



City of Oregon City

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

Meeting Agenda Planning Commission

Monday, May 12, 2014

7:00 PM

Commission Chambers

1. Call to Order

2. Citizen Comments

3. Public Hearing

- 3a. [PC 14-046](#) ZC 14-01 / TP 14-01: Zone Change from R-10 to R-8 with 29-Lot Subdivision between Ames Street and Holcomb Boulevard.
- Sponsors:** Community Development Director Tony Konkol and Planner Pete Walter
- Attachments:** [Commission Report](#)
- [ZC 14-01 / TP 14-01 Staff Report](#)
- [Vicinity Map](#)
- [Complete Application](#)
- [Replinger Comments](#)
- [All Public Comments Recieved Prior to May 5](#)
- [Engineering Policy EP00-01v6_1](#)
- [Ted Thonstad School District Capacity Email](#)
- [Preliminary Plat Lot Dimensional Calculations](#)
- [SHPO response](#)
- [CRW Comments](#)
- [Public Notices](#)
- [Land Use Transmittal Email and Form](#)

3b. [PC 14-041](#) L 14-01: Sign Code Update

Sponsors: Community Development Director Tony Konkol

Attachments: [Commission Report](#)

[L 14-01 Staff Report](#)

[Exhibit 1: 2013-2015 Goals and Priorities of the City Commission](#)

[Exhibit 2: Draft Ordinance 14-1003](#)

[Exhibit 3: Proposed Amendments to Chapter 15.28 of the Oregon City Municipal Code with Comments \(dated May 12, 2014\)](#)

[Exhibit 4: Comments Received Since Submittal of Legislative Application](#)

[Exhibit 5: Report from the Community Advisory Team \(CAT\)](#)

[Exhibit 5: Appendix A \(1 of 2\)](#)

[Exhibit 5: Appendix A \(2 of 2\)](#)

[Exhibit 5: Appendix B \(1 of 2\)](#)

[Exhibit 5: Appendix B \(2 of 2\)](#)

[Exhibit 6: Applicant's Submittal](#)

4. Communications**5. Adjournment**

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

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

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

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

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



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625 Center Street
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Staff Report

File Number: PC 14-046

Agenda Date: 5/12/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a

From: Community Development Director Tony Konkol and
Planning Commission

File Type: Planning Item

SUBJECT:

ZC 14-01 / TP 14-01: Zone Change from R-10 to R-8 with 29-Lot Subdivision between Ames Street and Holcomb Boulevard.

RECOMMENDED ACTION (Motion):

Staff recommends that the Planning Commission approve the proposed zone change and subdivision and forward the application to the City Commission for consideration at the June 4th, 2014 City Commission Public Hearing.

BACKGROUND:

Staff finds that the proposed zone change from R-10 to R-8 and 29-Lot subdivision application as proposed by the applicant can meet all of the applicable criteria for approval, with the proposed Conditions of Approval as addressed in the attached Staff Report.



TYPE IV APPLICATION STAFF REPORT AND RECOMMENDATION

May 7, 2014

Planning Commission Public Hearing: May 12, 2014

FILE NO.: TP 14-01: 29-Lot Subdivision
ZC 14-01: Zone Change

OWNERS: Terry & Rene Voss / Stephen Jones

APPLICANT: Mark Handris, ICON Construction and Development

REPRESENTATIVES: Rick Givens, Planning Consultant
Bruce Goldson, P.E., Theta Engineering

REQUEST: The Applicant is seeking approval for a Zone Change from “R-10” Single-Family Dwelling District to “R-8” Single-Family Dwelling District as well as a 29-lot subdivision.

LOCATION: Clackamas Map 2-2E-21DC-01600 / NO SITUS ADDRESS
(Exhibit 1) 14550 Ames Street, Oregon City, Clackamas Map 2-2E-21DC-01300
14591 Holcomb Blvd, Oregon City, Clackamas Map 2-2E-28AB-01600

REVIEWER: Pete Walter, AICP, Associate Planner
Todd Martinez, P.E., Development Services

RECOMMENDATION: Staff recommends the Planning Commission recommend approval with conditions of Planning files TP 14-01 and ZC 14-01 to the City Commission for their consideration at the June 4, 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 and is appealable to the land use board of appeals (LUBA) within twenty-one days of when it becomes final.

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

I. BACKGROUND AND PROPOSED DEVELOPMENT:

The subject property is located on the south side of Ames Street at its present terminus at the city limit. It is immediately west of the Holcomb Elementary School campus and abuts on its south boundary the Housing Authority of Clackamas County (HACC) "Oregon City View Manor" development on Holcomb Blvd.

The subject property is zoned R-10 and this application includes a proposal to apply R-8 zoning to Tax Lots 2-2E-21DC 1600 and 2-2E-28AB 1600, as well as to a small area of Tax Lot 2-2E-21DC 1300.

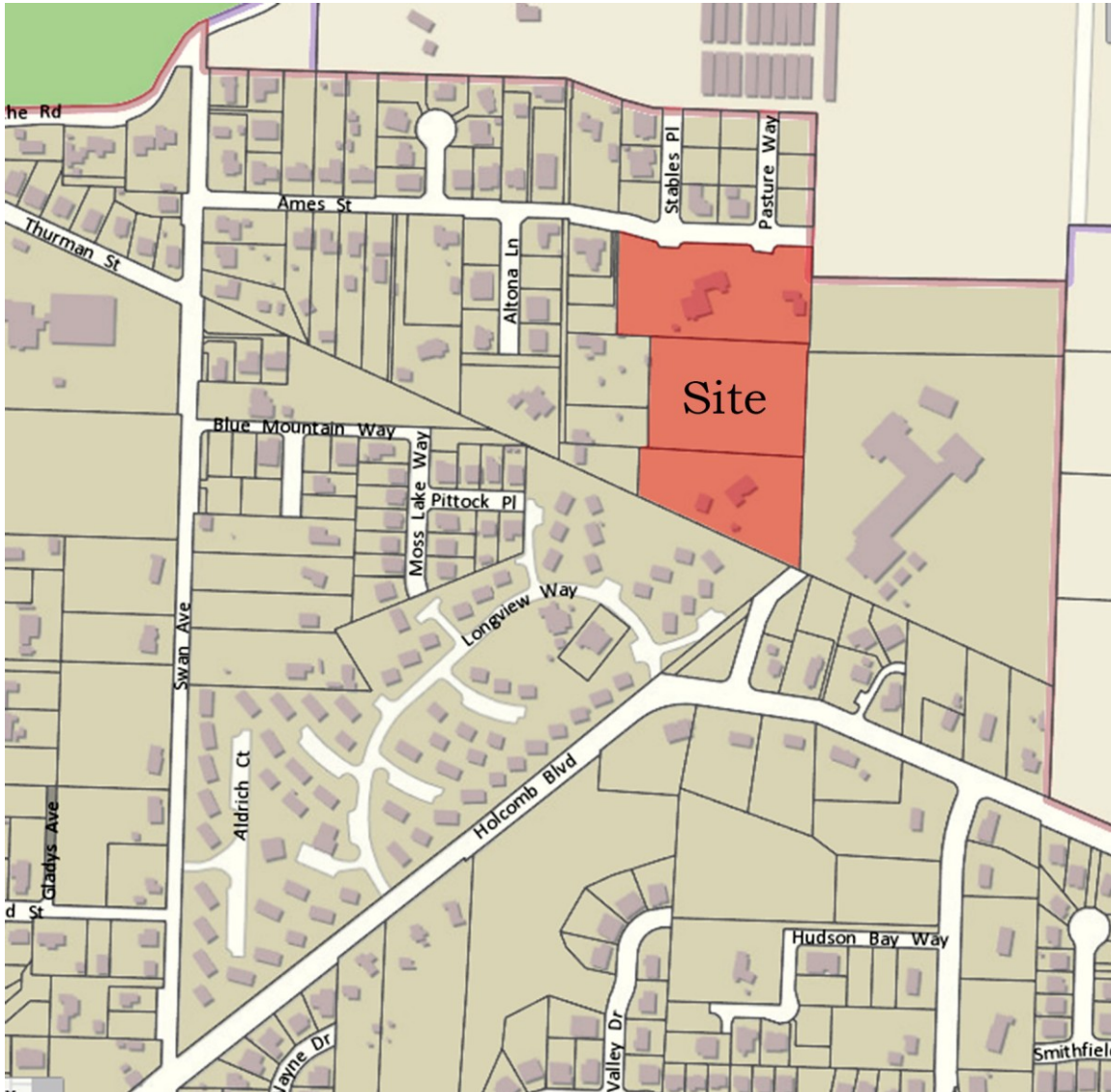


Figure 1. Vicinity Map

The subject property slopes gently from north to south. The original Sunnybrook Estates subdivision is located immediately to the north of this site and is developed with single family homes.



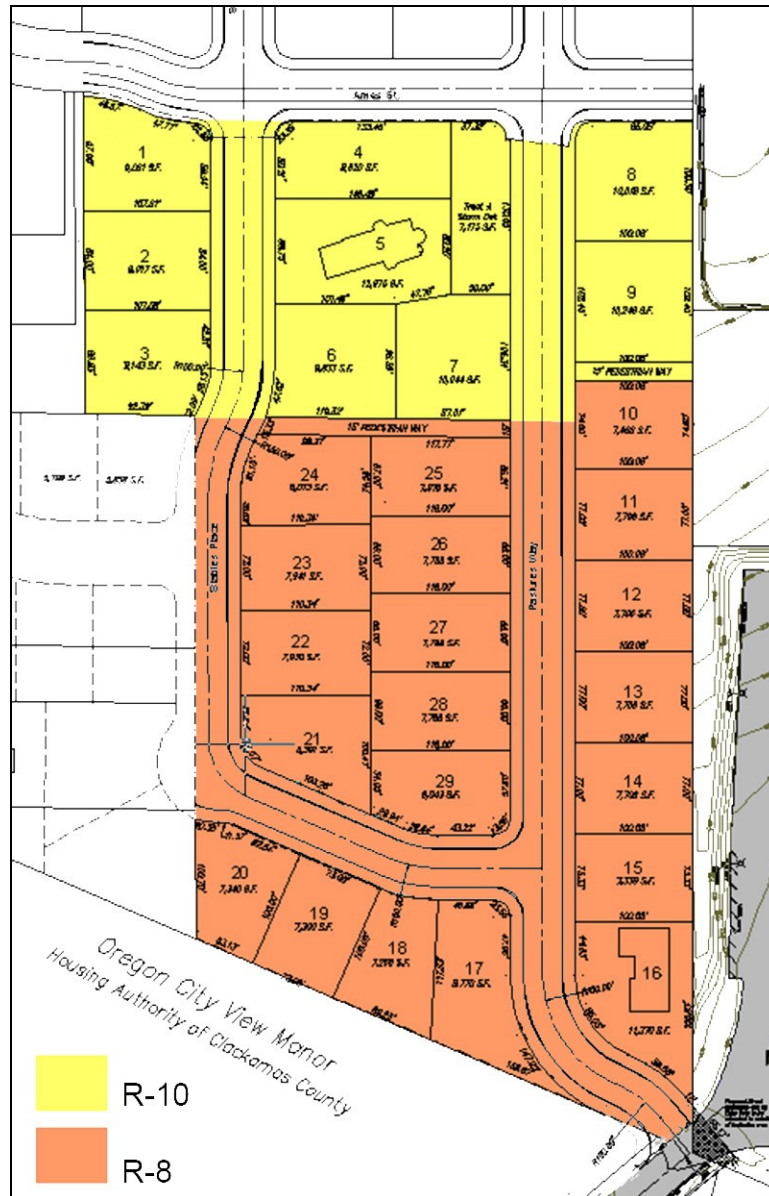


Figure 3: Proposed Zoning

Surrounding Uses and Zoning:

The subject property is bordered by residential zoning: R-10 to the north, east, and west, and R-3.5 to the south. Other nearby zoning designations include R-8 and County lands outside of the City limits and Urban Growth boundary. See Figure 4 for a surrounding zoning map.

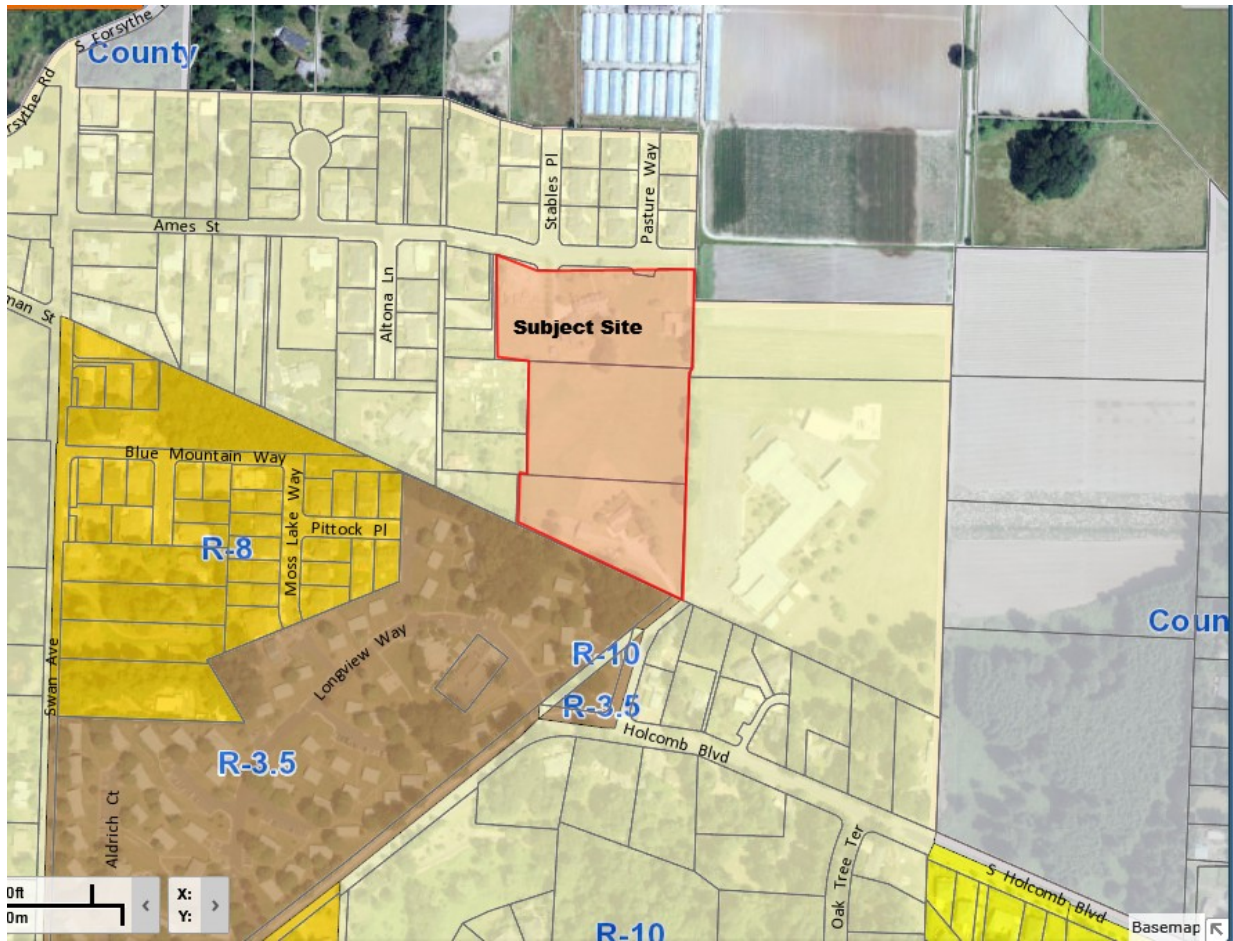


Figure 4. Surrounding zoning

City/Public Notice and Comments:

Notice of the public hearings for this proposal (See Exhibit 10) was mailed to property owners within 300 feet of the subject site, the neighborhood association and the Citizen Involvement Council. The notice was advertised in the Clackamas Review / Oregon City News and Estacada 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. Also, a copy of the complete application ZC 14-01 / TP 14-01 was made available on the city website for downloading at <http://www.orcity.org/planning/landuse> once the application was deemed to be complete.

Comments received before the staff report was written include the following:

Betty Johnson, Engineering Associate with Clackamas River Water (Exhibit 9):

1. Parcels 22E21DC01600 & 22E28AB01600 are currently within the Clackamas River Water District service boundary and within the city limits of Oregon City.

2. There are no available Clackamas River Water waterlines to serve these parcels. It is recommended that the parcels be served by Oregon City water infrastructure.

3. If the City requires this development to undergo an annexation process for city services the District would like to be included as part of the process to withdraw the parcels from the District's Service Boundary.

CRW has no objections to this application, however these comments are introductory and may change based on the preliminary/final design.

The Public Works Department is working with Clackamas River Water to address and resolve these jurisdictional issues independently of this development review.

Public Comments

Public Comments were received before 5/5/2014 from the following residents and groups (Exhibit 5).

Leroy and Marge Staudenmier (opposed):

The Staudenmiers' primary comments include concerns about the adequacy of the retention pond, drainage impacts, water and mud running out of the drainage pond in existing Sunnybrook Estates subdivision, lots size, quality of life, unimproved conditions of off-site roads, and traffic impacts at Ames and Swan avenue intersection.

