signs is now specified. Previously, a property would have been allowed more signs that did not require a permit.

15.28.070 Signs for Conditional Uses in Residential Zones

This standard applies to all conditional uses within a residential zoning district (“R-10” Single-Family Dwelling District, “R-8” Single-Family Dwelling District, “R-6” Single-Family Dwelling District, “R-5” Single-Family Dwelling District, “R-3.5” Dwelling District, and “R-2” Multi-Family Dwelling District) unless otherwise limited in the Conditional Use approval. Conditional Uses are identified within each applicable zoning designation.

Comment [LT14]: Explain where to find what qualifies as a Conditional Use.

A. Wall Sign. The following standards apply to wall signs for conditional uses in residential zones:

1. One (1) wall sign per frontage is allowed, not to exceed a maximum of three (3) wall signs.
2. A wall sign may have a maximum area of thirty-two (32) square feet and maximum length of ten (10) linear feet.
3. At least fifty percent (50%) of the wall sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof natural materials.
4. If illuminated, the source of illumination shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structures.⁶

Comment [LT15]: Standard relocated from definitions.

B. Freestanding Sign. The following standards apply to freestanding signs for conditional uses in residential zones:

1. One (1) free-standing sign per lot is allowed.
2. The sign may have a maximum area of thirty-two (32) square feet, maximum length of ten (10) linear feet, and maximum height of fifteen (15) feet above grade.
3. At least fifty percent (50%) of the freestanding sign shall be constructed of metal, wood, stone, brick and rock or any combination thereof natural materials.
4. If illuminated, the source of illumination shall be external to the sign and directed or shielded so as to not shine directly onto any neighboring structures.⁷

Comment [LT16]: Standard relocated from definitions.

C. Ancillary Signs⁸. The following standards apply to ancillary signs for conditional uses in residential zones.

1. A total of two (2) ancillary signs (including banners) are allowed per property.
2. Additional standards for banners
 - a. For a single property, banners may be in place for up to thirty (30) days, up to twice per year.⁹
 - b. Banners shall be securely placed against a building wall and may not project from the wall.
 - c. Banners shall comply with the wall sign size requirements and shall not be more than six (6) feet long and four (4) feet in height.

Comment [LT17]: Removed for clarity

⁶ The Community Advisory Team was split as to if electronic message centers or internally lit signs should be allowed for conditional uses and if a conditional use would be required to allow the sign type.

⁷ The Community Advisory Team was split as to if electronic message centers or internally lit signs should be allowed for conditional uses and if a conditional use would be required to allow the sign type.

⁸ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

⁹ Members were split on this element of the recommendation.

- d. Banners are prohibited within a historic district and on any property designated as a historic landmark.

Proposed Changes to the Existing Code – Signs for Conditional Uses in Residential Zones

- Increase the height of freestanding signs from eight (8) feet to fifteen (15) feet.
- Remove the maximum height of eight (8) feet requirement for wall signs.
- Allowing portable signs, A-frame signs, sandwich boards, tent signs up to twelve (12) square feet, six (6) square feet per sign face and three (3) feet in height.
- The number of ancillary signs is now specified. Previously, a property would have been allowed more signs that do not require a permit.
- Allow banners except for within a historic district and on any property designated as a historic landmark.

15.28.080 Signs in Office, Commercial, Mixed Use and Industrial Zones

The following standards apply to signs in office, commercial, mixed use and industrial zones which are not identified in 15.28.060 or 15.28.070, unless otherwise provided by this code.

- A. Wall Signs. The following standard applies to wall signs in office, commercial, mixed use and industrial zones:

1. The number of wall signs is unlimited provided the total combined display surface area of wall signs, and projecting signs and banners is no larger than twenty (20) square feet¹⁰ for each ground floor tenant space on which the sign is constructed. For ground floor tenant spaces exceeding 20 feet and tenant spaces not on the ground floor, signage may be up to one (1) square foot per each lineal foot of the wall length of the tenant space on which the sign is constructed.
- ~~1-2~~ Signs on structures such as awnings, canopies, false fronts and wall extensions that do not extend more than one (1) foot from the structure are considered wall signs.¹¹
- ~~2— Each ground floor tenant space may have a minimum sign area of twenty (20) square feet, regardless of the limitation in subsection A.1 above.¹²~~

Comment [LT18]: Reorganized for clarity.