Duane and Wanda Shearer (opposed):

The Shearer's primary comments include concerns about street safety, changes to lot size, limited on-street parking, school capacity, and drainage.

Debbie Fuller (opposed):

Ms. Fuller's primary comments include concerns about re-zoning, subdivision, construction traffic, driveway blockages, fencing, half streets, property values, rental ownership, liveability and quality of life.

Woody Berends (opposed):

Mr. Berend's primary comments include concerns about the safety of the Ames Street / San Avenue intersection, the existing width of Ames Street, on-street parking, drainage impacts, storm water drainage and maintenance for a ditch that runs on/near his property, and changes from R-10 zoning.

Bob LaSalle, Chair, Park Place Neighborhood Association (opposed)

Please Note: the first set of comments of the PPNA were submitted on February 3, 2014 prior to the formal public notice of the application. The letter, accompanied by numerous resident signatures, summarizes the neighborhood association meeting that was held on January 20, 2014. The letter includes concerns about the current width of Ames Street (20') where it intersects Swan Avenue, the proposed connection to the Holcomb Boulevard/ School road, reductions in property values, smaller lots sizes and changing zoning from R-10.

Bob LaSalle, Chair, Park Place Neighborhood Association (opposed)

The second letter from Mr. LaSalle was submitted on April 28, 2014. The PPNA is opposed to the R-8 rezoning. Comments include concerns about the changes to the feel of the development due to smaller lot sizes and setbacks., the narrow width of Ames Street where it intersects with Swan Avenue, possible damage to streets that may be caused by construction traffic, the proposed street connection to Holcomb School Road, street widths, on-street parking. The letter also makes reference to certain comprehensive plan policies and makes remarks about the review process.

Staff Response to Public Comments

Due to the wide variety of the issues discussed in the various public comments, Planning Staff will address the public comments verbally during the presentation of the Staff Report at the upcoming public hearing, however, staff has determined that none of the comments submitted cite or indicate an approval criterion in the Oregon City Municipal Code which has not been met or which cannot be met through compliance with the recommended Conditions of Approval.

II. DECISION-MAKING CRITERIA:

Oregon City Municipal Code Standards and Requirements

Title 16: Land Division:

Chapter 16.08, Subdivisions-Process and Standards

Chapter 16.12, Minimum Improvements and Design Standards for Land Divisions

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 17: Zoning:

Chapter 17.08, R-10 Single Family Dwelling District

Chapter 17.10, R-8 Single Family Dwelling District

Chapter 17.41, Tree Protection

Chapter 17.47, Erosion and Sediment Control

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 a neighborhood association prior to submitting this application. Once the application was deemed complete, the City noticed the application to

properties within 300 feet and the neighborhood association, and Citizens Involvement Council, and posted the application on the City's website. In addition, the Applicant posted signs on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal 2: Land Use

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

Finding: Complies as Proposed. The Applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-8" Single-Family Dwelling District. The zone change would allow additional dwellings to be constructed and the property to be utilized in an efficient manner, consistent with the adjacent properties. This standard has been met.

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

Finding: Complies as Proposed. The Oregon City Comprehensive Plan designates the subject property as within the "LR" Low Density Residential Development designation. The "LR" Low Density Residential Development designation includes the R-10, R-8 and R-6 zoning designations. The Applicant has not proposed to alter the Comprehensive Plan designation of the site. The subject site is located adjacent to R-3.5 and near R-8 zoned properties, and thus the density of R-8 development is appropriate.

Goal (5) Natural Resources

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

Finding: 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-8 development pattern will be consistent with this policy by creation of a more compact land use pattern and reduction in the square footage of 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. Please refer to the findings within this report.

Goal 10: Housing

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

Finding: Complies as Proposed. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. The increased density allowed by the R-8 zoning, as compared with the existing R-10 district will provide for a greater number of single-family homes on this site, thereby increasing the availability of more choices in the marketplace. 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-8 zoning. Sanitary sewer is available from an existing 8-inch line that is installed in Ames Street along the frontage of the property which will be extended into the property. Water service is available from an 8-inch City line in Ames Street and School Road that will be extended into the property. Storm water service is provided by a 12-inch pipe on Ames Street that will be extended into the property. Oregon City School District provides education services and has adequate levels of service available (Exhibit 6). Police and fire protection are provided by the City of Oregon City. The site is not located within walking distance of any parks, however builders will be required to pay Park SDCs (System Development Charges for each new unit to pay for future parks to serve the area if indicated in the parks master plan.

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

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-8 zoning. The proposed zone change would maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Please refer to the findings within this report.

Goal 12: Transportation

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

Finding: Complies as Proposed. A transportation impact study (TIS) was prepared for this project, dated February 4, 2014, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TIS was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who concluded: "15. Conclusions and Recommendations. The engineer concludes that traffic operations would be adequate at all analyzed intersections. He concludes no mitigation is needed for traffic operations. He concludes no safety mitigation is necessary and sight distance is acceptable. I concur with the conclusions of the applicant's engineer."

Mr. Replinger finds that the submitted TIS provides an adequate basis upon which to assess the impacts of the proposed subdivision and agreed that off-site mitigation for traffic impacts is not required (Exhibit 3).

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

Finding: Complies as Proposed. The public facilities and services have been addressed 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-8 zoning district. Staff finds that the application is consistent with this approval criterion (B).

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

Finding: Complies as Proposed. Please see above comments. Additionally, Mr. Replinger reviewed the TIS specifically for compliance with this standard. As stated in Exhibit 3 - *Comment 6. Analysis:*

"Traffic volumes were calculated for the intersections described in #1, above. At each location, the level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM, mid-day, and PM peak hours and included year 2014 existing conditions, 2017 background conditions, and year 2017 total traffic conditions.

According to the engineer, the intersection of Holcomb Boulevard and Holcomb School Road is predicted to operate at LOS "C" during the AM peak hour; "B" during the mid-day peak hour and "A" during the PM peak hour under all conditions. The intersection volume-to-capacity ratio (v/c) is predicted to be 0.43 or better under all conditions and easily meets the city's operational standard. The other three intersections are predicted to operate at LOS "A" or better under all conditions during all hours. The performance of all study area intersections is predicted to meet city standards during the peak hours.

The engineer also analyzed the potential for the new connection, Pasture Way, from Ames Street to Holcomb School Road to shift traffic patterns. He concluded that even with the potential new cut-through traffic, the intersections would still easily meet the city's operational standards. I found his methodology to be sound and concur with his conclusions on the ability of the streets to accommodate this neighborhood traffic. The engineer concluded no mitigation measures were necessary. I concur with his conclusions."

And, under comment 14, "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."

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

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

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

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

Lots 10-29 will be rezoned to R-8. Please refer to Staff's Preliminary Plat Lot Analysis chart in Exhibit 7.

17.10.040. A. Minimum lot area, eight 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 R-8 zone. In the R-8 zone, the 20% standard would allow certain lots to be as small as 6,400 square feet. The smallest lot size proposed is 7,266 square feet. The largest is 11,370 square feet. The average lot size for the entire R-8 portion of subdivision is 8,017 square feet.

17.10.040. B. Minimum lot width, sixty feet;

Finding: Complies as proposed. The proposed lot widths exceed the minimum lot width of 60 feet. The smallest lot width proposed is 65 feet. The widest is 101 feet. The average lot width is 73 feet. This standard has been met.

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

Finding: Complies as Proposed. As demonstrated below, the proposed lot depths exceed the minimum lot depth of 75 feet. The smallest lot depth proposed is 100 feet. The deepest is 135 feet. The average lot depth is 109 feet. This standard has been met.

17.10.040.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.

17.10.040.E

E. Minimum Required Setbacks:

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

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.

17.10.040.F. Garage standards: See Chapter 17.20—Residential Design Standards.

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.

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

Finding: Complies as Proposed. 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.

CHAPTER 17.08 “R-10” SINGLE-FAMILY DWELLING DISTRICT

Lots 1-9 will remain zoned R-10. Please refer to Staff’s Preliminary Plat Lot Analysis chart in Exhibit 7.

17.08.040. A. Minimum lot area, ten 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 R-10 zone. In the R-10 zone, the 20% standard would allow certain lots to be as small as 8,000 square feet. The smallest lot size proposed in the R-10 zone is 9,017 square feet. The largest is 12,952 square feet. The average lot size for the R-10 portion of the subdivision is 10,001 square feet.

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

Finding: Complies as proposed. The proposed lot widths for the R-10 portion of the subdivision meet or exceed the minimum lot width of 65 feet. The smallest lot width proposed is 65 feet. The widest is 107 feet. The average lot width is 90 feet. This standard has been met.

17.08.040. C. Minimum lot depth, eighty feet;

Finding: Complies as Proposed. As demonstrated below, the proposed lot depths for the R-10 portion of the subdivision exceed the minimum lot depth of 80 feet. The smallest lot depth proposed is 87 feet. The deepest is 148 feet. The average lot depth is 113 feet. This standard has been met.

17.08.040.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.

17.08.040.E

Minimum required setbacks:

- 1. Front yard, twenty feet minimum setback,*
- 2. Front porch, fifteen 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, ten feet minimum setback for at least one side yard; eight feet minimum setback for the other side yard,*
- 5. Corner side yard, fifteen feet minimum setback,*
- 6. Rear yard, twenty feet minimum setback,*
- 7. Rear porch, fifteen feet minimum setback.*

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.

17.08.040.F. Garage standards: See Chapter 17.20—Residential Design Standards.

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.

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

Finding: Complies as Proposed. 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.

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. **The Applicant can meet this standard through all Conditions of Approval.**

16.08.015 *Preapplication conference required.*

Finding: Complies as Proposed. Consistent with City procedures, a pre-application conference was held on November 19, 2013 (PA 13-37).

16.08.020 - *Preliminary subdivision plat application.*

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

Finding: Complies as Proposed. The preliminary plat was submitted within six months of the pre-application conference date. The applicant's narrative and the other plans and documents submitted with it, contain the required information that will allow the City to determine compliance with relevant City standards. The application was reviewed and determined to be complete on March 7, 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 with connectivity analysis as well as a Transportation Impact Study (Exhibit 2). 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, utility, and drainage plans as well as the proposed lots, street, and trees proposed to be removed. The site does not contain any known wetlands or other natural or cultural features according to the city's official inventories.

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 (PA 13-37) was sent to the Oregon State Historic Preservation Office (SHPO) as well as various tribes for review. SHPO indicated the proposed development would have no impact on any known archeological resources (Exhibit 8).

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 8-inch Oregon City (City) water main in Ames Street and School Road. The Applicant proposed the water line be installed in the proposed streets connecting to the existing pipe with an 8-inch pipe on both Ames Street and School Road forming a looped system.

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. 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, 2, 3, 4, 5 and 6.**

2. Sanitary Sewer

Finding: Complies with Condition. There is an existing 8-inch gravity sanitary sewer main in Ames Street. A new 8-inch public sanitary sewer main will be installed in the proposed streets. The Applicant has proposed to provide sanitary sewer laterals to all of the lots in the proposed development.

The existing pipe cover at Stables Place is 6.5-feet, and at Pasture Way it is only 2.5-feet that is DI pipe. This does not meet City standards of 8-foot of cover. Where there is insufficient cover DI pipe may be required. The initial lots close to the intersection of Ames Street and Pasture Way may not be able to be served by gravity due to the shallow depth of the existing sanitary sewer. A few of the lots may need to be served by individual and privately owned pump stations located on the lots.

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, 2, 3, 7 and 8.**

3. Storm Sewer and Storm Water Drainage

Finding: Complies with Condition. There are existing storm water facilities in Ames Street which consist of 12-inch pipe to goes to a 16-inch pipe on Pasture Way and discharges to a detention pond. The outfall from the pond is a 12-inch pipe that discharges to a drainage ditch. The overland flow from the property is captured in a catchbasin and conveyed to the existing collection system.

Storm water detention and treatment is required. The applicant has proposed to provide a storm detention and treatment facility on a tract near the intersection of Ames Street and Pasture Way. This will discharge to the existing storm collection system on Ames Street. A preliminary storm report has been submitted to determine the sizing of the facilities. A final storm report will be required as part of the final design.

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, 2, 3, 9, 10 and 11.

4. Parks and Recreation

Finding: Complies as Proposed. The site is not located within walking distance of any existing city parks; however, Park System Development Charges will be paid at the time building permits are issued for each lot in the subdivision. The Oregon City Park and Recreation Plan (1999) does not identify a park on this property, however it does indicate the need for a trail (N-3), which the applicant has accommodated with the proposed pedestrian accessways that run through the development from east to west.

5. Traffic and Transportation

Finding: Complies as Proposed. A transportation impact study (TIS) was prepared for this project, dated February 4, 2014, by Todd Mobley, P.E. of Lancaster Engineering (Exhibit 2). The TIS was reviewed by John Replinger of Replinger and Associates, City transportation consultant, who concluded: "15. Conclusions and Recommendations. The engineer concludes that traffic operations would be adequate at all analyzed intersections. He concludes no mitigation is needed for traffic operations. He concludes no safety mitigation is necessary and sight distance is acceptable. I concur with the conclusions of the applicant's engineer."

Mr. Replinger finds that the submitted TIS provides an adequate basis upon which to assess the impacts of the proposed subdivision and agreed that off-site mitigation for traffic impacts is not required (Exhibit 3).

Additionally, Mr. Replinger reviewed the TIS specifically for compliance with the planned function, capacity, and level of service standards adopted in the code and TSP (Transportation System Plan). As stated in Exhibit 3 - *Comment 6. Analysis*:

"Traffic volumes were calculated for the intersections described in #1, above. At each location, the level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM, mid-day, and PM peak hours and included year 2014 existing conditions, 2017 background conditions, and year 2017 total traffic conditions.

According to the engineer, the intersection of Holcomb Boulevard and Holcomb School Road is predicted to operate at LOS "C" during the AM peak hour; "B" during the mid-day peak hour and "A" during the PM peak hour under all conditions. The intersection volume-to-capacity ratio (v/c) is predicted to be 0.43 or better under all conditions and easily meets the city's operational standard. The other three intersections are predicted to operate at LOS "A" or better under all conditions during all hours. The performance of all study area intersections is predicted to meet city standards during the peak hours.

The engineer also analyzed the potential for the new connection, Pasture Way, from Ames Street to Holcomb School Road to shift traffic patterns. He concluded that even with the potential new cut-through traffic, the intersections would still easily meet the city's operational standards. I found his methodology to be sound and concur with his conclusions on the ability of the streets to accommodate this neighborhood traffic. The engineer concluded no mitigation measures were necessary. I concur with his conclusions."

And, under comment 14, "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."

Additional detail comments in response to the City's adopted standards for preparation of Transportation Impact Analysis were provided in the applicant's TIS and reviewed by the City's Transportation Consultant.

Staff concludes that the proposed improvements to the transportation system are timely and adequate to serve the proposed development.

6. Schools

Finding: Complies as Proposed. The Oregon City School District provides education services for the children of future residents. The School District provided an email in response to concerns regarding the adequate capacity of Holcomb Elementary (Exhibit 6). 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 provides 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 order to assure adequate protection new fire hydrants shall be located and installed as required per Clackamas County Fire District No. 1. Staff concurs that sufficient water mains are installed. 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.

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 4.**

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: Complies as Proposed. The Applicant included draft CC&R's in the application submittal. There are no conflicts with City codes within the CC&Rs.

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. According to the applicant, the subject property contains a total area of 8.03 acres. The R-10 portion of the subdivision measures 124,864 square feet in area and would have 25,777 sq. ft. of street area. A storm detention tract measuring 7,123 sq. ft. in area is proposed; together with a 1,501 sq. ft. pedestrian walkway. The nine lots within this section of the project average 10,000 sq. ft. in area, consistent with the R-10 zone's minimum lot size standard. The R-8 section of the subdivision contains 5.17 acres. The street rights-of-way within this section measure 61,422 sq. ft. in area and 3,158 sq. ft. is comprised of pedestrian walkway. The average lot size is 8,030 sq. ft., consistent with the minimum lot size standard of the R-8 zone. Staff calculations based on the proposed preliminary plat indicate a slightly larger average lot size of 8,633 square feet. This will be confirmed upon review of the final plat, however the overall density of the development is in compliance with all applicable criteria.

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. Dimensional standards for the underlying zones have been reviewed and found to comply as shown above. These findings are supported by substantial evidence which includes preliminary plans, a Transportation Impact Study, 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 adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, and control of traffic circulation, based on the existing conditions and limitations imposed by topography and other natural features and surrounding development patterns. The proposed street pattern provides for adequate building site size, as demonstrated by the site plan submitted with this application.

16.12.030 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 layout is consistent with this requirement.

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 that are appropriate in size, width, shape, and orientation for low-density residential development, consistent with the proposed R-10 and R-8 zoning of the property. 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 subject property contains a total area of 8.03 acres. The R-10 portion of the subdivision measures 124,864 square feet in area and would have 25,777 sq. ft. of street area. A storm detention tract measuring 7,123 sq. ft. in area is proposed; together with a 1,501 sq. ft. pedestrian walkway. The net site area for this portion of the site is 90,463 sq. ft. Dividing by 10,000 sq. ft. per unit results in a maximum density of 9 units and, at 80% of the maximum, a minimum density of 8 units. The nine lots within this section of the project exceed the minimum standard. The R-8 section of the subdivision contains 5.17 acres (225,205 sq. ft.). The street rights-of-way within this section measure 61,422 sq. ft. in area and 3,158 sq. ft. is comprised of pedestrian walkway. The net site area is 160,625 sq. ft. Dividing the net area by 8,000 sq. ft. per unit results in a maximum density of 20 units and, at 80% of maximum, a minimum density of 16 units. The proposed 20 units within this area comply with the minimum density standard.

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 lots utilizing the flexibility allowed by this section. In the R-10 zone, the 20% standard would allow lots as small as 8,000 square feet. The smallest

lot proposed in the R-10 portion of the subdivision is Lot 2 and it measures 9,017 sq. ft. in area. The average lot size for the R-10 portion of the subdivision is 10,001 square feet. In the R-8 zone, the 20% standard would allow lots as small as 6,400 square feet. The smallest lot proposed in the R-8 portion of the subdivision is Lot 18 at 7,266 sq. ft. in area. The average lot size for the R-8 portion of the subdivision is 8,017 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: Not applicable. No through lots are proposed.

16.12.060 Building site--Lot and parcel side lines.

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

Finding: Complies as Proposed. As far as practicable, the proposed lot lines and parcels run at right angles (i.e. are perpendicular) to the street upon which they face. A few exceptions, Lots 16 through 20, have minor deviations due to the required curvature of the proposed new streets.

16.12.065 Building site--Grading.

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

Finding: Complies with Condition. The Applicant provided a preliminary grading plan demonstrating compliance with the City's Public Works requirements for grading standards if a few modifications are provided. The 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: Not applicable. The project does not contain or abut any neighborhood collector, collector or minor arterial streets.

16.12.075 Building site--Division of lots.

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

Finding: Not Applicable. No 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. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 13.**

- 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 in the proposed development.

- 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 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 and 3.**

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 or curvature and points of tangency of their center line, and at such other points as directed by the city engineer.*

Finding: Complies as Proposed. The applicant has proposed a street system that appears to conform to the adopted Transportation System Plan and the street connectivity requirements of the city code. 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 and 2.**

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. Currently there are sidewalks on the north side of Ames Street, the street that abuts the proposed development. The Applicant has proposed to install 5- foot wide sidewalks on the south side of Ames Street, and 5-foot wide sidewalks on the new streets within the proposed development. These sidewalks should be constructed to City standards. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 14, 15, 16 and 17.**

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 applicant has proposed two pedestrian accessways which may be used by bicyclists to cross between local streets. There are no identified on-street or off-street bicycle routes identified within this area in the City's adopted Transportation System Plan.

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 22.**

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 1, 14, 15, 16 and 17.**

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 Applicant's 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 they 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 3.**

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: Not applicable. The Applicant has not proposed any modifications to the street standards.

12.04.010 Construction specifications—Improved streets.

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

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

12.04.020 Construction specifications—Unimproved streets.

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

Finding: Not applicable. There are no sidewalks proposed on unimproved streets.

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.

Property Use	Minimum Driveway Width at sidewalk or property line	Maximum Driveway Width at sidewalk or property line
Single or Two-Family Dwelling with one Car Garage/Parking Space	10 feet	12 feet
Single or Two-Family Dwelling with two Car Garage/Parking Space	12 feet	24 feet
Single or Two-Family Dwelling with three or more Car Garages/Parking Space	18 feet	30 feet
Non Residential or Multi-Family Residential Driveway Access	15 feet	40 feet

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

Finding: Complies as Proposed. The Applicant indicated compliance with this section. There will be one driveway for each lot, and the dimensions will be met.

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.** The Applicant acknowledges this requirement.

12.04.030 Maintenance and repair.

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

Finding: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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: Not applicable. No retaining walls are proposed.

12.04.060 Retaining walls--Maintenance.

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

Finding: Not applicable. No retaining walls are proposed.

12.04.070 Removal of sliding dirt.

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

Finding: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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: Complies as Proposed. The Applicant acknowledges this 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 Ames Street. 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 24.**

12.04.110 Excavations--Nuisance--Penalty.

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

Finding: Complies as Proposed. The Applicant acknowledges this requirement.

12.04.120 Obstructions – Permit Required

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: Complies as Proposed. The Applicant acknowledges this requirement.

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: Complies as Proposed. The Applicant acknowledges this requirement.

12.04.140 Obstructions--Nuisance--Penalty.

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

Finding: Complies as Proposed. The Applicant acknowledges this requirement.

12.04.150 Street and alley vacations--Cost.

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

Finding: Not applicable. The applicant has not proposed to vacate a street or alley.

12.04.160 Street vacations--Restrictions.

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

Finding: Not applicable. The applicant has not proposed to vacate a street or alley.

12.04.170 Street Design - Purpose and General Provisions.

All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the City's Public Facility Master Plan and City design standards and specifications. In reviewing applications for development, the City Engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city

engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.

Finding: Complies as Proposed. The Applicant acknowledges this requirement. The proposed street design provides for the extension of Stables Place and Pasture Way from Ames Street on the north, southward through the subject property to connect with Holcomb School road at the southeast corner of the site. This street system will provide for a much-needed second access point to the existing residential neighborhoods located along Ames Street. At present, in excess of 50 lots are accessed via Ames Street west of Swan Avenue, and there is only one way in and out of the neighborhood. Proposed street improvements and utility plans will be reviewed by the City Engineer for compliance with City standards prior to construction.

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 acknowledges this requirement. As discussed above, the proposed street design provides for the extension of Stables Place and Pastures Way from Ames Street on the north, through the subject property to connect with Holcomb School road at the southeast corner of the site. A shadow plan has been provided on the Site Plan that shows how the proposed development will tie in with developable properties to the west. Holcomb Elementary School abuts the site on its eastern border and the HACC housing property abuts on the south.

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.

Finding: Complies with Conditions. The Applicant acknowledges this requirement. All streets within the proposed development are local streets that have been designed to comply with City standards by providing for 54 feet of right-of-way and 32' of pavement. A portion of Stables Place has been designed with a roughly $\frac{3}{4}$ street improvement, as the remainder of the street can be provided with the future development of

property to the west. The street section in this area provides 38 feet of right-of-way, 27 feet of pavement, a half-foot of curb on one side, 5 foot planter strip on one side, and a five foot sidewalk.

The proposed connection of Pastures Way with Holcomb School Road will require right-of-way dedication from both Holcomb Elementary School and Oregon City View Manor. According the applicant, discussions are on-going with Oregon City School District and with the Housing Authority of Clackamas County regarding these dedications. Both have indicated initial support for the required dedications. The Oregon City School Board will be considering the matter again at the April 14, 2014 Board meeting. The Housing Authority has forwarded the request to the HUD Special Application Center in Chicago and a decision is expected soon. If either dedication should ultimately fail to be approved, there is sufficient frontage on Holcomb School Road to provide for an emergency vehicle access. The following diagram shows the planned intersection configuration with areas of proposed dedications identified.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 12 through 23.

Table 12.04.180 Street Design

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

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

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

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

									<i>Lanes</i>	
	<i>Residential</i>	<i>85 ft.</i>	<i>59 ft.</i>	<i>0.5 ft.</i>	<i>5 ft.</i>	<i>7.5 ft.</i>	<i>6 ft.</i>	<i>7 ft.</i>	<i>(3) 11 ft. Lanes</i>	<i>N/A</i>

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

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. All the proposed streets are local residential streets which have a requirement of 54-feet of right-of-way, 32-feet of pavement, curb & gutter, 5-foot planter strip with trees, 5-foot sidewalk and street lighting. All the streets (Ames Street, Stables Place and Pasture Way) will match the City requirements for local streets.

Pasture Way is proposed to complete a connection between Ames Street and School Street, which connects directly to Holcomb Blvd. This connection provides an important connection in the street network. In order to complete this street connection the applicant has proposed to obtain right-of-way from the School District (Holcomb Elementary School) and the Housing Authority of Clackamas County (Oregon City View Manor development). The applicant has initiated discussions with both entities.

Ames Street is the completion of an existing half street improvement, and a portion of Stables Place will be the construction of a half street improvement. This is discussed in greater depth in section 12.04.220 of this report.

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, 2, 3, 14, 15, 16, 17, 18 and 28.**

12.04.185 Street Design--Access Control.

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

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

- B. The City may grant a permit for the adjoining owner to access through the access control.
- C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
- D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Finding: Complies with conditions. The applicant has proposed a half street improvement on a portion of Stables Place that is along the boundary of the property. A City controlled access strip shall be dedicated along the half street portion of Stables Place. It shall be recorded on the plat and shall control the ingress and egress to the property adjacent to the street. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 12.**

12.04.190 Street Design--Alignment.

The centerline of streets shall be:

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

Finding: Complies as proposed. There are no off-set intersections proposed.

12.04.194 Traffic Sight Obstructions

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

Finding: Complies as proposed. 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.

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	Minimum Driveway Spacing Standards	Distance
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 applicant has proposed to connect to existing intersections on Ames Street. The intersection of Stables Place and Pasture Way is more than 150-feet from the intersection of Pasture Way and Ames Street. It is also more than 150-feet from the new intersection of Pasture Way and School Street.

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 two 15-foot wide pedestrian access ways as the proposed block length is longer than 330-feet. One access way connects Stables Place and Pasture Way, and the other extends from Pasture Way to the east to the edge of the property.

The pedestrian access ways shall meet the requirements of this section which includes a 5-foot planter strip with trees, 7-foot paved surface and 3-foot planter strip with plantings and pedestrian level lighting. There shall be a street light at either end of the pedestrian way except where it ends at the property boundary.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 19.

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 conditions. The pedestrian accessways shall be incorporated into a recorded easement that requires the property owner to provide for ownership, liability and maintenance. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Condition of Approval 20.**

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.*

Finding: Not applicable. This application is not 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.*

Finding: Complies as Proposed. The intersection of Holcomb Boulevard at Holcomb School Road currently operates at LOS C with a v/c of 0.36 during the morning peak hour; at LOS B with a v/c ratio of 0.19 during the midday peak hour; and at LOS A with a v/c ratio of 0.09 during the evening peak hour. Following the background growth of traffic and the development of the site, the intersection is projected to operate at LOS C with a v/c ratio of 0.43 during the morning peak hour; at LOS B with a v/c ratio of 0.22 during the midday peak hour; and at LOS A with a v/c ratio of 0.10 during the evening peak hour.

C. *For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:*

1. *For signalized intersections:*
 - a. *During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*
 - b. *During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.*
2. *For unsignalized intersections outside of the boundaries of the Regional Center:*
 - a. *For unsignalized intersections, during the peak hour, all movements serving more than 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour.*

Finding: Complies as Proposed. The intersection of Holcomb Boulevard at Holcomb School Road currently operates at LOS C with a v/c of 0.36 during the morning peak hour; at LOS B with a v/c ratio of 0.19 during the midday peak hour; and at LOS A with a v/c ratio of 0.09 during the evening peak hour. Following the background growth of traffic and the development of the site, the intersection is projected to operate at LOS

C with a v/c ratio of 0.43 during the morning peak hour; at LOS B with a v/c ratio of 0.22 during the midday peak hour; and at LOS A with a v/c ratio of 0.10 during the evening peak hour.

D. Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:

I-205 / OR 99E Interchange

I-205 / OR 213 Interchange

OR 213 / Beavercreek Road

State intersections located within or on the Regional Center Boundaries

1. In the case of conceptual development approval for a master plan that impacts the above references intersections:

a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and

b. Only those trips approved by a detailed development plan review are vested.

2. Development which does not comply with the mobility standards for the intersections identified in 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

Finding: Complies as Proposed. See findings above.

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 applicant has proposed that the intersections on Ames Street with Pasture Way and Stables Place are at 90-degrees. The intersection of Pasture Way and Stables Places is also proposed to be at 90-degrees. The intersection of Pasture Way and School Street shall be 90-degrees. Due to the horizontal curves required to provide the intersection angle, additional right-of-way and pavement width is required for the right turn movement from Pasture Way onto School Street.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1 and 21.

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 and 12.04.220 of this report for improvements on Ames Street and the connection to School Street.

12.04.220 Street Design--Half Street.

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

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

Finding: Complies with conditions. The applicant has proposed to construct a portion of Stables Place as a half street improvement. It is proposed to dedicate 38-feet of right-of-way, construct 26-feet of pavement, curb & gutter, 5-foot landscape strip and 5-foot sidewalk. The landscape strip and sidewalk would be located on the east side of the street. This meets the requirements of a half-street improvement for a local street. The pavement shall have a temporary curb on the west side for storm water control, or other improvements such that run-off from the street is directed away from the neighboring property.

The applicant proposes to complete the southern portion of Ames Street which is constructed as a half-street right now.

From Stable Place to the east Ames Street has a right-of-way of 53-feet and 26-feet of pavement. The current requirement for a local street is a 54-foot right-of-way, 32-feet of pavement, curb & gutter, 5-foot planter strip and 5-foot sidewalk. The applicant shall dedicate 1-foot of right-of-way, provide 6-feet of new pavement and resurface the pavement to the centerline of the street, provide a curb & gutter, a 5-foot planter strip with trees, a 5-foot sidewalk and street lighting.

From Stable Place to the west Ames Street has a right-of-way of 50-feet and 25-feet of pavement. The current requirement for a local street is a 54-foot right-of-way, 32-feet of pavement, curb & gutter, 5-foot planter strip and 5-foot sidewalk. The applicant shall dedicate 2-foot of right-of-way, provide 7-feet of new pavement and resurface the pavement to the centerline of the street, provide a curb & gutter, a 5-foot planter strip with trees, a 5-foot sidewalk and street lighting.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 2, 15, 16 and 17.

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

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

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

Finding: Not applicable. There are no proposed cul-de-sacs or dead-ends.

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:

12.04.235 Street Design--Grades and Curves.

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

Finding: Complies with conditions. The applicant has proposed a number of horizontal curves in the street alignment.

On Stables Place there is a compound curve that consists of two curves with a 100-foot radius and one curve with a 150-foot radius. This provides a gentle curve that is mid-block on a long and otherwise straight block on a local street. These curves will act as speed control on a local street, and are short enough not to cause discomfort while driving.

On Stables Place there is also a horizontal curve that has a 52-foot radius. This curve acts like an intersection. There is another 100-foot radius horizontal curve on Stables Place that is only 40-feet long. This is another gentle curve in the street that would act as speed control on a local street and is short enough not to cause discomfort while driving.

Where Pastures Way connects to School Street there is a compound curve that consists of two curves with a 100-foot radius each. This is a longer curve that ends in an intersection. Per the American Association of State Highway and Transportation Officials (AASHTO) standards on the Geometric Design of Highways and

Streets the radius of the curve should be 180-feet for a speed of 25 mph. Mitigating measures are required which include a “stop” sign on Pastures Way at the intersection with School Street, additional lighting of the curve, and a “stop sign ahead” sign on Pastures Way near the beginning of the compound curve.

Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 18, 22, and 23.

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: Not applicable. The development does not abut an arterial or collector street.

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. Additional measures are not warranted for this location. Staff does not anticipate any hazards from cut-through non-local traffic automobile 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. The property is not located in the zone district indicated above and the applicant has not proposed alleys.

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: Complies as Proposed. There are no transit facilities indicated within the development site. Pedestrian accessways have been proposed within the development to minimize travel distance.

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 sections 12.04.180 and 12.04.220 of this report.

12.04.270 Standard Construction Specifications.

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

Finding: Complies as proposed. 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: Complies as proposed. 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 Conditions. The applicant submitted a preliminary site plan that indicates street trees spaced throughout the development at 35' on center. 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.**

12.08.020 *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. 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 Sections 17.41.060 or 17.41.070; or
- B. Option 2 -- Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to Section 17.41.080, or
- C. Option 3 -- Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to Section 17.41.090.

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.

Farm or forest resources. An applicant for development may claim that the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use prior to development application. "Forest practices" and "forestlands" as used in this subsection shall have the meaning set out in ORS 30.930. "Farming practice" as used in this subsection shall have the meaning set out in ORS 30.930. "Farm use" as used in this subsection shall have the meaning set out in ORS 215.203. In this case, the applicant may propose an alternative mitigation plan to be approved by the community development director.

Finding: Complies as Proposed. The applicant indicates that the subject property contains a total of thirty-three trees in the main body of the site, another 22 trees along the easterly property line adjacent to Holcomb Elementary School, and an arborvitae hedge along a portion of the rear lines of proposed Lots 2 and 3. As shown on the grading plan, extensive site grading is needed in order to get the site to drain properly to the shallow storm and sewer lines in Ames Street. Several trees in the southern portion of the site, where the existing terrain does not need to be disturbed, will be retained. Additionally, the trees along the east property line will not be disturbed and the arborvitae hedge will remain.