- B. Freestanding signs. The following standards apply to freestanding signs in office, commercial, mixed use and industrial zones:

1. One freestanding sign¹³ is allowed for each street frontage. On arterial streets, if a frontage exceeds a length of six hundred (600) linear feet a second freestanding sign is allowed¹⁴. In all cases, no freestanding sign shall be permitted on the same frontage where there is a projecting or roof sign.
2. Freestanding signs on the same ~~frontage~~property shall be separated by a minimum of fifty (50) feet distance.
3. Maximum display surface area:
 - a. Where the street frontage is less than fifty (50) feet in length, the maximum display surface area shall not exceed fifty (50) square feet, with twenty-five square (25) feet maximum area per sign face.

Comment [LT19]: Reworded for clarity.

¹⁰ ~~The Community Advisory Team suggested a minimum.~~

¹¹ The Community Advisory Team suggested wall signs do not project from the building face no more than 4 inches.

¹² ~~The Community Advisory Team suggested a minimum.~~

¹³ The CAT suggested allowing an additional sign of any type for each freestanding sign allowed but not constructed.

¹⁴ Note that a second freestanding sign is allowed for large frontages on arterial roads.

- b. Where the street frontage is ~~greater than fifty (50) feet~~ **or greater** but less than two hundred (200) feet in length, surface display area shall not exceed one hundred (100) square feet, with fifty (50) square feet maximum area per sign face.
 - c. Where the street frontage is two hundred (200) feet or greater in length, the surface display area shall not exceed three hundred (300) square feet, with a maximum area of one hundred fifty (150) square feet per sign face.
 - d. In no case shall any sign have a surface display area in excess of three hundred (300) square feet.
4. The signs shall not project over the right-of-way and a minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, and a minimum clearance fourteen (14) feet above grade over areas of truck access.
5. The greatest horizontal dimension shall not exceed twenty (20) linear feet and the height shall not exceed twenty-five (25) feet above grade, or thirty (30) feet above grade if the frontage is more than two hundred (200) feet in length.
- C. Incidental freestanding signs. The following standards apply to incidental signs in office, commercial, mixed use and industrial zones:
- 1. One incidental freestanding sign is allowed for each street frontage. No incidental freestanding sign face shall exceed an area of eight (8) square feet with a maximum surface display area of sixteen (16) square feet.
 - 2. Incidental freestanding signs shall not project over the right-of-way and a minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, fourteen (14) feet above grade over areas of truck access.
 - 3. The height shall not exceed fifteen (15) feet above grade.
- D. Roof signs. The following standards apply to roof signs in office, commercial, mixed use and industrial zones:
- 1. One roof sign is permitted for each frontage if there is no projecting sign or free-standing sign along the frontage.
 - 2. Maximum display surface area:
 - a. Where the street frontage is less than fifty (50) feet, the maximum display surface area shall not exceed fifty (50) square feet, with twenty-five (25) square feet maximum area per sign face.

Comment [LT20]: Reworded for clarity.

- b. Where the street frontage is ~~greater than fifty (50) feet~~ **or greater** but less than two-hundred (200) feet, surface display area shall not exceed one-hundred (100) square feet, with fifty (50) square feet maximum area per sign face.
 - c. Where the street frontage is two hundred (200) feet or greater, the surface display area shall not exceed an area of three hundred (300) square feet, with a maximum area of one hundred fifty (150) square feet per sign face.
 - d. In no case shall any sign have a surface display area in excess of three hundred (300) square feet.
3. The roof signs shall not project over the right-of-way and a minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, fourteen (14) feet above grade over areas of truck access.
4. The horizontal dimension shall not exceed twenty (20) feet and the vertical dimension may not exceed ten (10) feet.
5. Skirting is required to obscure exposed hardware used to attach the sign to the roof, as viewed from the adjacent street level perspective.
- E. Projecting signs. The following standards apply to projecting signs in office, commercial, mixed use and industrial zones:

Comment [LT21]: Reworded for clarity.

1. One projecting sign is allowed for each tenant space if there is not a freestanding or roof sign on the same frontage.
2. The total combined display surface area of projecting signs and wall signs is no larger than one (1) square foot per each lineal foot of the wall length of the tenant space on which the sign is constructed.
3. Each ground floor tenant space may have a minimum sign area of twenty (20) square feet, regardless of the limitation in subsection E.2 above.¹⁵
4. The maximum projection from a building wall shall be six (6) feet and shall not project within two (2) feet of the curb line. The maximum projection above the wall on which the sign is constructed shall be one (1) foot, and the visible supporting structure shall be constructed of metal, wood, stone, brick and rock or any combination thereof of natural materials.
5. A minimum clearance of ten (10) feet above grade shall be maintained over pedestrian or vehicular areas, fourteen (14) feet above grade over areas of truck access.