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

Regulated trees that are removed outside of the construction area, if removed shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

Table 17.41.060-1

Tree Replacement Requirements

Size of tree removed (DBH)	Column 1 Number of trees to be planted. (If removed Outside of construction area)	Column 2 Number of trees to be planted. (If removed Within the construction area)
6 to 12"	3	1
13 to 18"	5	2

19 to 24"	8	3
25 to 30"	10	4
31 and over"	15	5

Finding: Complies with Condition. The applicant proposes to make use of Mitigation Option 1. Trees not identified for removal will be protected outside of the construction area throughout the construction phase of the project. Replacement trees will be planted pursuant to the provisions of this section. A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval. The applicant indicates that the subject property contains a total of thirty-three trees in the main body of the site, another 22 trees along the easterly property line adjacent to Holcomb Elementary School, and an arborvitae hedge along a portion of the rear lines of proposed Lots 2 and 3. Staff has reviewed the plans and it appears that 14 trees that are indicated for removal are located outside of any construction area. The applicant has not provided a specific calculation of the number of trees to be removed, preserved and required to be replaced based on their location. Prior to final plat, the Applicant shall submit a revised tree mitigation plan in accordance with OCMC 17.41 and Table **17.41.060-1**. **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. See finding above.

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.*

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.

Finding: Complies with Conditions. The Applicant indicated that the required procedures and arborist recommendations will be followed throughout the period of construction activities on the site. All tree protection measures shall be indicated on all construction plans for the public improvements and grading of the site. Changes in soils hydrology and site drainage within tree protection areas will be avoided. Prior to issuance of any construction permit, grading or fill permit, or construction plans by the Public Works Department the applicant shall request an inspection by a member of the Planning Division that these measures have been installed. **The applicant can assure this standard is met through Condition of Approval 26.**

Stormwater Conveyance, Quantity and Quality in Chapter 13.12

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 ROW and a storm water detention and treatment facility within a tract, which shall connect to an existing City owned storm water collection system. The City owned system discharges to an existing drainage way in the County. The applicant performed a preliminary storm water report to determine the storm water requirements and a downstream capacity evaluation and found that there is sufficient capacity in both the City and County collection system to convey the run-off from the proposed development. **Staff has determined that it is possible, likely and reasonable that the Applicant can meet this standard through Conditions of Approval 1, 2, 3, 9, 10 and 11.**

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 B3 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. Exemption has not been requested.

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

1. *Category A. Activities subject to general water quality requirements of this chapter:*
 - a. *The construction of four or more single-family residences;*
 - b. *Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given seven year period; or*
 - c. *Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;*
 - d. *An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.*

Finding: Complies as Proposed. The applicant has proposed to construct more than four homes, so 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 29-lot subdivision located at 14591 Holcomb Blvd and 14550 Ames Street, Oregon City, identified as Clackamas Map 2-2E-21DC-01600, Clackamas Map 2-2E-21DC-01300 and Clackamas Map 2-2E-28AB-01600, can meet the approval standards outlined in this Staff Report, subject to the Applicant's proposal, and attached proposed 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
 - a. Land Use Application Form
 - b. Narrative
 - c. Neighborhood Meeting Notes
 - d. Assessor Maps
 - e. Existing Conditions
 - f. Preliminary Plan w/ Lot Sizes and Tree Locations
 - g. Preliminary Grading and Erosion Control Plan
 - h. Preliminary Street Profiles
 - i. Preliminary Street Plan
 - j. Preliminary Utility Plan
 - k. Preliminary Drainage Report (Jan 2014)
 - l. Revised Preliminary Drainage Report (March 2014)
 - m. Subdivision Guarantee
 - n. Transportation Impact Study
3. Comments from John Replinger of Replinger and Associates
4. Public Comments received prior to May 5.
 - a. Berends
 - b. Fuller
 - c. Shearer
 - d. Staudenmier
 - e. Park Place Neighborhood Association Chair LaSalle
 - f. Park Place Neighborhood Association Chair LaSalle
5. Engineering Policy EP 00-01
6. OCSD Email from Ted Thonstad, Facilities Director, regarding Holcomb school capacity (no conflicts).
7. Preliminary Plat Lot Dimensional Calculations
8. Comments from SHPO re: Archeological Resources (no conflicts).
9. Comments from CRW (no conflicts).
10. Public Notices
11. Land Use Transmittal Form (Emailed to affected parties)

**PROPOSED CONDITIONS OF APPROVAL
TP 14-01 and ZC 14-01**

1. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements. This includes attending a pre-design meeting with the City. *(DS)*
2. Prior to final plat approval, the Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water and/or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. *(DS)*
3. 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. The plan shall show the existing and proposed swales. *(DS)*
4. All new water lines shall be 8-inch diameter. The new water lines shall form a looped system with no dead-ends. It shall be connected to the existing water distribution system on Ames Street at both Stables Place and Pastures Way, and on School Street. *(DS)*
5. 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)*
6. 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)*
7. All new sanitary sewer mains shall be 8-inch diameter gravity mains connected to the existing collection system on Ames Street at both Stables Place and Pastures Way. Where there is insufficient cover at the connection on Pastures Way DI pipe shall be used. *(DS)*
8. All new sanitary sewer laterals shall be constructed with individual laterals connecting to the sanitary sewer main. Where there is insufficient depth to provide for gravity service lines near the intersection of Ames Street and Pastures Way, individual and privately owned pump systems shall be provided. It shall be marked on the plans where these systems are required. *(DS)*
9. Public storm sewer improvements shall be designed and constructed to collect, detention and treatment in a manner suitable to the Public Works Department. *(DS)*
10. Temporary storm collection and conveyance shall be designed and constructed along the half street portion of Stables Place such that run-off from the street shall not be discharged to the adjacent property. Improvements may include a temporary curb along the east side of the street. *(DS)*
11. A final storm water report which reflects the final design shall be completed as part of the design. *(DS)*
12. The applicant shall dedicate to the City a controlled access strip along the half street portion of Stables Place. It shall be recorded on the plat and shall control the ingress and egress to the property adjacent to the street. *(DS)*

13. 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)*
14. The Applicant shall construct improvements on the proposed new streets that includes dedication of 54-feet of right-of-way, and improvements that include, but are not to limited to, base rock, paved street width of 32 feet, curb and gutter, 5-foot landscape strip excluding curb width, 5-foot concrete sidewalk (curb, landscape strip and sidewalk on both sides of the street), curb return radii, centerline monumentation in monument boxes, traffic control devices, street trees, and street lights. This shall include sidewalks, landscape strip, curb, gutter and pavement on land to be dedicated by the Clackamas County Housing Authority to connect the sidewalk to the existing sidewalk on Holcomb School Street. *(DS)*
15. The Applicant shall construct improvements on Ames Street east of Stables Way which include a 1-foot right-of-way dedication (such that there is 27-feet from centerline), and improvements that includes, but are not to limited to, base rock, 6-feet of additional paved street, resurfacing of the existing pavement to centerline, curb and gutter on the south side of the street, 5-foot landscape strip excluding curb width on the south side of the street, 5-foot concrete sidewalk on the south side of the street, curb return radii, centerline monuments in boxes, traffic control devices, street trees, and street lights. *(DS)*
16. The Applicant shall construct improvements on Ames Street west of Stables Way which include a 2-foot right-of-way dedication (such that there is 27-feet from centerline), and improvements that includes, but are not to limited to, base rock, 7-feet of additional paved street, resurfacing of the existing pavement to centerline, curb and gutter on the south side of the street, 5-foot landscape strip excluding curb width on the south side of the street, 5-foot concrete sidewalk on the south side of the street, curb return radii, centerline monuments in boxes, traffic control devices, street trees, and street lights. *(DS)*
17. The Applicant shall construct improvements on the half street portion of Stables Way which include a dedication of 38-feet of right-of-way, and improvements that includes, but are not to limited to, base rock, 26-feet of paved street, curb and gutter on the west side of the street, 5-foot landscape strip excluding curb width on the west side of the street, 5-foot concrete sidewalk on the west side of the street, curb return radii, centerline monuments in boxes, traffic control devices, street trees, and street lights. *(DS)*
18. The applicant shall obtain sufficient right-of-way from the School District (Holcomb Elementary School) and the Housing Authority of Clackamas County (Oregon City View Manor development) in order to construct a complete street section at the intersection between Pastures Way and School street such that it is a 90-degree angle, and such that there is sufficient room to allow a larger curve at the intersection to facilitate a right hand turn from Pastures Way onto Holcomb School Street. The applicant shall connect the sidewalk on Pastures Way to the sidewalk on the northwest side of Holcomb School Street, and provide a curb ramp. Prior to recording of the final subdivision plat for the subject parcel, the applicant shall finalize the agreements with Holcomb Elementary School (OCSD) and the Housing Authority of Clackamas County (Oregon City View Manor development) and provide copies of the recorded agreements to the City, along with any easements and dedication documents that are required. If full right-of-way cannot be obtained, the applicant shall construct an emergency vehicle access within the dedicated Right-of-Way of Pastures Way to be approved by the City and Clackamas Fire District #1.
19. The applicant shall provide a 15-foot wide pedestrian access way between Stables Place and Pastures Way, and from Pastures Way to the eastern boundary of the property. This shall include a 5-foot planter

strip with trees, a 7-foot paved section and a 3-foot planter strip with plantings per the code. It shall also include pedestrian level lighting, and there shall be street lights in the public right-of-way at the ends of the pedestrian way. (DS)

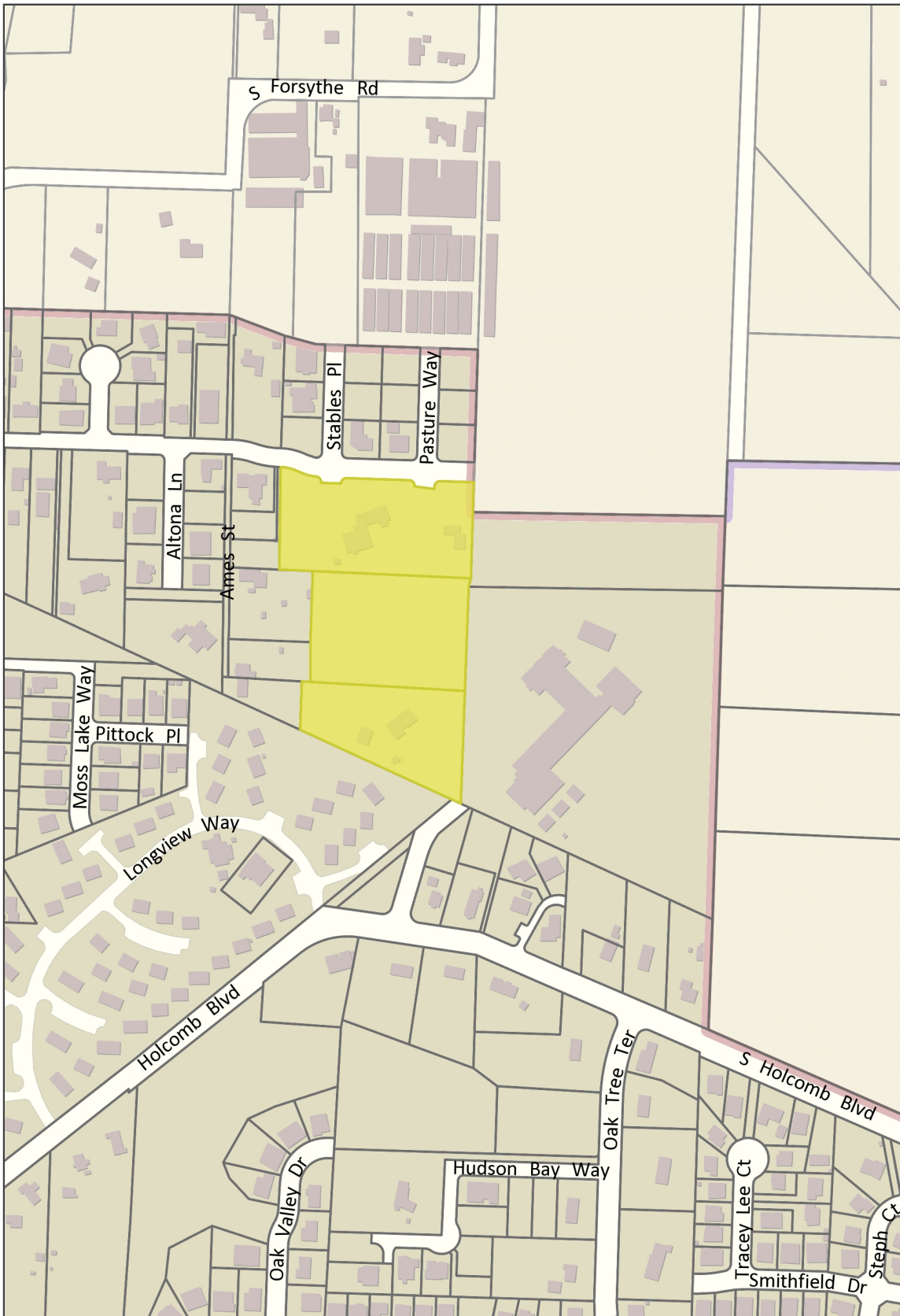
20. The pedestrian accessways shall be incorporated into a recorded easement that requires the property owner to provide for ownership, liability and maintenance. (DS)
21. The intersection of Pasture Way and School Street shall be 90-degrees. Due to the horizontal curves required to provide the intersection angle, additional right-of-way and pavement width is required for the right turn movement from Pasture Way onto School Street. (DS)
22. At the intersection of Pastures Way and there shall be a “stop” sign on Pastures Way. There shall also be a “stop sign ahead” sign on Pastures Way near the beginning of the compound curve. There shall also be extra lighting through the compound horizontal curve. (DS)
23. The horizontal curves on Stables Place are designed as traffic calming structures. The final radius of the curves shall be coordinated with the City staff. (DS)
24. 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)
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. (P)
26. Prior to final plat approval the Applicant shall submit a tree mitigation plan in accordance with OCMC 17.41. Prior to issuance of any construction permit, grading or fill permit, or construction plans by the Public Works Department the applicant shall request an inspection by a member of the Planning Division that these measures have been installed. Trees not identified for removal will be protected outside of the construction area throughout the construction phase of the project. Replacement trees will be planted pursuant to the provisions of this section. Prior to final plat, the Applicant shall submit a revised tree mitigation plan in accordance with OCMC 17.41 and Table 17.41.060-1. (P)
27. Prior to final plat, the applicant shall coordinate with the City to select an appropriate name for the new streets. (P)
28. Prior to final of building permits, the applicant must submit 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)

(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.

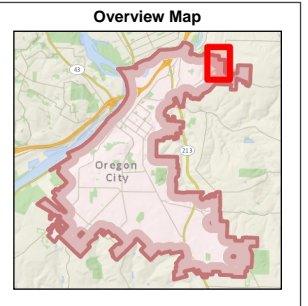
ZC 14-01 / TP 14-01



Legend

- Taxlots
- Taxlots (Outside UGB)
- Unimproved ROW
- City Limits
- UGB

Notes



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



0 400 Feet
1: 4,800

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





LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

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

Type II (OCMC 17.50.030.B)

- ☐ Extension
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review
- ☒ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☐ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Variance
- ☒ Zone Change

File Number(s): ZC 14-01 / TP 14-01

Proposed Land Use or Activity: Zone change from R-10 to R-8 for TL 22e28ab01600, 22E21DC01600 & part of TL 22E21DC01300

Project Name: Sunnybrook Estates 2 Number of Lots Proposed (If Applicable): 29

Physical Address of Site: 14591 Holcomb Blvd. & Avenue 14550 Ames St.

Clackamas County Map and Tax Lot Number(s): 22E28AB01600, 22E21DC01600 & 22E21DC01300

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: Mark Handris, Icon Construction & Development, LLC Date: _____

Mailing Address: 1980 Willamette Falls Dr., Suite 200, West Linn, OR 97068

Phone: 503-657-0406 Fax: 503-655-5991 Email: handris@aol.com

Property Owner(s):

Property Owner(s) Signature: Terry L. Voss Renee Voss

Property Owner(s) Name Printed: Terry L Voss Renee Voss Date: 1/24/14

Mailing Address: 14550 Ames St, OC, OR

Phone: _____ Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Rick Givens, Planning Consultant Date: _____

Mailing Address: 18680 Sunblaze Dr., Oregon City, OR 97045

Phone: 503-479-0097 Fax: 503-479-0097 Email: rickgivens@gmail.com

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

Sunnybrook Phase 2

Subdivision and Zone Change Application

Application Narrative

Project Information:

Date: February 2014

Applicant/Owner: Icon Construction and Development, LLC.
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
(503) 657-0406

Planning Consultant: Rick Givens
18680 Sunblaze Dr.
Oregon City, OR 97045
(503) 479-0097

Project Engineer: Bruce Goldson, P.E.
Theta Engineering
4260 Country Woods Ct
Lake Oswego, OR 9703
(503) 481-8822

Request: The applicant is requesting approval of a 29-lot subdivision, and a zone change from "R-10" Single-Family Dwelling District to R-8 Single-Family Dwelling District for a portion of the property.

Location: The property is located at 14550 Ames Street and 14591 Holcomb Blvd., Oregon City, OR.

Legal Description: Tax Lot 1300 and 1600 of Clackamas County Assessor's Map 2-2E-21DC and Tax Lot 1600 of Map 2-2E-28AB.

Site Area: 8.03 Acres

Background Information:

The subject property is located on the south side of Ames Street at its present terminus at the city limits line. It is immediately west of the Holcomb Elementary School campus and abuts on its south boundary the Housing Authority of Clackamas County (HACC) "Oregon City View Manor" development on Holcomb Blvd.

The subject property is zoned R-10 and this application includes a proposal to apply R-8 zoning to Tax Lots 2-2E-21DC 1600 and 2-2E-28AB 1600, as well as to a small area of Tax Lot 2-2E-21DC 1300.

All lots within the proposed subdivision are planned to conform to the R-10 or R-8 standards that apply to the property on which they are located. These lots will be developed for the purpose of construction of single-family detached homes, consistent with the proposed zoning of the property. The homes will be offered for sale and will most likely be owner-occupied.

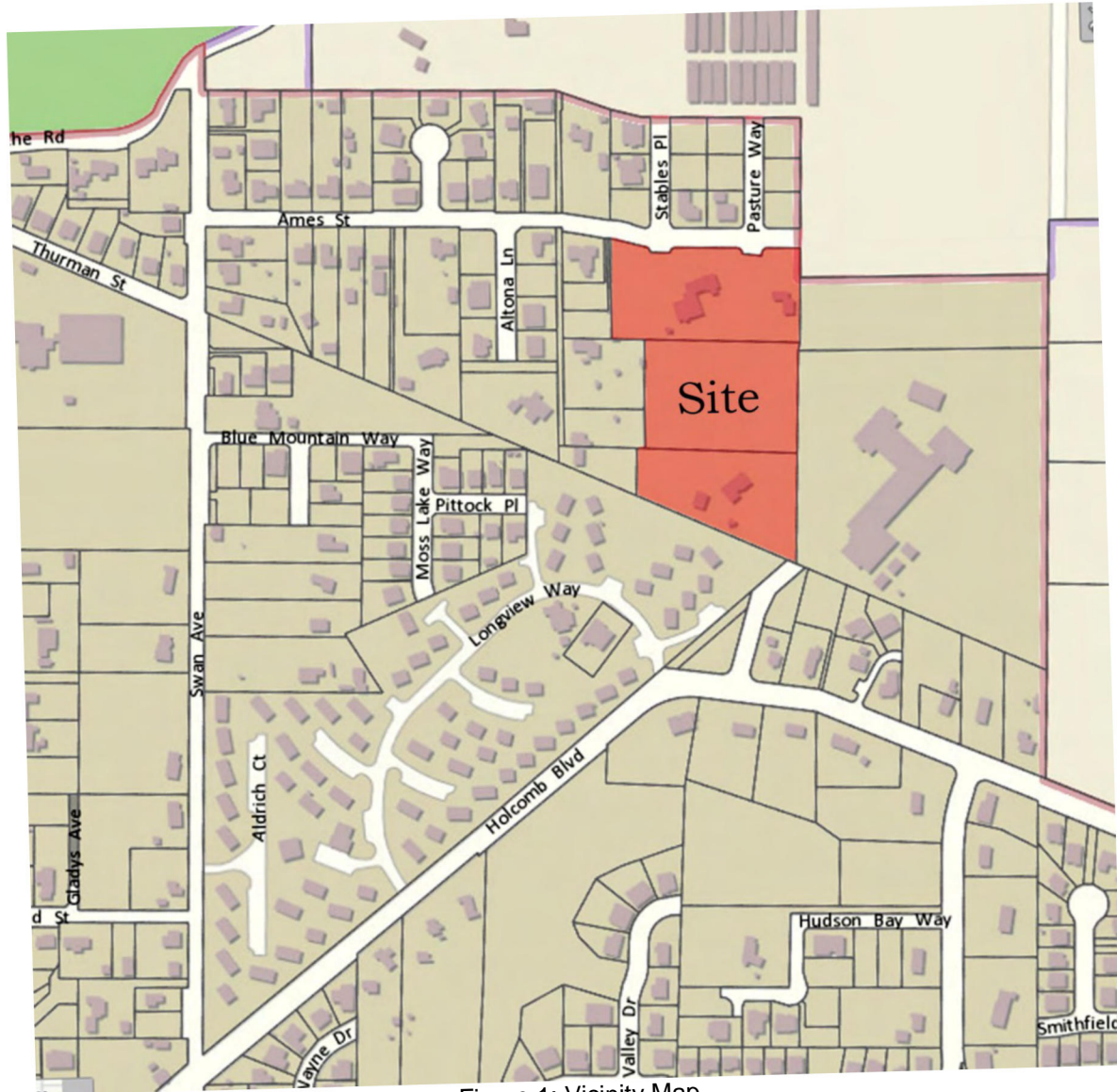


Figure 1: Vicinity Map

The subject property slopes gently from north to south. The original Sunnybrook Estates subdivision is located immediately to the north of this site and is developed with single

The site contains two existing single-family homes and several outbuildings. The existing home on the southerly Tax Lot 1600 is proposed to be moved to Lot 16 within the planned subdivision to allow for the proposed development of the property. The proposal for the northerly home includes removal of some portions of the structure that were

added on to the main house structure. With this remodeling, the home will fit on proposed Lot 5 in conformance with R-10 setbacks.



Figure 2: Aerial Photo of Site

Approval Criteria: The relevant approval criteria for this application are as follows:

Zone Change Application:

Chapter 17.68 – Zone Change

Subdivision Application:

OCMC 12.04 – Streets Sidewalks and Public Places

OCMC 12.08 – Public and Street Trees

OCMC 13.04 – Water Service System

OCMC 13.12 – Stormwater Management

OCMC 16.08 – Subdivisions – Process and Standards

OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions

OCMC 17.08 – R-10 Single-Family Dwelling District

OCMC 17.10 – R-8 Single-Family Dwelling District.

OCMC 17.20 – Residential Design and Landscaping Standards

OCMC 17.41 – Tree Protection Standards

OCMC 17.47 – Erosion and Sediment Control

OCMC 17.50 – Administration and Procedures

OCMC 17.54 – Supplemental Zoning Regulations and Exceptions

Zone Change Application

COMPLIANCE WITH OCMC – ZONE CHANGE CRITERIA

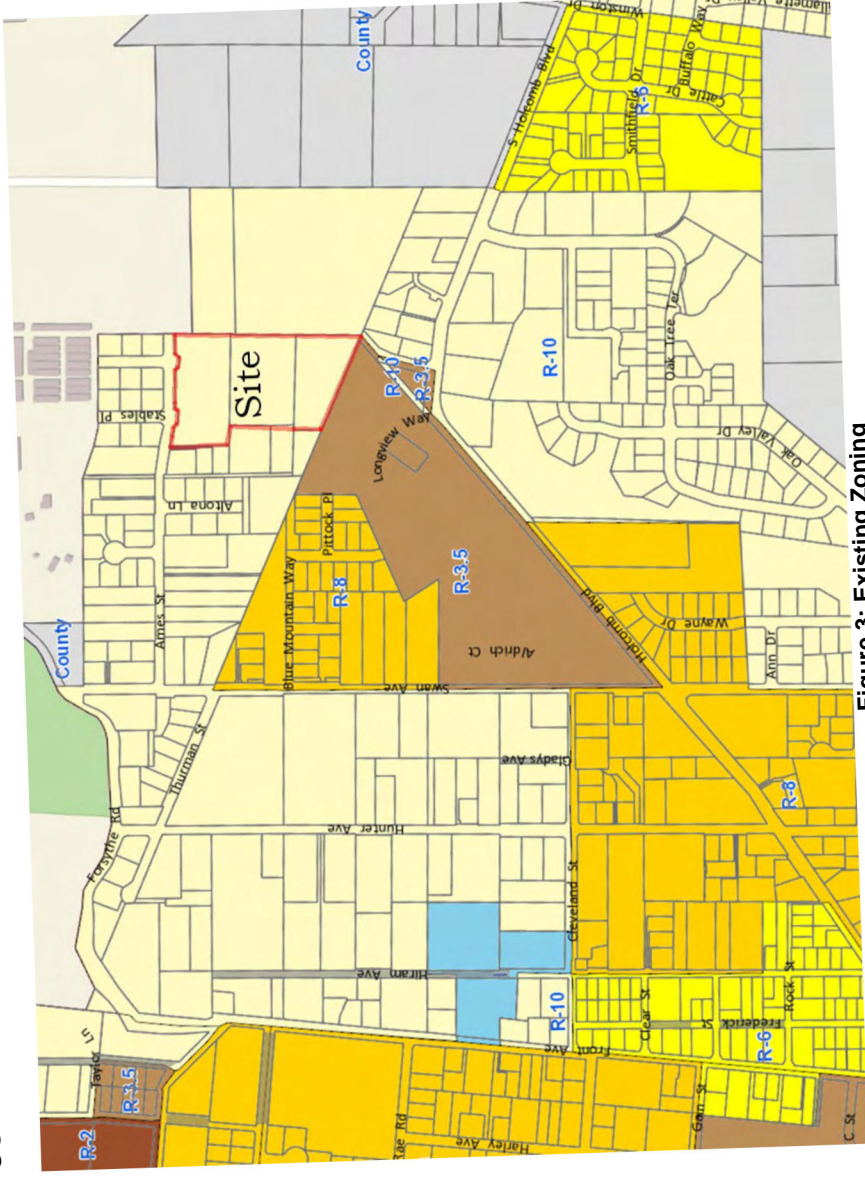


Figure 3: Existing Zoning

Figure 3, above, shows existing zoning patterns in the vicinity of the subject property. The area to the south of the site is zoned R-3.5 and is developed as a low income housing project, Oregon City View Manor, under the ownership of the Housing Authority of Clackamas County. R-10 zoning is applied to the subject property and to property to the north along Ames Street. Holcomb Elementary School abuts the subject on property to the east that is zoned R-10, but which is in institutional use as a public school. The area containing newly developed homes along Blue Mountain Way, to the northwest of the HACC property, is zoned R-8.

The proposed zoning for the subject property is depicted below on Figure 4. The proposed R-8 zoning would be applied to the southerly 5.17 acres of the subject property shaded in light red, with the existing R-10 zoning being retained on the northerly 2.86 acres shaded in yellow. The change in zoning would allow for the development of 4 more lots than would be permitted if the existing R-10 zoning were retained over the entire site. The proposed zone change would provide for a transition from R-10 zoning to the R-3.5 zoning of the HACC property. It would also make for more efficient use of public facilities and services, which are fully adequate to serve the proposed development. Proximity to Holcomb Elementary School is another factor that supports a higher density of development.

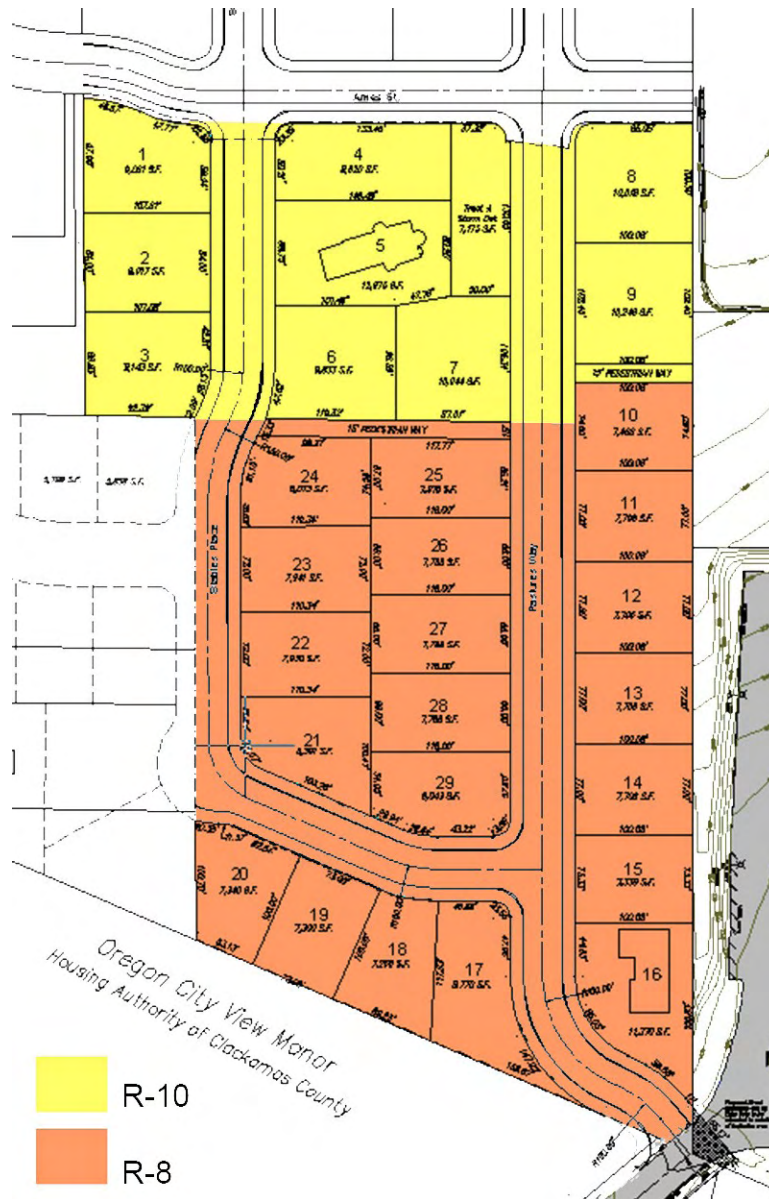


Figure 4: Proposed Zoning

Compliance with Zone Change Approval Criteria:

17.68.010 Initiation of the Amendment.

Comment: Consistent with Subsection C, this application is being initiated by the owners of the property and with the provision of forms and materials specified by City procedures.

17.68.020 Criteria.

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

- A. *The proposal shall be consistent with the goals and policies of the Comprehensive Plan.*

Comment: The following goals and policies of the Comprehensive Plan apply to this zone change application:

Goal (1) Citizen Involvement

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

Comment: The City's adopted development ordinances include provisions that ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in zone change applications. Consistent with these provisions, the applicant met with the Neighborhood Association prior to the submittal of this application. This meeting provided attendees with information regarding the proposal and the applicant took comments from the neighbors into consideration in preparing this application. City provisions provide for public notice prior to hearings that will take place before the Planning Commission and City Commission. All interested persons will have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal (2) Land Use

Goal 2.4 Neighborhood Livability

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

Comment: The proposed change in density from R-10 to a mix of R-10 and R-8 on the subject property is consistent with this policy. These zoning districts are both Low Density Residential zones that implement the comprehensive plan designation of this property. The variation in lot sizes will provide for a range of home styles and prices in order to meet the needs of the residents of this area of Oregon City.

Policy 2.4.2

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

Comment: The proposed zone change will provide for a varied land use pattern within this neighborhood. It will provide for a range of lot sizes for the construction of single-family homes and will provide for a transition from the existing low

density R-10 single-family residential pattern to R-8 abutting the R-3.5 zoning of the HACC property.

Policy 2.4.3

Promote connectivity between neighborhoods and neighborhood commercial centers through a variety of transportation modes.

Comment: The development of this site at the proposed density complies with this policy by providing for a street connection from Ames Street to Holcomb School Road. This will improve traffic circulation through this neighborhood by providing for another access point to Holcomb Blvd. At the present time, Ames Street is a dead-end street with only a single access point to Swan Avenue. Providing for better connectivity will provide for increased safety in the surrounding neighborhood by ensuring that there are two ways in and out of the neighborhood, thereby precluding problems should an accident or other emergency situation block the present access point. Improved access to Holcomb Elementary School will decrease trip lengths to and from the school for homes in this area. The site plan also provides for additional connectivity to the west, as illustrated by the shadow plat submitted with this application.

Policy 2.4.4

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

Comment: The subject property abuts the HACC property that is zoned R-3.5. The proposed change in zoning from R-10 to R-8 on the southerly portion of the subject property allows for a graduated transition in density of development, consistent with this policy.

Policy 2.4.5

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

Comment: The proposed development will help to remove existing barriers between the Sunnybrook subdivision and the nearby Holcomb Elementary School campus by providing for both vehicular and pedestrian connections that do not presently exist in this area.

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

Comment: The Comprehensive Plan Land Use Map designates the subject property for Low Density Residential Development. The R-10 and R-8 zoning districts are two of the zones that implement this plan designation. Because the subject property is located adjacent to R-3.5 zoning and Holcomb Elementary School, and because the public facilities and services in this area are adequate to

provide for R-8 development, the proposed mix of R-10 and R-8 zoning designations is more appropriate than the existing R-10 designation.

Goal (5) Natural Resources

Policy 5.4.4: Maintain the Oregon City Comprehensive Plan Land Use Map as the official long-range planning guide for land use development of the City by type, density and location.

Comment: The subject property does not contain any natural resource areas, nor is it located adjacent to any such resource areas. This policy is not applicable.

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

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

Comment: The proposed R-10 and R-8 densities proposed for the subject property will be consistent with this policy. The somewhat higher density of development than the existing R-10 zoning makes for a more compact land use pattern that reduces the amount of public street per dwelling. The increased connectivity afforded by providing for Pastures Way to connect with Holcomb School Road will provide more direct access to this community facility, thereby reducing travel distance. The provision of a pedestrian pathway through the development and to the school will reduce the need to drive to the school from this neighborhood. Public sidewalks will be provided on all streets within this project.