Comment [LT22]: Standard relocated from definitions.

F. Ancillary Signs¹⁶. The following standards apply to ancillary signs in office, commercial, mixed use and industrial zones.

1. A total of two (2) ancillary signs (including banners) are allowed per property.
2. Additional standards for banners
 - a. A total of two (2) ancillary signs are allowed per property.
 - b. For a single property, banners may be in place for up to thirty (30) days, up to twice per year¹⁷
 - c. Banners shall be securely placed against a building wall and may not project from the wall.
 - d. Banners shall comply with the wall sign size requirements and shall not be more than six (6) linear feet long and four (4) feet in height.
 - e. Banners are prohibited within a historic district and on any property designated as a historic landmark.

Proposed Changes to the Existing Code – Signs in Office, commercial, mixed use and industrial zones

- Wall signs are measured using the tenant space, and not using the entire building wall. The size of wall signs is unlimited so long as the total combined display surface area of wall signs and projecting signs is no larger than one (1) square foot for each lineal foot of the wall length of the tenant space on which the sign is constructed. The previous standard allowed two (2) square feet of signage for each linear foot of a wall.
- Signs on other project structures such as awnings, canopies, false fronts and wall extensions which do not extend more than a foot are considered wall signs.
- Increase the number of freestanding signs from one (1) per frontage from two (2) for frontages with six hundred (600) lineal feet or more on arterial streets.
- Multiple free-standing signs on the same frontage are required to be separated by fifty (50) feet. Previously all signs had to be separated by fifty (50) feet, regardless of frontage.
- Change the number of roof signs from one per premises (if there is no projecting sign or free-standing sign along the frontage) to one per frontage (if there is no projecting sign or free-standing sign along the frontage).
- Remove the requirements for civil and structural engineers and fire marshal approvals, as it is implemented by the Building Division upon review of building permits.

¹⁵ The Community Advisory Team suggested a minimum.

¹⁶ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

¹⁷ Members were split on this element of the recommendation.

- The height for roof signs is changed from a maximum of twenty-five feet above grade, plus five feet for each two hundred feet, or portion thereof, frontage in excess of two hundred feet frontage [in no event shall any sign exceed thirty feet (30) in height] to a vertical maximum of ten (10) feet.
- Reduce the maximum horizontal dimension for roof signs from twenty (20) to ten (10) feet.
- Skirting is required around the base of roof signs.
- Remove the twenty (20) foot minimum distance between projecting signs.
- Increase the dimensions for projecting signs from a maximum size of sixteen (16) square feet per sign face, with total area of all faces not to exceed thirty-two (32) square feet to a maximum of twenty-four (24) square feet per sign face, with total area of all faces not to exceed forty-eight (48) square feet.
- The maximum projection from a building wall for projecting signs is increased from four (4) feet to six (6) feet. Eliminate the four (4) foot maximum vertical dimension of a projecting sign.
- The supporting structure for projecting signs shall be constructed of metal, wood, stone, brick and rock or any combination thereof.
- Clarify standards for signs on structures including clearance requirements of eight (8) feet.
- Incidental signs previously were allowed to be for wall or freestanding and are now only applicable to freestanding and are renamed incidental freestanding signs. Reduce the size limitations from a maximum sixteen (16) square feet with a maximum sign face size of eight (8) square feet. Remove the maximum horizontal dimension of twenty (20) feet. Reduce the maximum height from 25 feet above grade, plus five (5) feet for each two-hundred (200) feet, or portion thereof, frontage in excess of two-hundred (200) feet [not to exceed thirty (30) feet] to fifteen (15) feet.
- Allow portable signs, A-frame signs, sandwich boards, tent signs up to twelve (12) square feet, six (6) square feet per sign face and up to three (3) feet in height.
- Allow temporary banners to be attached to building walls outside of historic districts or historic landmarks.
- The number of ancillary signs is now specified. Previously, a property would have been allowed more signs that do not require a permit.