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

Comment: This policy is implemented by development standards that require appropriate handling of storm water runoff. Storm runoff from the proposed development will be collected with a storm sewer system, as shown on the preliminary utility plan submitted with this application. A storm detention facility is depicted on the Site Plan and Preliminary Utility Plan. It has been designed with sufficient capacity to accommodate surface runoff from this project.

Goal (10) Housing

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

Comment: The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Land Use Plan. However, the increased density allowed by the R-10 and R-8 zoning, as compared with the existing R-10 district applied to this site, will provide for four more single-family homes on this site than would

have occurred with straight R-10 development. This will increase the availability of more choices in the marketplace.

Goal (11) Public Facilities

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

Comment: All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-10 and R-8 zoning. Sanitary sewer is available from an existing 8" line that is installed in Ames Street along the frontage of the property. Water service is available from Ames Street and from Holcomb School Road. This service will be extended through the site as shown on the preliminary utility plan. Storm water facilities are also planned, as shown on the preliminary utility plan, and will connect to existing storm sewer lines in Ames Street. Oregon City Public Schools provides education services and has adequate levels of service available. Police and fire protection are provided by the City of Oregon City.

Goal (12) Transportation

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

Comment: A Traffic Study was prepared for this project by Lancaster Engineering and is included with this application submittal. No mitigation is required based upon the findings of this study. Please refer to the findings and recommendations of the traffic study.

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

Comment: These public facilities and services have been addressed in the discussion of compliance with Goal 11, above. All of these services are available and adequate to meet the needs of this property when developed to levels allowed by the R-10 and R-8 zoning districts.

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

Comment: The capacity of the transportation system is addressed in the traffic study submitted with this application. As discussed under Goal 12, above, the transportation services is adequate to meet the needs of this property when developed to levels allowed by the R-10 and R-8 zoning districts as proposed in this application.

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

Comment: The statewide planning goals applicable to this proposed zone change have been addressed in specific goals and policies of the Oregon City Comprehensive Plan. City Goals and Policies addressed above are directly applicable to the corresponding statewide planning goals. No further comment is necessary.

The proposed zone change is in conformance with the approval criteria set forth in this chapter of the Oregon City Municipal Code.

SUBDIVISION APPROVAL CRITERIA

COMPLIANCE WITH OCMC 12.04 – STREETS SIDEWALKS AND PUBLIC PLACES

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

Comment: Consistent with this section, no work will be done within existing or proposed street rights-of-way without obtaining appropriate permits from the City of Oregon City.

12.04.007 Modifications.

Comment: No modifications are proposed.

12.04.010 Construction specifications—Improved streets.

Comment: As required by this section, street, curb and sidewalk improvements will be constructed in accordance with approved plans designed to conform to City street standards.

12.04.020 Construction specifications—Unimproved streets.

Comment: Not applicable.

12.04.25 Street design—Driveway Curb cuts.

Comment: A maximum of one driveway per frontage will be provided for all lots in the development. The applicant will work with City staff at the time of building permit application to ensure that curb cuts are designed and improved consistent with City standards.

12.04.030 Maintenance and repair.

Comment: Consistent with this section, the owner of land abutting the street where a sidewalk has been constructed will be responsible for maintaining the sidewalk and curb in good repair.

12.04.031 Liability for sidewalk injuries.

Comment: As set forth in this section, the future homeowners will be responsible for the liability associated with injuries resulting from failure to maintain sidewalks in good repair.

12.04.032 Required sidewalk repair through 12.040 Streets-Enforcement

Comment: Not applicable. These sections provide standards for notification and process issues relating to potential future sidewalk repairs. While they may impact future homeowners should sidewalks need repair, they are not directly applicable to this subdivision application.

12.04.045 Street Design--Constrained Local Streets and/or Rights-of-Way.

Comment: Not applicable. No constrained local streets or rights-of-way are proposed.

12.04.050 Retaining walls--Required.

Comment: Not applicable. There are no grading issues that would require the use of a retaining wall on this site.

12.04.060 Retaining walls--Maintenance.

Comment: Not applicable. No retaining walls are proposed.

12.04.070 Removal of sliding dirt.

Comment: Future homeowners will have the responsibility to maintain street and sidewalk areas free of dirt and debris as required by this section.

12.04.080 Excavations--Permit required.

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

Comment: No excavation will be done in rights-of-ways without obtaining required permits.

12.04.090 Excavations--Permit restrictions.

Comment: The applicant will comply with any restrictions placed upon excavation permits associated with this project.

12.04.100 Excavations – Restoration of Pavement

Comment: All excavations within street areas will be restored to appropriate condition per this standard.

12.04.110 Excavations--Nuisance--Penalty.

Comment: Not applicable.

12.04.120 Obstructions – Permit Required

Comment: Required permits will be obtained before any obstructions of street areas that may be necessary are undertaken.

12.04.130 Obstructions--Sidewalk sales.

Comment: Not applicable.

12.04.140 Obstructions--Nuisance--Penalty.

Comment: Not applicable.

12.04.150 Street and alley vacations--Cost.

Comment: Not applicable.

12.04.160 Street vacations--Restrictions.

Comment: Not applicable.

12.04.170 Street Design - Purpose and General Provisions.

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

Comment: The proposed street design provides for the extension of Stables Place and Pasture Way from Ames Street on the north, southward through the subject property to connect with Holcomb School road at the southeast corner of the site. This street system will provide for a much-needed second access point to the existing residential neighborhoods located along Ames Street. At present, in excess of 50 lots are accessed

via Ames Street west of Swan Avenue, and there is only one way in and out of the neighborhood. Proposed street improvements and utility plans will be reviewed by the City Engineer for compliance with City standards prior to construction.

12.04.175 Street Design--Generally.

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:

- A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;*
- B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.*

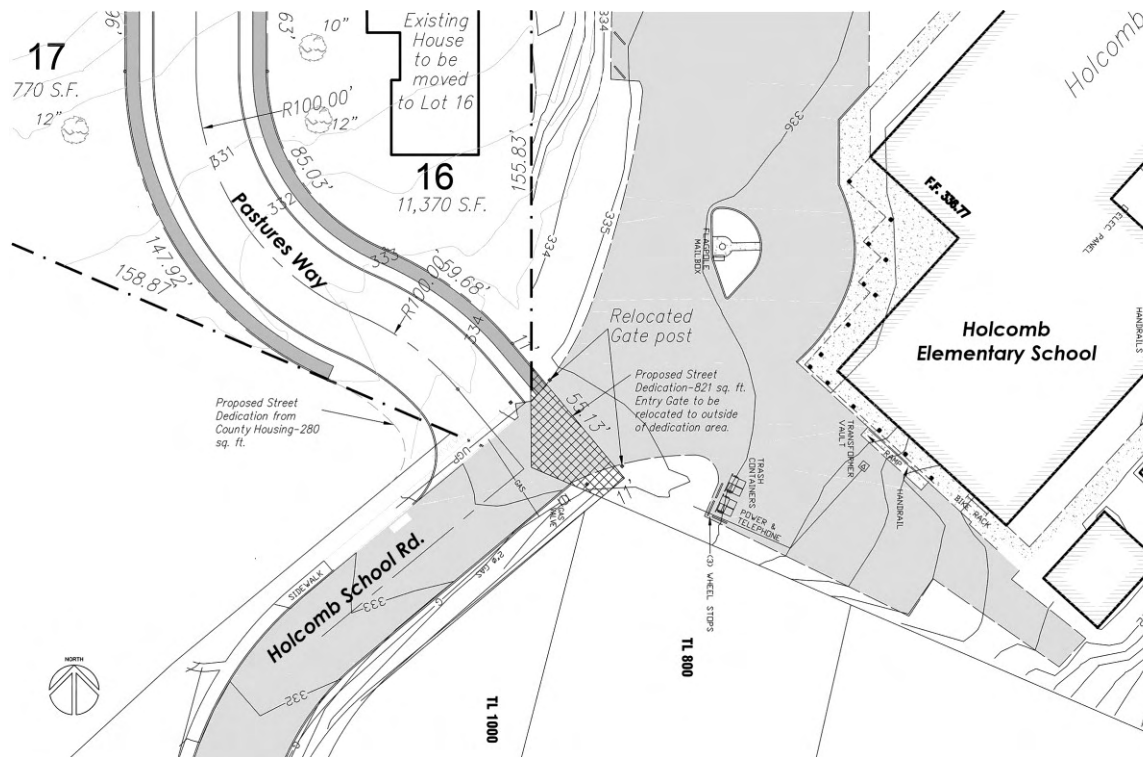
Comment: As discussed above, the proposed street design provides for the extension of Stables Place and Pastures Way from Ames Street on the north, through the subject property to connect with Holcomb School road at the southeast corner of the site. A shadow plan has been provided on the Site Plan that shows how the proposed development will tie in with developable properties to the west. Holcomb Elementary School abuts the site on its eastern border and the HACC housing property abuts on the south.

12.04.180 Street Design--Minimum Right-of-Way.

Comment: All streets within the proposed development are local streets that have been designed to comply with City standards by providing for 54 feet of right-of-way and 32' of pavement. A portion of Stables Place has been designed with a roughly $\frac{3}{4}$ street improvement, as the remainder of the street can be provided with the future development of property to the west. The street section in this area provides 38 feet of right-of-way, 27 feet of pavement, a half-foot of curb on one side, 5 foot planter strip on one side, and a five foot sidewalk.

The proposed connection of Pastures Way with Holcomb School Road will require right-of-way dedication from both Holcomb Elementary School and Oregon City View Manor. Discussions are on-going with Oregon City School District and with the Housing Authority of Clackamas County regarding these dedications. Both have indicated initial support for the required dedications. The Oregon City School Board will be considering

the matter again at the April 14, 2014 Board meeting. The Housing Authority has forwarded the request to the HUD Special Application Center in Chicago and a decision is expected soon. If either dedication should ultimately fail to be approved, there is sufficient frontage on Holcomb School Road to provide for an emergency vehicle access. The following diagram shows the planned intersection configuration with areas of proposed dedications identified.



12.04.185 Street Design--Access Control.

Comment: A one-foot non-access strip will be placed along the $\frac{3}{4}$ street section of Stables Place to ensure that the City retains control over access to this street so that future dedication of the remainder of the right-of-way can be ensured.

12.04.190 Street Design--Alignment.

Comment: The proposed site plan provides for the continuation of Stables Place and Pasture Way from their current intersection with Ames Street. The alignment provides for the centerlines of the streets to match their current alignment north of Ames Street.

12.04.194 Traffic sight obstructions.

Comment: All streets will be designed in accordance with the Traffic Sight Obstructions standards in Chapter 10.32.

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 five hundred thirty feet and the minimum block spacing between streets is one hundred fifty feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every three hundred thirty feet. The spacing standards within this section do not apply to alleys.*

Comment: The streets within the proposed subdivision have been designed to conform to local street standards. The block length is approximately 656 feet, which provides for a reasonable lot layout and neighborhood circulation pattern. Pedestrian accessways are provided because the block length exceeds 530 feet. All intersections exceed the minimum 150 feet spacing standard required by this section between two Local Streets.

- B. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.*

Comment: All driveways for homes to be built will satisfy the minimum driveway spacing standard. This will be reviewed at the time of building permit application.

12.04.199 Pedestrian and bicycle accessways.

Comment: Consistent with these standards, the entry points align as closely as practicable along the adjacent streets. The accessway widths proposed are 15 feet in width and will have a seven-foot paved strip and a 5-foot and 3' foot planter strips. Accessways proposed are direct and are visible from adjacent streets for their entire length. Landscape plans for the planter strips will be provided prior to final plat approval and will conform to City standards. Design treatments will be coordinated with the City to ensure that unauthorized motor vehicle traffic is prohibited. The accessways are proposed to be dedicated as public right-of-way on the final plat for the subdivision.

12.04.205 Mobility standards.

Comment: Level of Service impacts are assessed in the traffic analysis prepared for this subdivision. These impacts will not cause any affected street intersections to exceed permissible levels identified in this section.

12.04.210 Street design--Intersection Angles.

Comment: The proposed street intersections are at 90 degree angles, consistent with the requirements of this section.

12.04.215 Street design--Off-Site Street Improvements.

Comment: No off-site street improvements are needed or proposed.

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.

Comment: The jogged configuration of the property lines in this area, coupled with the limited width of the subject property, make it impracticable to construct Stables Way as a full street through the entire site. The southerly portion is proposed to be developed with 38 feet of the eventual 54' right-of-way being provided on the subject property. The remainder can reasonably be required at such time as the adjacent property to the west is further developed, as shown on the shadow plat submitted with this application. Access control will be provided in the form of a 1' non-access strip per typical City requirements. Please see discussion under 12.04.180 for street design information.

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

Comment: Not applicable. No cul-de-sac streets are proposed in this subdivision.

12.04.230 Street Design--Street Names.

Comment: No new street names are proposed in this application.

12.04.235 Street Design--Grades and Curves.

Comment: Grades and center line radii have been designed to conform to the standards in the City's street design standards and specifications.

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

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.

Comment: Not applicable. The site does not abut an arterial or collector street.

12.04.245 Street Design--Pedestrian and Bicycle Safety.

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

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

Comment: The level of development is consistent with typical single-family residential neighborhoods so no extra traffic-calming designs or crosswalk improvements are warranted.

12.04.255 Street design--Alleys.

Comment: Not applicable. No public alleys are proposed or required by this section.

12.04.260 Street Design--Transit.

Comment: Not applicable. The proposed development does not contain or abut any transit streets.

12.04.265 Street design--Planter Strips.

Comment: Consistent with the requirements of this section, proposed street improvements include the provision of planter strips that will accommodate street trees.

12.04.270 Standard Construction Specifications.

Comment: As required by this section, the workmanship and materials for any work performed under permits issued per this chapter will be in accordance with City standards and the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application.

COMPLIANCE WITH OCMC 12.08 Public and Street Trees

12.08.015 Street tree planting and maintenance requirements.

Comment: In accordance with this section, street trees will be planted along all street frontages abutting lots within the development. The site plan depicts the proposed street trees being located within the planter strip between the curb and sidewalk on 35-foot centers, consistent with this section. The exact planting

locations may be varied somewhat to adjust for driveway locations and to ensure that required clearance distances from street lights, fire hydrants and intersections are maintained. All trees will be a minimum of 2" caliper at six inches above the root crown and installed and pruned to city specifications.

12.08.020 Street tree species selection.

Comment: The street trees selected will be coordinated with the Community Development Director to ensure that they are appropriate for the neighborhood and use.

12.08.025 General tree maintenance.

Comment: As specified in this section, the owners of the lot abutting a street tree will be responsible for its maintenance.

12.08.040 Heritage Trees and Groves.

Comment: Not applicable. No heritage trees or groves are present on this site.

COMPLIANCE WITH OCMC 13.04 Water Service System

Comment: This chapter specifies the standards for construction of water service systems. The Preliminary Utility Plan depicts the proposed water service plan for the subdivision. Prior to final plat approval, construction plans will be prepared and reviewed by the City Public Works Department to ensure that the water system conforms to all applicable standards. Permits for water service to individual lots will be obtained at the time of building permit application.

COMPLIANCE WITH OCMC 13.08 Sewer Regulations

Comment: This chapter specifies the standards for construction of sewer systems within the City of Oregon City. The Preliminary Utility Plan depicts the proposed sewer service plan for the subdivision. Prior to final plat approval, construction plans will be prepared and reviewed by the City Public Works Department to ensure that the sewer system conforms to all applicable standards. Permits for sewer service to individual lots will be obtained at the time of building permit application.

COMPLIANCE WITH OCMC 13.12 Stormwater Management

Comment: The proposed subdivision is subject to the stormwater conveyance, stormwater quantity control, and stormwater quality control provisions of this chapter.

13.12.050 Applicability and exemptions

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

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

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.

Comment: The stormwater conveyance system for this project conveys water through the subject property, will be designed to City standards and owned and maintained by the City. For this reason , the system is subject to the stormwater conveyance requirements of this chapter.

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

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*

Comment: The stormwater quantity control requirements of this chapter apply to the proposed subdivision. It will create more than 2,000 square feet of impervious surface and it does not discharge directly to an existing stormwater quantity control facility or to the Willamette River, Clackamas River, or Abernethy Creek.

- 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.*

Comment: The stormwater quality control requirements of this chapter apply because the project will involve the construction of four or more single-family homes. No exemption is warranted as the site does not discharge to an existing stormwater quality control facility approved by the city engineer.

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.*

Comment: Not applicable. The proposed development does not include any of these uses or facilities.

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).*

Comment: Not applicable. The subject property does lie within a basin that drains to the Clackamas River.

13.12.080 Submittal requirements.

- A. *Timing and Scope of Required Submittal.*

1. *Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.*
 2. *Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.*
 3. *Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.*
 4. *Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.*
- B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.*
- C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.*

Comment: A storm drainage report and preliminary storm drainage plan have been prepared by Theta Engineering for this proposed subdivision. The plan and report have been prepared in conformance to the standards of this section and are included in the application submittal package. Please refer to the plan and report for more details.