15.28.090 Public Murals

- A. Public Mural Program Intent and Purpose. The intent and purpose of this section is to encourage the production of public murals for acquisition by the City. Public murals are a medium of expression which serves the public interest in unique ways, including, but not limited to: enhancing the aesthetics of the City; providing avenues for original artistic expression in the City; providing public edification through access to original works of public art; encouraging community participation in the creation of original works of art; and reducing the incidence of graffiti and other crime.
- B. Criteria for Public Murals. The following criteria shall be met for public murals:
1. Public murals shall remain in place, without alterations, for a period of not less than five years, except as may be specified by the ~~Oregon City~~ Arts Commission in the conditions of approval. Within 30 days of the end of the approval period, the public mural shall be removed or a new approval be granted. Alterations to an approved mural shall receive approval by the Arts Commission.
 2. ~~All public murals on locally designated historic structures shall be approved by the Historic Review Board prior to installation. In historic districts, public murals shall be approved by the Historic Review Board as required by OCMC 17.40.060.~~
 3. No public murals shall be allowed on single family dwellings, duplexes, or multi-family dwellings. As used in this subsection, single family dwellings, duplexes, or multi-family dwellings do not include mixed-use buildings which contain a single family dwelling, duplex, or multi-family dwellings.

Comment [LT23]: Clarify process.

Comment [LT24]: Reword for clarity.

4. The public mural shall be painted, or if ceramic, glass tiles, tesserae, or metal, applied directly on to the surface of a building. No part of the public mural shall exceed the height of the structure to which it is tiled, painted, or affixed.

Comment [LT25]: Clarify materials.

5. No part of the public mural shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents.
6. No public mural may contain electrical components, three dimensional structural elements; employ electrical lights as part of the image, moving structural elements, flashing or sequential lighting, interior lighting elements, any automated method that causes movement, or any method that causes periodic changes in the appearance, image or message of the public mural.
7. Public murals shall utilize media be painted, or if ceramic, glass tiles, tesserae, or metal applied directly onto the building surface with a paint, ceramic, glass tiles, tesserae, or metal that ensures longevity and durability, and structural and surface stability.
8. Public murals shall be located in a manner that is accessible to the public.
9. The artist has a strong concept and has demonstrated craftsmanship.

Comment [LT26]: Clarify materials.

10. The proposal has architectural, geographical, socio-cultural and historical relevance. The proposal is unique, not mechanically reproduced or computer generated and printed on a base that will be attached to the wall, such as, by way of illustration but not limitation, images digitally printed on vinyl.

Comment [LT27]: Removed to be content neutral.

11. The proposed design is feasible in regards to budget, timeline and experience.

Comment [LT28]: Clarify materials.

12. The public mural will last a minimum of five years. The mural proposal shall include methods to resist, resistance to vandalism and weather and commitment to repair the mural surface as necessary before painting and to use acceptable graffiti/UV coating, as needed, on finished mural.

Comment [LT29]: Reworded for clarity.

13. The scale is appropriate to the structure and surrounding neighborhoods.

14. The approval and acceptance of each public mural shall be contingent upon the conveyance of a public mural easement to the City from the owner of the building upon which the mural will be located, in a form approved by the City Attorney. The terms of the easement shall grant the right to create the public mural on the wall of the building and provide that the person granting the easement will maintain and restore the public mural in its original condition for the period of the easement, and state that upon termination of the easement, the mural shall be removed and the building restored to its prior condition.

C. Approval Process. Public murals shall be approved by the Oregon City Arts Commission in a Type III at a public hearing.

1. Notice of the application and the Arts Commission hearing is published and mailed to the applicant, recognized neighborhood association(s) and property owners within three hundred feet of the proposed mural location. 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 Arts Commission, all issues must be raised and addressed.

Comment [LT30]: Approval process added for clarity.

D. The decision of the Arts Commission is appealable to the City Commission on the record. Notice of the appeal must be received in writing by the planning division within fourteen (14) calendar days from the date the challenged decision is provided to those entitled to notice. Late filing of any appeal shall be deemed a jurisdictional defect and will result in the automatic rejection of any appeal so filed.