13.12.090 Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

- A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;*

Comment: The stormwater plan provides for the collection of storm runoff from street and roof areas and pipes this water to Tract A, which is designated for stormwater treatment and detention. The treatment of stormwater will be accomplished in this tract

by providing a low flow swale in the bottom of the detention basin. During normal storm flows, the vegetation in this swale will provide for treatment of the storm water. During heavy storm events, the water will back up into the detention basement as the outflow pipe has been sized to restrict flows to rates in accordance with city standards. Please refer to the Preliminary Utility Plan and storm report for more details..

B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020

Comment: Please refer to the plan and report.

C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:

- 1. Do not exceed the capacity of receiving drainage conveyance facilities;*
- 2. Do not increase the potential for streambank erosion; and*
- 3. Do not add volume to an off-site closed depression without providing for mitigation.*

Comment: A stormwater detention and treatment facility is shown on the preliminary utility plan. As discussed in the stormwater report, this facility will be sized to accommodate runoff from the project in a manner consistent with City standards.

D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:

- 1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and*
- 2. Stormwater quality control facilities which:*
 - a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;*
 - b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and*
 - c. Minimize any increase in nonpoint source pollution.*

Comment: As stated in this section, detention and treatment are required and are depicted on the Preliminary Utility Plan. The stormwater detention and treatment facility includes stormwater quality control facilities that meet City and NPDES standards. Please refer to the Preliminary Drainage Report prepared by Theta Engineering that is attached to this application.

- E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.*

Comment: As shown on the Preliminary Utility Plan, provisions for the stormwater system will provide for street, roof, footing and area drains to be connected to the storm sewer and drained to the stormwater detention and treatment facility.

- F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.*

Comment: The stormwater system discharges into an existing storm sewer in Ames Street. No streambank protection measures are necessary.

- G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.*

Comment: The storm sewer system will be built to City standards and the storm detention and treatment facility will be dedicated to the City in accordance with current standards. The City will maintain the facility and the storm sewer system.

COMPLIANCE WITH OCMC 16.08 – Subdivisions – Process and Standards

16.08.010 Purpose and General Provisions.

- A. Applicability. –The proposed development is subject to the process and approval standards applicable to subdivisions including Chapters 16.08, 12.04, 16.12, and 17.50 of the Oregon City Municipal Code. Those provisions are addressed in this narrative and will be shown to be satisfied by this application.
- B. Process – Subdivision applications typically follow a Type II process. In this instance, however, the applicant is also applying for a zone change and a Type IV process will be used.
- C. Purpose – The proposed design is consistent with basic design criteria so the use of a master plan provided under Chapter 17.65 or a variance per Chapter 16.60 is not necessary.
- D. Process Overview – This application for preliminary plat approval is being processed in accordance with a Type IV land use process and will be heard

before the Planning Commission and City Commission. The final plat will be submitted at a later date and reviewed in accordance with typical procedures.

16.08.015 Preapplication Conference Required.

Consistent with City procedures, a pre-application conference was held on November 19, 2013 (PA 13-37).

16.08.020 Preliminary Subdivision Plat Application.

The preliminary plat is being submitted within six months of the pre-application conference date. This narrative and the other plans and documents submitted with it, contain the required information that will allow the City to determine compliance with relevant City standards.

16.08.025 Preliminary Subdivision Plat--Required Plans.

Consistent with City requirements, the preliminary plat application includes the following:

- A. Site Plan
- B. Traffic/Transportation Plan
- C. Natural Features Plan and Topography, Preliminary Grading & Drainage Plan.
- D. Archeological Monitoring Recommendation – SHPO and applicable Native American tribes were notified of this project, but no archeological resources have been noted for this site.

16.08.030 Preliminary Subdivision Plat--Narrative Statement.

- A. Subdivision Description – The background information section of this narrative provides the required statements regarding the use and ownership of lots within this proposed subdivision.
- B. Timely Provision of Public Services and Facilities
 - 1. Water – There is an existing 8-inch ductile iron City water line in Ames Street along the north boundary of the subject property. Additionally, an existing ductile iron 8-inch water line is also available within Holcomb School Road at the southeast corner of the property. The water system within the new subdivision streets will tie these lines together, thereby providing for a more desirable looped water system. There are existing fire hydrants on Ames Street at the intersections of Pasture Way and Stables Place. The proposed water line improvements to be installed to serve this project are shown on the preliminary utility plan.
 - 2. Sewer – An existing 8-inch sanitary sewer line in Ames Street is available to service the proposed subdivision. Sewer lines will be extended to the south in the proposed rights-of-way of Pasture Way and Stables Place to service the lots within the subdivision. The existing sewer line in Ames Street is at a shallow depth. In order to

provide for positive drainage from the lots at the lower end of the subdivision near Ames Street into this sewer line, approximately 2 to 3 feet of fill will be placed on these lots. Please refer to the Preliminary Grading Plan for details of this fill.

3. Storm Sewer – Storm sewer is available within Ames Street and drains to the north to the detention pond within the first phase of the Sunnybrook subdivision. Storm sewer lines will be constructed within the proposed subdivision to collect street and roof drains. A new storm detention facility is proposed within the subdivision to provide for compliance with City detention and treatment standards (see preliminary utility plan).
 4. Parks and Recreation – The closest park to the subject property is Park Place Park. It is located on Hiram Avenue at Cleveland Street, approximately three-quarters of a mile to the southwest of the subject property. The playground at Holcomb Elementary School provides for an open space and recreation resource immediately adjacent to the subject property. Park System Development Charges required for new single family homes will be paid at the time of building permit application.
 5. Traffic and Transportation – A traffic study for the proposed subdivision was prepared by Lancaster Engineering, Inc. and is attached to this application. The study concludes that the proposed development is adequately served by the transportation system and that no negative impacts upon traffic functionality will result from this project.
 6. Schools – The subject property is located within the service area of Oregon City Public Schools. The school district will have the opportunity to comment on this application, but we are not aware of any problems in providing for the school needs associated with these new lots.
 7. Fire and Police Services – Clackamas County Fire District No. 1 provides fire protection services in this area. The closest fire station is located on Longview Way within the Oregon City View Manor site, approximately 800 feet of travel distance from the subject property. The Oregon City Police Department provides police protection. Prior to final plat approval, the applicant will coordinate with Fire District No. 1 to ensure that their standards are met.
- C. Approval Criteria and Justification for Variances – No variances are being requested so these provisions do not apply. Other relevant approval criteria are addressed below in this narrative.
- D. A draft of CC&Rs is attached. No common facilities are proposed so maintenance agreements, homeowners' association agreements, etc. are not required.

- E. Phasing – Not applicable. The project will be developed in a single phase.
- F. Overall Density – The subject property contains a total area of 8.03 acres. The R-10 portion of the subdivision measures 124,864 square feet in area and would have 25,777 sq. ft. of street area. A storm detention tract measuring 7,123 sq. ft. in area is proposed; together with a 1,501 sq. ft. pedestrian walkway. The nine lots within this section of the project average 10,000 sq. ft. in area, consistent with the R-10 zone's minimum lot size standard. The R-8 section of the subdivision contains 5.17 acres. The street rights-of-way within this section measure 61,422 sq. ft. in area and 3,158 sq. ft. is comprised of pedestrian walkway. The average lot size is 8,030 sq. ft., consistent with the minimum lot size standard of the R-8 zone.

16.08.040 Preliminary Subdivision Plat--Approval Standards and Decision.

The approval standards for subdivisions are addressed below in the discussion of compliance with Chapter 16.12. The dimensional standards applicable to the subdivision are those of the R-10 and R-8 zones. Those standards are addressed in the discussion of Chapters 17.08 and 17.10.

16.08.045 Building Site--Frontage Width Requirement.

All lots in the proposed subdivision abut on a street or cul-de-sac for a width of at least twenty feet, as required by this section.

16.08.050 Flag Lots in Subdivisions

Not applicable. No flag lots are proposed.

COMPLIANCE WITH OCMC 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 Street Design--Generally.

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

Comment: Please see discussion of Chapter 12.04, above.

16.12.020 Blocks--Generally.

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

Comment: The proposed subdivision provides for the extension of Pastures Way and Stable Place through the site from Ames Street, on the north, to connect with Holcomb School Road on the south. This pattern provides for improved

pedestrian, bicycle and motor vehicular circulation in this area. There is no bus service in this area. There is no need for street stubs to adjoining properties because of pre-existing development patterns a ¾ street improvement is proposed along a portion of the west side of the property to allow for future development of property to the west. The proposed street pattern provides for adequate building site size, as demonstrated by the site plan submitted with this application.

16.12.030 Blocks--Width.

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

Comment: The proposed layout is consistent with this requirement.

16.12.040 Building Sites.

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

- A. Where property is zoned and planned for commercial or industrial use, the community development director may approve other widths in order to carry out the city's comprehensive plan. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.*
- B. Minimum lot sizes contained in Title 17 are not affected by those provided herein.*

Comment: The buildings sites proposed that are appropriate in size, width, shape, and orientation for low-density residential development, consistent with the proposed R-10 and R-8 zoning of the property. 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.

Comment: The subject property contains a total area of 8.03 acres. The R-10 portion of the subdivision measures 124,864 square feet in area and would have 25,777 sq. ft. of street area. A storm detention tract measuring 7,123 sq. ft. in area is proposed; together with a 1,501 sq. ft. pedestrian walkway. The net site area for this portion of the site is 90,463 sq. ft. Dividing by 10,000 sq. ft. per unit results in a maximum density of 9 units and, at 80% of the maximum, a minimum density of 8 units. The nine lots within this section of the project exceed the minimum standard. The R-8 section of the subdivision contains 5.17 acres (225,205 sq. ft.). The street rights-of-way within this section measure 61,422 sq. ft. in area and 3,158 sq. ft. is comprised of pedestrian walkway. The net site area is 160,625 sq.

ft. Dividing the net area by 8,000 sq. ft. per unit results in a maximum density of 20 units and, at 80% of maximum, a minimum density of 16 units. The proposed 20 units within this area comply with the minimum density standard.

Chapter 16.12.050 Calculations of Lot Area.

A subdivision in the R-10, R-8, R-6, R-5, or R-3.5 Dwelling District may include lots that are up to 20% less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots.

Comment: The proposed subdivision includes lots utilizing the flexibility allowed by this section. In the R-10 zone, the 20% standard would allow lots as small as 8,000 square feet. The smallest lot proposed in the R-10 portion of the subdivision is Lot 2 and it measures 9,017 sq. ft. in area. The average lot size for the R-10 portion of the subdivision is 10,000 square feet. In the R-8 zone, the 20% standard would allow lots as small as 6,400 square feet. The smallest lots proposed in the R-8 portion of the subdivision are Lots 11 through 14 at 7,706 sq. ft. in area. The average lot size for the R-8 portion of the subdivision is 8,000 square feet. This standard is met as proposed.

16.12.055 Building Site--Through Lots.

Comment: No through lots are proposed.

16.12.060 Building Site--Lot and Parcel Side Lines.

Comment: Consistent with this section, side lot lines are designed to be perpendicular to the streets on which they face.

16.12.065 Building Site--Grading.

Comment: Site grading will be designed to conform to Chapter 18 of the Oregon Structural Specialty Code and City standards, as demonstrated by the plan submitted with this application.

16.12.070 Building Site--Setbacks and Building Location.

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

Comment: Not applicable. The project does not contain or abut any neighborhood collector, collector or minor arterial streets.

16.12.075 Building Site--Division of Lots.

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

Comment: No lots are proposed that are large enough to be capable of redivision. This section does not apply.

16.12.080 Protection of Trees.

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

Comment: See discussion of Chapter 17.41, below.

16.12.085 Easements.

Comment: A 10 foot-wide utility easement will be provided along all street frontages within this plat. Other easements required for storm and other utilities are depicted on the preliminary utility plan and site plan.

16.12.090 Minimum Improvements--Procedures.

Comment: No construction will commence until required plans have been approved by the City. All improvements will be constructed under the inspection and approval of the city engineer and expenses relating to this will be paid prior to final plat approval. Erosion control measures will be installed as required and utilities will be installed prior to surfacing of the streets. All other standards relating to construction of site improvements will be met.

16.12.095 Minimum Improvements--Public Facilities and Services.

Comment: Compliance with the minimum improvement standards of this section will be reviewed with the construction plans submitted prior to site construction and final plat review. The applicant will comply with all City standards relating to these improvements.

16.12.100 Minimum Improvements--Road Standards and Requirements.

Comment: The streets created through this subdivision application will be in conformance with requirements for subdivisions or partitions and the applicable

street design standards of Chapter 12.04. No streets are proposed to be created by deed. All streets will be shown on the final plat for the subdivision.

16.12.105 Minimum Improvements--Timing Requirements.

Comment: The applicant will either complete construction of all public improvements required for the subdivision prior to application for final plat approval or will guarantee the construction of those improvements in a manner acceptable to the City Engineer.

16.12.110 Minimum Improvements -- Financial Guarantee.

Comment: If a financial guarantee is proposed for site improvements, the form, timing, and duration of the guarantee will comply with the provisions of this section.

COMPLIANCE WITH OCMC 17.08 – R-10 SINGLE-FAMILY DWELLING DISTRICT

17.10.020 - Permitted uses.

Comment: All lots in this subdivision are proposed to be used for construction of single-family detached homes, consistent with 17.08.020(A).

17.10.040 Dimensional Standards:

Dimensional standards in the R-10 district are:

- A. *Minimum lot areas: ten thousand square feet.*
- B. *Minimum lot width: sixty-five feet.*
- C. *Minimum lot depth: eighty feet.*
- D. *Maximum building height: two and one-half stories, not to exceed thirty-five feet.*
- E. *Minimum Required Setbacks.*
 - 1. *Front yard: twenty feet minimum depth.*
 - 2. *Front porch, fifteen 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: ten feet minimum for at least one side yard; eight feet minimum for the other side yard.*
 - 5. *Corner side yard: fifteen feet minimum width.*
 - 6. *Rear yard: twenty feet minimum setback.*
 - 7. *Rear porch, fifteen feet minimum setback.*
- F. *Garage Standards. See Chapter 17.20, Residential Design Standards.*
- G. *Maximum Lot Coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.*

Comment: The minimum lot area for this subdivision is being adjusted pursuant to the 20% flexibility allowed by Chapter 16.12.050. All lots proposed in the R-10 portion of the site exceed sixty-five feet in width and eighty feet in depth. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed.

COMPLIANCE WITH OCMC 17.10 – R-8 SINGLE-FAMILY DWELLING DISTRICT

17.10.020 - Permitted uses.

Comment: All lots in this subdivision are proposed to be used for construction of single-family detached homes, consistent with 17.10.020(A).

17.10.040 Dimensional Standards:

Dimensional standards in the R-8 district are:

- H. Minimum lot areas: eight thousand square feet.*
- I. Minimum lot width: sixty feet.*
- J. Minimum lot depth: seventy-five feet.*
- K. Maximum building height: two and one-half stories, not to exceed thirty-five feet.*
- L. Minimum Required Setbacks.*
 - 1. Front yard: fifteen feet minimum depth.*
 - 2. Front porch, ten feet minimum setback;*
 - 3. Attached and detached garage: twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.*
 - 4. Interior side yard: nine feet minimum for at least one side yard; seven feet minimum for the other side yard.*
 - 5. Corner side yard: fifteen feet minimum width.*
 - 6. Rear yard: twenty feet minimum setback.*
 - 7. Rear porch, fifteen feet minimum setback.*
- M. Garage Standards. See Chapter 17.20, Residential Design and Landscaping Standards.*
- N. Maximum Lot Coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.*

Comment: The minimum lot area for this subdivision is being adjusted pursuant to the 20% flexibility allowed by Chapter 16.12.050. All lots proposed in the R-8 portion of the site exceed sixty feet in width and seventy-five feet in depth. Building height, setbacks, garage, and lot coverage standards will be reviewed at the time of building permit application. No variances to any dimensional standards are proposed.

COMPLIANCE WITH OCMC 17.50 – Administration and Procedures

17.50.030 Summary of the city's decision-making processes.

Table 17.50.030 identifies the approval type to be used for the various types of land use permits provided for within the Code. Typically, subdivisions, geologic

hazard reviews, and natural resource reviews are handled through a Type II process – review by City staff with public notice. In this instance, however, a zone change is being requested. Zone change applications are reviewed through a Type IV process and require a public hearing before the Planning Commission. For this reason, the entire application will be reviewed by the Planning Commission through a Type IV process.

17.50.040 - Development review in overlay districts and for erosion control.

This property contains fill and, therefore is subject to review under the Geologic Hazards provisions of Chapter 17.44. The site also contains an area identified as being within the Natural Resource Overlay District and is subject to review under Chapter 17.48. The reviews associated with these sections will be accomplished in conjunction with the Type IV process required for the zone change application.

17.50.050 – Preapplication conference.

As required by this section, a pre-application conference with City staff was held on November 19, 2013. This application is being submitted within 6 months of the date of that pre-application conference.

17.50.055 – Neighborhood association meeting.

As required by this section, a meeting with the Park Place Neighborhood Association was held on January 20, 2014. Minutes and an attendance sheet from that meeting are attached to this application. This meeting was instrumental in the applicant choosing to submit a proposal for lesser density on this site than had been originally considered. Neighbors expressed concerns regarding traffic and impacts of smaller lots on property values in the surrounding neighborhood. Following the meeting, the proposed application was revised to a mix of R-10 and R-8 zoning and 29 lots rather than a mix of R-8 and R-6 zoning and 37 lots that had originally been contemplated.