E. The following must be included as part of the notice of appeal:

1. The City file number and date the decision to be appealed was rendered;
2. The name, mailing address and daytime telephone number for each appellant;
3. A statement of how each appellant has an interest in the matter and standing to appeal;
4. A statement of the specific grounds for the appeal;

5. The appropriate appeal fee. Failure to include the appeal fee within the appeal period is deemed to be a jurisdictional defect and will result in the automatic rejection of any appeal so filed. If a City-recognized neighborhood association with standing to appeal has voted to request a fee waiver pursuant to Section 17.50.290.C., no appeal fee shall be required for an appeal filed by that association. In lieu of the appeal fee, the neighborhood association shall provide a duly adopted resolution of the general membership or board approving the request for fee waiver.

F. Standing to Appeal. Only those persons or recognized neighborhood associations who have participated either orally or in writing have standing to appeal the decision of the ~~planning commission or historic review board~~ Arts Commission, as applicable. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. No new evidence shall be allowed.

G. Notice of the Appeal Hearing. The planning division shall issue notice of the appeal hearing to all parties who participated either orally or in writing before the close of the public record at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. Notice of the appeal hearing shall contain the following information:

1. The file number and date of the decision being appealed;
 2. The time, date and location of the public hearing;
 3. The name of the applicant, owner and appellant (if different);
 4. The street address or other easily understood location of the subject property;
 5. A description of the permit requested and the applicant's ~~development~~ mural proposal;
 - 5-6. A brief summary of the decision being appealed and the grounds for appeal listed in the notice of appeal;
 - 6-7. A statement that the appeal hearing is confined to the issues raised in the notice of appeal;
 - 7-8. A general explanation of the requirements for participation and the City's hearing procedures.
- H. The City Commission decision on appeal is the City's final decision.
- I. No person shall commence creation of any public mural without first obtaining approval from the Arts Commission, and ~~agreeing to~~ executing an easement pursuant to section 15.28.090.B.14. Murals that are created without approval from the Arts Commission that are not otherwise exempt pursuant to this chapter or are inconsistent with the conditions of approval from the Arts Commission shall not be deemed public murals.

Comment [LT31]: Language relocated within section.

Proposed Changes to the Existing Code – Public Murals

- Entire section is new.

15.28.100 Signs within the Right-of-Way

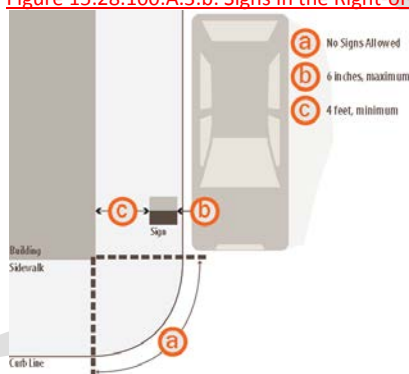
This standard applies to all signage within the City of Oregon City right-of-way, except signs exempted from this section under Section 15.28.030.

A. Signs on the Ground within the Right-of-Way

1. Number of signs permitted:
 - a. One (1) A-frame sign within the right-of-way per property frontage.¹⁸

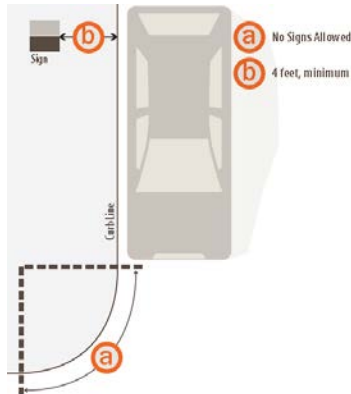
¹⁸ The Community Advisory Team does not believe this is fair for multi-tenant properties and suggested it is changed to allow one per adjacent business or entrance. Staff believes one sign per frontage is appropriate given the number of potential signs that may be placed within the right-of-way if a different standard is used and the number and type of signage which may be placed on adjacent private property.

- b. Approved traffic control signs or devices do not count towards the number of signs permitted within the right-of-way. However, signs placed within the right-of-way shall not obstruct traffic control signs or devices.
- 2. Material, design and size standards:
 - a. The sign frame shall be wood, plastic or metal.
 - b. The sign shall be an A-frame sandwich design.
 - c. The sign may not be illuminated.
 - d. Maximum width: twenty-eight (28) inches wide
 - e. Maximum depth: two (2) feet
 - f. Maximum height: three (3) feet tall
 - g. Maximum size: six (6) square feet per sign face
- 3. Placement standards:
 - a. The sign shall be entirely outside automobile or bicycle travel lanes and on-street parking areas.
 - b. For signs placed within the right-of-way with an adjacent sidewalk:
 - i. The sign shall be placed within six (6) inches of the face of the curb.
 - ii. Four (4) feet of clearance width shall be retained on the sidewalk.



- c. For signs placed in the right-of-way without an adjacent sidewalk:
 - i. The sign shall be located outside of any street pavement and may not be located closer than four (4) feet from the travel lane, turning lane, shoulder, parking lane or bicycle lane.

Figure 15.28.100.A.3.c: Signs in the Right-of-Way without an Adjacent Sidewalk



- d. Signs placed in the right-of-way shall remain portable and shall not be attached or anchored in any manner to trees or public property including, but not limited to utility or light poles, parking meters, traffic control signs, the ground, or pavement.
 - e. Signs shall not be placed in parking spaces, pedestrian pathways, or bicycle paths, street corners, transit stop areas, ADA accessible curb ramps, ADA accessible parking spaces, at building exits or fire escapes, or any portion of the street (travel lanes, shoulder, bike lanes, medians, traffic islands, and parking areas). The sign may not obstruct pedestrian or ADA access from the sidewalk to transit stop areas, designated ADA accessible parking spaces, ADA accessible ramps or building exits including fire escapes. Signs may not impede or hinder the vision of drivers or bicyclists. The sign shall be located entirely outside of the area of a right-of-way corner that is between the curb and the lines created by extending the property line to the curb face.
4. Hours of Sign Placement.
- a. For signs not within residential zoning designations: Signs may be within the right-of-way for a maximum of twelve (12) hours per day¹⁹.
 - b. For signs within residential zoning designations: The signs may be displayed on Thursday, Friday, Saturday, and Sunday between 12:00 pm and 8:00 pm daily; and from 6:00 am to 1:00 pm on Tuesday.

B. Cross Street Banners

Temporary banners which extend over a roadway shall be permitted in the right-of-way upon issuance of a permit in accordance with the following standards:

1. Location.
 - a. A single, two-sided cross street banner at ODOT facilities at Highway 99E/Pedestrian Bridge; and
 - b. A single, one-sided cross street banner at PGE power poles #412 and #413 on Molalla Avenue at Beverly Drive.
2. Cross street banner display periods shall not exceed twenty-one (21) consecutive days in duration and no more than three (3) times in any twelve (12) month period. Cross street banner(s) shall not be installed or removed on any dates other than those identified on the approved permit.

¹⁹ The Community Advisory Team suggested changing this to allow the sign in the right-of-way during business hours. This may be difficult for signs not associated with a business such as political signs.

3. Cross street banner construction shall be in accordance with the banner construction standards adopted by the Public Works ~~Department~~ Division.
4. Cross street banner(s) shall have 20 feet minimum clearance between the bottom of the banner and the roadway surface and clearance shall be maintained at all times. Banners shall not:
 - a. Prevent the driver of a motor vehicle from having a clear and unobstructed view of official traffic control devices and approaching or merging traffic;
 - b. Have any lighting, unless such lighting is shielded to prevent light from being directed at the roads/highway or is of such low intensity or brilliance as not to cause glare or to impair the vision of the driver of a motor vehicle.

~~c. Be a traffic Hazard.~~

Comment [LT32]: This standard removed because signs already have to comply with the Public Works construction standards for over street banners, traffic sight obstructions in OCMC 10.32 and nuisance standards in OCMC 8.08.

C. Who May Place the Sign

1. Permits are approved on a first come first served basis.
2. Except for cross street banners, if there is a business license associated with the person or company owning the sign, the business license location shall be directly abutting the location where the sign within the right-of-way is proposed. ~~Based on the proposed location of the sign, the~~
- ~~2-3.~~ Approval of the abutting property owner is required.²⁰

D. Right-of-Way Sign Permit Process

1. An annual permit is required for signs on the ground within the right-of-way²¹. A permit is required each time a cross street banner is installed.
2. An approval sticker shall be placed on each sign within the right-of-way to easily distinguish the approved signs²².
3. If the sign is owned by a business, the business shall have a valid business license, if applicable as determined under the criteria set forth in Oregon City Municipal Code Chapter 5.04²³.
4. The City Commission shall establish permit fees for signs located within the right-of-way.
5. The applicant shall provide a certificate of insurance for general liability naming the City of Oregon City, its officers, agents, and employees, as additional insureds for the sign placement and include any other facility owners if applicable ~~(i.e., State of Oregon (ODOT) and PGE)).~~
6. Applicant shall comply with and obtain any permits issued by any other applicable agency.

E. Removal of signs within the right-of-way.

1. Existing signs that do not comply with these standards or that have not obtained a valid permit may be removed.
2. The City Engineer may require signs to be modified, moved or removed if streets are widened or other improvements are made in the right-of-way that result in conditions where the sign placement will not comply with the above standards. The modification, moving or removing will be at the owner's expense.

Proposed Changes to the Existing Code – Signs With the Right-of-Way

- This entire section is new

15.28.110 Prohibited Signs

²⁰ The Community Advisory Team suggested requiring approval of the adjacent property owner.

²¹ The City will create a form and approve over the counter.

²² The Community Advisory Team suggested that permits should not be required in residential and mixed-use zones.

²³ Political signs, etc may not require a business.

It is unlawful for the following signs to be constructed or maintained except as otherwise provided in this chapter:

- A. A sign that interferes in any way with a traffic control sign or device or prevents clear and unobstructed views of traffic control signs or devices or approaching or merging traffic or does not comply with chapters 10.32 or 8.08 of the Oregon City Municipal Code.
- B. A sign that contains, includes or is illuminated by any flashing or revolving, rotating or moving light or moves or has any animated or moving parts which move or rotate or change more than once (1) per day²⁴, except as otherwise allowed within this code.
- C. A sign with lighting that is not effectively shielded to prevent beams or rays of light from being directed at any portion of the main traveled right-of-way of a state highway, unless the lighting is of such low intensity or brilliance that it does not cause glare or impair the vision of the driver of a motor vehicle or otherwise interfere with the operations thereof.
- D. A sign located upon a tree, or painted or drawn upon a natural feature.
- E. A sign that obstructs free ingress to or egress from any door, window or fire escape, alley, drive or fire lane, or is attached to a fire escape.
- F. Any sign with an area larger than twelve (12) square feet, six (6) square feet per sign face on an undeveloped lot or parcel of property.
- G. A sign not otherwise in compliance with any provision of this code, Oregon law or the terms and conditions of any valid sign permit issued under this chapter.
- H. Attention flags.
- I. A-frame signs with an area larger than twelve (12) square feet, six (6) square feet per sign face or taller than three (3) feet.
- J. Air blown signs.
- K. Billboards.²⁵
- L. Signs on fences or fencing.²⁶
- M. Banners unless otherwise allowed by this chapter.
- N. Abandoned signs.

Comment [LT33]: Reference included to Nuisance chapter of the code.

O. Signs that emit any sound, vibration, or smell.

Comment [LT34]: Added at the request of the Planning Commission.

N-P. Flags larger than 1 square foot for each lineal foot in height of the flag pole or structure to which the flag is affixed. The size of the flag may not exceed 60 square feet.

Comment [LT35]: Added at the request of the Planning Commission.

Proposed Changes to the Existing Code – Prohibited Signs

- The following are added as prohibited: attention flags, A-frame signs with an area larger than six (6) square feet per sign face or taller than three (3) feet, air blown signs, and abandoned signs.
- The following are removed from prohibited signs: obsolete sign, portable signs, A-frame signs, sandwich boards, tent signs, streamers, strings of lights, balloons, hulas, banners or pennants, excepting traditional holiday decorations, A sign erected or maintained on public property or within the public right-of-way without permission of the public body having jurisdiction, a sign not able to withstand a wind pressure of twenty pounds per square foot of exposed surface, or is insecurely erected, or is constructed so as to constitute a fire hazard, and a sign not maintained in a safe, neat, clean and attractive condition and in good repair.

²⁴ The Community Advisory Team was split on the minimum length of time which a message had to be displayed before it could change. Since no clear direction was provided staff defaulted to our current policy.

²⁵ This was a split issue by the Community Advisory Team. Staff chose to default to our existing code which prohibits billboards since a clear direction was not provided.

²⁶ The Community Advisory Team had a split decision on this. Staff defaulted to our current code.

- The size of signs on undeveloped lots or properties is increased from four (4) square feet to (12) square feet, six (6) square feet per sign face on an undeveloped lot or parcel of property.

15.28.120 Nonconforming Signs

Signs that were lawfully constructed and otherwise lawfully existing but no longer comply with this code are allowed to remain until removed. Nothing in this section shall be deemed to prevent the maintenance of any sign, or changes of sign copy on a sign.

A. No additions or enlargements may be made to a nonconforming sign except those additions or enlargements that are required by law.

B. A sign that is moved, replaced, or structurally altered shall be brought into conformance with this chapter, ~~except that nonconforming signs may be reconstructed if required to be moved for construction or repair of public works or public utilities and the sign reconstruction is completed within ninety days after the completion of the public works or public utility construction or repair.~~ ^A

nonconforming sign (including the sign structure, foundation and supports) that is damaged shall not be repaired if the estimated expense to repair the sign exceeds fifty percent of the replacement cost of the sign as of the day before the sign was damaged. A damaged nonconforming sign that cannot be repaired shall be removed within ninety days of the date the sign was damaged. Whenever a nonconforming sign is damaged and the estimated cost to repair the sign is fifty percent or less of its replacement value as of the day before the sign was damaged, it may be repaired and restored to the condition it was in before it was damaged and may continue to be used as a nonconforming sign, provided that such repairs and restoration are started within ninety days of the date the sign was damaged and are diligently pursued thereafter. Whenever repairs and restoration of a damaged nonconforming sign are not started within ninety days of the date the sign was damaged or are diligently pursued once started, the sign shall be deemed abandoned.

Comment [LT36]: Added at the request of the Planning Commission.

C. Abandoned signs shall not be deemed nonconforming signs. No nonconforming sign shall be permitted to remain unless properly repaired and maintained as provided in this chapter. A sign maintained in violation of this provision shall be removed as provided in this chapter. Any nonconforming sign that is determined by the building official to be an unsafe sign shall be removed as provided in this chapter. Any nonconforming sign that is determined to be an abandoned sign shall be removed as provided in this chapter.

Proposed Changes to the Existing Code – Nonconforming Signs

- Existing signs are allowed to remain unless removed by the owner. The previous code included an amortization period.

15.28.130 Variances

A. Grounds for Variance. Upon application by an applicant, the planning commission may grant a specific variance from provisions of this chapter provided all of the following circumstances exist:

1. 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;
2. That the request is the minimum variance that would alleviate the hardship;
3. Granting the variance will equal or exceed the purpose of the regulation to be modified;
4. Any impacts resulting from the adjustment are mitigated;
5. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and
6. The variance conforms to the comprehensive plan and the intent of the ordinance being varied.

- B. Variance Fee. At the time of application for variance from the provisions of this chapter, the applicant shall pay a fee in accordance with the fee schedule established and amended from time to time by the ~~city~~ City Commission and on file with the ~~city~~ City Recorder.
- C. Procedure. A variance application shall be treated in the manner provided by Chapter 17.50 of this code with respect to zoning variances.

Proposed Changes to the Existing Code – Variances

- The variance criteria are replaced with the variance criteria from OCMC 17.60.

15.28.140 Maintenance

All signs, together with all supporting structures, shall be well maintained and kept in a good state of repair. Without limiting the foregoing, all sign owners shall comply with the following maintenance:

- A. ~~Shall be kept~~ keep signs and supporting structures free from rust, dirt, debris, and chipped, cracked or peeling paint.
- B. ~~Shall remove hanging, dangling, and cracked portions from all signs and supporting structures.~~
- C. ~~Shall repair frayed parts on all signs and supporting structures.~~
- D. ~~Shall replace burned-out bulbs on all signs and supporting structures.~~
- E. ~~Shall remove graffiti and unauthorized stickers from all signs and supporting structures.~~

Comment [LT37]: Section added at the request of the Planning Commission.

Proposed Changes to the Existing Code – Maintenance

- This entire section is new

15.28.140-150 Violation—Penalty

In addition to any other provisions hereof, it is unlawful for any person to maintain a sign or advertising structure in violation of the provisions of this chapter. Violation of any provision of this chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20, 1.24.

Proposed Changes to the Existing Code – Violation

- No changes to this section are made other than renumbering the title.

15.28.150-160 Conflict and ~~severability~~ Severability

In the event any provision herein is found to be in conflict with any zoning, building, fire safety, health or other code provisions of the ~~city~~ City, the provision which establishes the higher standard for the promotion and protection of the health, safety and welfare of the people shall prevail.

A finding by a court of competent jurisdiction that any portion of this chapter is invalid shall not invalidate the remaining portions. A permit issued pursuant to this chapter does not grant any authority to violate any other law or regulation that may apply.

Proposed Changes to the Existing Code – Conflict and Severability

No changes to this section are made other than renumbering the title.