17.50.060 – Application requirements.

This application is being initiated by the owner of the subject property, as required by this section.

17.070 through 17.50.290 set forth the procedures to be followed by the City in reviewing this application. They are not review criteria for this application and do not need to be addressed in this narrative.

COMPLIANCE WITH OCMC 17.20 – RESIDENTIAL DESIGN AND LANDSCAPING STANDARDS

17.20.015 - Street trees.

All new single or two-family dwellings or additions of twenty-five percent or more of the existing square footage of the home (including the living space and garage(s)) shall install a street tree along the frontage of the site, within the abutting developed right-of-way. Existing trees may be used to meet this requirement. A picture of the planted tree shall be submitted to the planning division prior to issuance of occupancy. Upon approval by the community development director, when a planter strip is not present, a tree may be placed within an easement on the abutting private property within ten feet of the public right-of-way if a covenant is recorded for the property with the Clackamas County Records Office identifying the tree as a city street tree, subject to the standards in Chapter 12.08 of the Oregon City Municipal Code. The street tree shall be a minimum of two-inches in caliper and either selected from the Oregon City Street Tree List or approved by a certified arborist for the planting location.

Comment: Street trees will be provided along the street frontages of all lots within the development, as required by this section.

17.20.030 - Residential design options.

Comment: Compliance with the residential design options will be reviewed at the time of building permit application.

17.20.035 - Corner lots and through lots.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.040 - Residential design elements.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.050 - Main entrances.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

17.20.060 - Residential yard landscaping.

Comment: Compliance with these provisions will be reviewed at the time of building permit application.

COMPLIANCE WITH OCMC 17.41 – TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.

Comment: The proposed subdivision is subject to the provisions of this chapter. Existing trees are mapped on the existing conditions plan.

17.41.050 - Same—Compliance options.

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

- A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to Sections 17.41.060 or 17.41.070. All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.*
- B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to Sections 17.41.080—17.41.100; or*
- C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to Sections 17.41.110—17.41.120; or*
- D. Option 4—Cash-in-lieu of planting pursuant to Section 17.41.130*

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

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

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

Comment: The subject property contains a total of thirty-three trees in the main body of the site, another 22 trees along the easterly property line adjacent to Holcomb Elementary School, and an arborvitae hedge along a portion of the rear lines of proposed Lots 2 and 3. As shown on the grading plan, extensive site grading is needed in order to get the site to drain properly to the shallow storm and sewer lines in Ames Street. Several trees in the southern portion of the site, where the existing terrain does not need to be disturbed, will be retained. Additionally, the trees along the east property line will not be disturbed and the arborvitae hedge will remain.

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

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

number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08—Community Forest and Street Trees.

- B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:*
- 1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or*
 - 2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.*

Comment: The applicant proposes to make use of Mitigation Option 1. Trees not identified for removal will be protected outside of the construction area throughout the construction phase of the project. Replacement trees will be planted pursuant to the provisions of this section. A mitigation plan will be prepared by an arborist and submitted for review prior to final plat approval.

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

17.41.110 - Tree protection by restrictive covenant (Option 3).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).

Comment: Not applicable. The applicant does not propose to make use of these provisions.

17.41.130 - Regulated tree protection procedures during construction.

- A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected*

according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.

- B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:*
- C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.*

Comment: The required procedures and arborist recommendations will be followed throughout the period of construction activities on the site. Changes in soils hydrology and site drainage within tree protection areas will be avoided.

COMPLIANCE WITH OCMC 17.47 EROSION AND SEDIMENT CONTROL

17.47.060 Permit required.

The applicant must obtain an erosion and sediment control permit prior to, or contemporaneous with, the approval of an application for any building, land use or other city-issued permit that may cause visible or measurable erosion.

Comment: The required erosion and sediment control permit will be obtained prior to approval of the final plat for the subdivision.

17.47.070 Erosion and sediment control plans.

- A. An application for an erosion and sediment control permit shall include an erosion and sediment control plan, which contains methods and interim measures to be used during and following construction to prevent or control erosion prepared in compliance with City of Oregon City public works standards for erosion and sediment control. These standards are incorporated herein and made a part of this title and are on file in the office of the city recorder.*
- B. Approval Standards. An erosion and sediment control plan shall be approved only upon making the following findings:*
 - 1. The erosion and sediment control plan meets the requirements of the City of Oregon City public works standards for erosion and sediment control incorporated by reference as part of this chapter;*
 - 2. The erosion and sediment control plan indicates that erosion and sediment control measures will be managed and maintained during and following development. The erosion and sediment control plan indicates that erosion and sediment control measures will remain in place until disturbed soil areas are permanently stabilized by landscaping, grass, approved mulch or other permanent soil stabilizing measures.*

- C. The erosion and sediment control plan shall be reviewed in conjunction with the requested development approval. If the development does not require additional review, the manager may approve or deny the permit with notice of the decision to the applicant.*
- D. The city may inspect the development site to determine compliance with the erosion and sediment control plan and permit.*
- E. Erosion that occurs on a development site that does not have an erosion and sediment control permit, or that results from a failure to comply with the terms of such a permit, constitutes a violation of this chapter.*
- F. If the manager finds that the facilities and techniques approved in an erosion and sediment control plan and permit are not sufficient to prevent erosion, the manager shall notify the owner or his/her designated representative. Upon receiving notice, the owner or his/her designated representative shall immediately install interim erosion and sediment control measures as specified in the City of Oregon City public works standards for erosion and sediment control. Within three days from the date of notice, the owner or his/her designated representative shall submit a revised erosion and sediment control plan to the city. Upon approval of the revised plan and issuance of an amended permit, the owner or his/her designated representative shall immediately implement the revised plan.*
- G. Approval of an erosion and sediment control plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).*

Chapter 17.54 SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS

Comment: This section establishes standards for accessory buildings and uses, projections from buildings, setback exceptions, seasonal sales, accessory dwelling units, fences, and live/work units. With the possible exception of fences, these standards relate more to the future homes that will be built on the lots than to the subdivision itself. As such these standards will be applicable at the time of building permit and occupancy of the homes. No Accessory Dwelling Units or Live/work units are proposed by the developer. Fences, if constructed by the developer, will conform to the standards set forth in Section 17.54.100.

Sunnybrook 2 Subdivision & Zone Change

Neighborhood Meeting Notes

On January 20, 2014, a neighborhood meeting was held in the library of Alliance Charter Academy at the regularly scheduled meeting of the Park Place Neighborhood Association steering committee. The applicant's representative, Rick Givens, explained the project and the proposed zone change. A site plan of the Sunnybrook 2 project was presented for public comment. At the time of this meeting, the application was described as including a zone change from the existing R-10 to a mixture of R-8, near Ames Street, and R-6 for the southerly portion of the site. The site plan presented at the meeting showed a total of 37 lots proposed, with all lots being designed for construction of single-family detached homes.

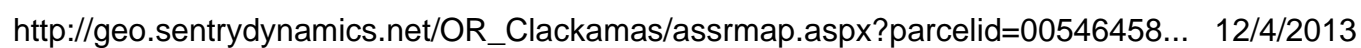
Mr. Givens explained that the increased density proposed was justified due to a variety of factors including:

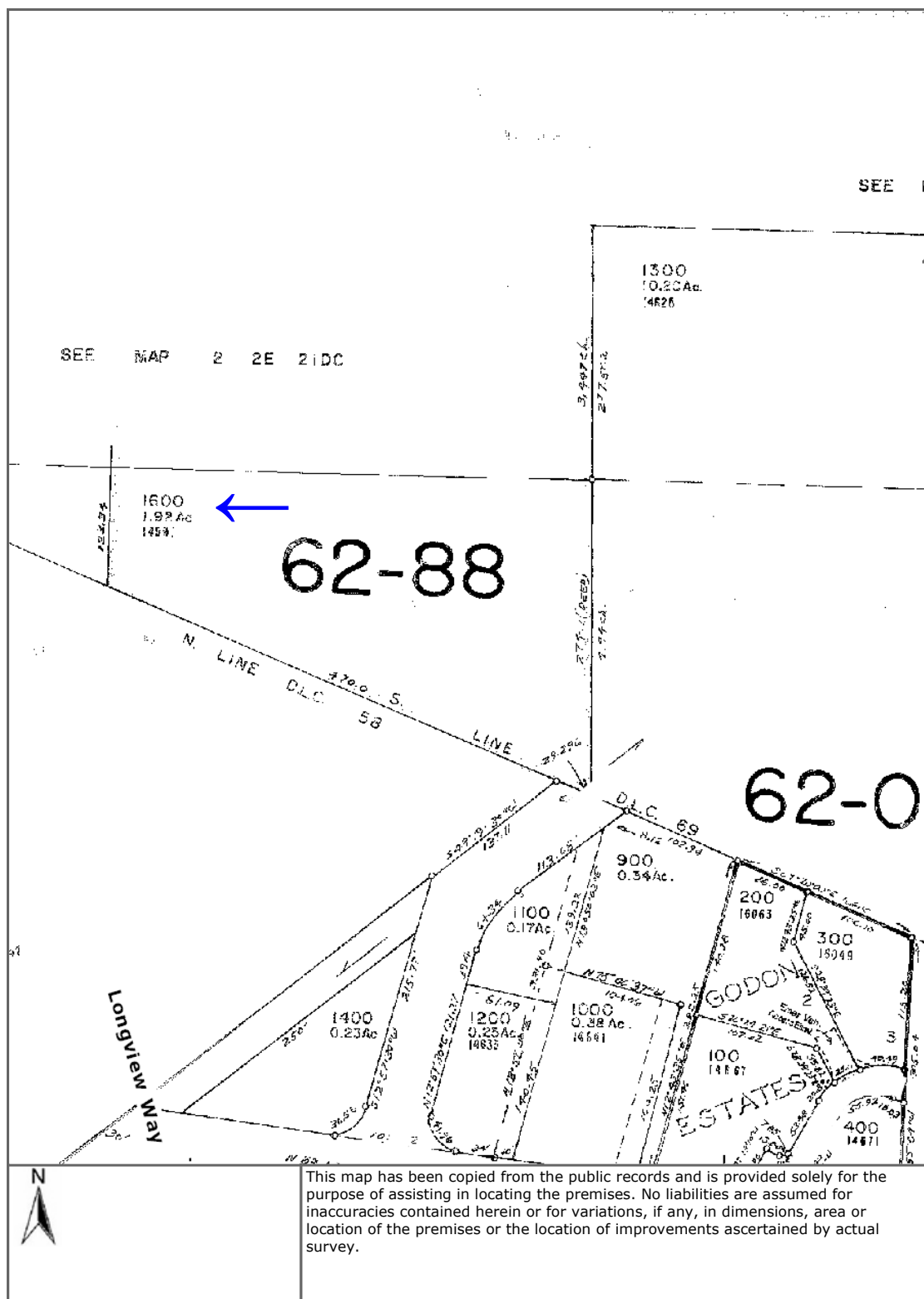
- Proximity of the site to the Holcomb Elementary School campus.
- The site's location abutting R-3.5 zoning on the Housing Authority of Clackamas County's Oregon City View Manor development.
- The need to make efficient use of limited land within the Urban Growth Boundary.
- Availability of sewer, water, and storm drainage facilities at levels capable of accommodating the proposed densities.
- The lack of any natural hazards on the site.

Neighborhood comments were opposed to the change in density, citing a variety of concerns including:

- Perceptions that increased density would diminish property values.
- Concerns about traffic from the project, especially at the intersection of Swan Avenue with Ames Street. Pavement at this location is restricted.
- Concerns about traffic and safety issues with the proposed intersection of Pastures Way with Holcomb School Road.
- School capacity concerns.
- Concerns about the change in neighborhood character from its current low density R-10 development pattern.
- Many expressed opinions that the proposed zoning was only about increased profits.

Following the meeting, the applicant decided to revise the zone change application to a mix of R-10 and R-8 and to reduce the proposed density of development from 37 lots to 29 lots in response to neighborhood concerns. We have addressed traffic issues in the traffic study and are continuing to work with Oregon City Schools regarding the proposed intersection of Pastures Way with Holcomb School Road.





EXISTING CONDITIONS MAP

LOCATED IN TAX LOTS 1300 AND 1600 IN THE S.E. 1/4 SECTION 21
AND TAX LOT 1600 IN THE N.E. 1/4 SECTION 28, T.2S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
DECEMBER 13, 2013 SCALE 1"=50'

SURVEY NOTES:

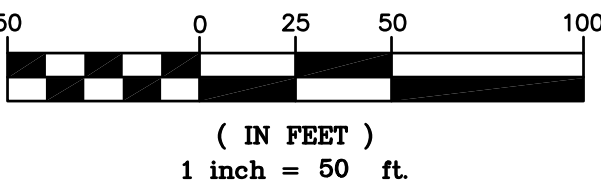
THE DATUM FOR THIS PROJECT IS A CITY OF OREGON CITY BENCH MARK "HOLCOMB"
LOCATED ON SOUTH SIDE OF HOLCOMB ROAD, EAST OF WINSTON DRIVE AT ELEVATION
458.952'.
A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD
TRAVERSE.
AREA OF SUBJECT PARCEL: 350,098 S.F. OR 8.04 ACRES
THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER
RECORD OF SURVEY RECORDED UNDER PRIVATE SURVEY NUMBER 29771, RECORDS OF
CLACKAMAS COUNTY.
THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY
OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND
ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.
NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE
POSSESSION, ESTOPPEL, ACQUESCENCE, ETC.

LEGEND:

Some Symbols shown may not be used on map

DECIDUOUS TREE	UTILITY AND LIGHT POLE
EVERGREEN TREE	GUY WIRE
STORM SEWER MANHOLE	TRAFFIC SIGNAL POLE
SANITARY SEWER CLEANOUT	ELECTRICAL POWER PEDESTAL
CATCH BASIN	COMMUNICATIONS PEDESTAL
SANITARY SEWER MANHOLE	COMMUNICATIONS MANHOLE
WATER VALVE	OVERHEAD LINE
WATER METER	GAS LINE
FIRE HYDRANT	ELECTRICAL LINE
BOLLARD	COMMUNICATIONS LINE
GAS VALVE	SANITARY SEWER LINE
GAS METER	STORM DRAIN LINE
SIGN	WATER LINE
MAILBOX	FENCELINE
UTILITY POLE	ELECTRIC RISER
LIGHT POLE	UTILITY RISER
ELECTRIC METER	MONITORING WELL
IRRIGATION CONTROL VALVE	WATER BLOWOFF
SANITARY STUB	SEPTIC COVER
STORM PIPE	HEAT PUMP
TRANSFORMER	ELECTRIC BOX
ELECTRIC STUB	STUMP

GRAPHIC SCALE

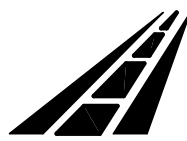


SIGNED ON:

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 30, 2007
JAMES BURTON BROWN
60379

VALID THROUGH DECEMBER 31, 2013



CENTERLINE CONCEPTS
LAND SURVEYING, INC.

729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M:\PROJECTS\CON-AMES STREET\dwg\ECM.dwg

STORM MANHOLE NOTES

SDMH 1
RIM 321.87'
IE 12" IN NW 317.67'
IE IN 12" S 317.65'
IE 12" OUT E 317.52'

SDMH 2
RIM 319.74'
IE 12" IN S 316.74'
IE 12" IN N 316.67'
IE 12" IN W 316.64'
IE 12" OUT E 316.49'

SDMH 3
RIM 319.84'
IE 12" IN W 315.23'
IE 12" IN S 315.04'
IE 12" OUT N 315.01'

SDMH 4
RIM 317.01'
IE IN NE 313.99'
IE 12" IN S 313.99'
IE IN NW 313.89'
IE OUT E 313.81'

SDMH 5
RIM 316.76'
IE IN W 313.49'
IE OUT E 313.45'

SDCI 1
TC 322.11'
OUT 321.56'
IE IN S 317.76'
IE 12" OUT E 317.61'

SDCI 2
TC 319.76'
OUT 319.11'
IE 12" OUT N 316.81'

SDCB 1
RIM 321.39'
IE IN W 318.14'
IE OUT N 317.97'

SDCB 2
RIM 319.57'
IE 12" OUT N 316.91'

SDCB 3
RIM 317.94'
IE 8" IN E 315.39'
IE 12" OUT N 315.28'

SDCB 4
RIM 329.79'
IE 8" OUT SE 327.89'

SDAD 1
TOP GRATE 321.25'
IE 10" IN S 319.40'

SDAD 2
TOP GRATE 321.72'
BOTTOM GRATE 321.16'
IE 10" OUT N 320.31'

SDAD 3
TOP GRATE 323.20'
BOTTOM GRATE 322.63'
FULL OF DIRT

SANITARY MANHOLE NOTES

SSMH 1
RIM 322.56'
IE 8" IN E 314.31'
IE IN SE 314.26'
IE 8" OUT W 314.06'

SSMH 2
RIM 321.91'
IE 8" IN S 315.14'
IE 8" IN E 315.07'
IE 8" IN N 315.00'
IE 8" OUT W 314.92'

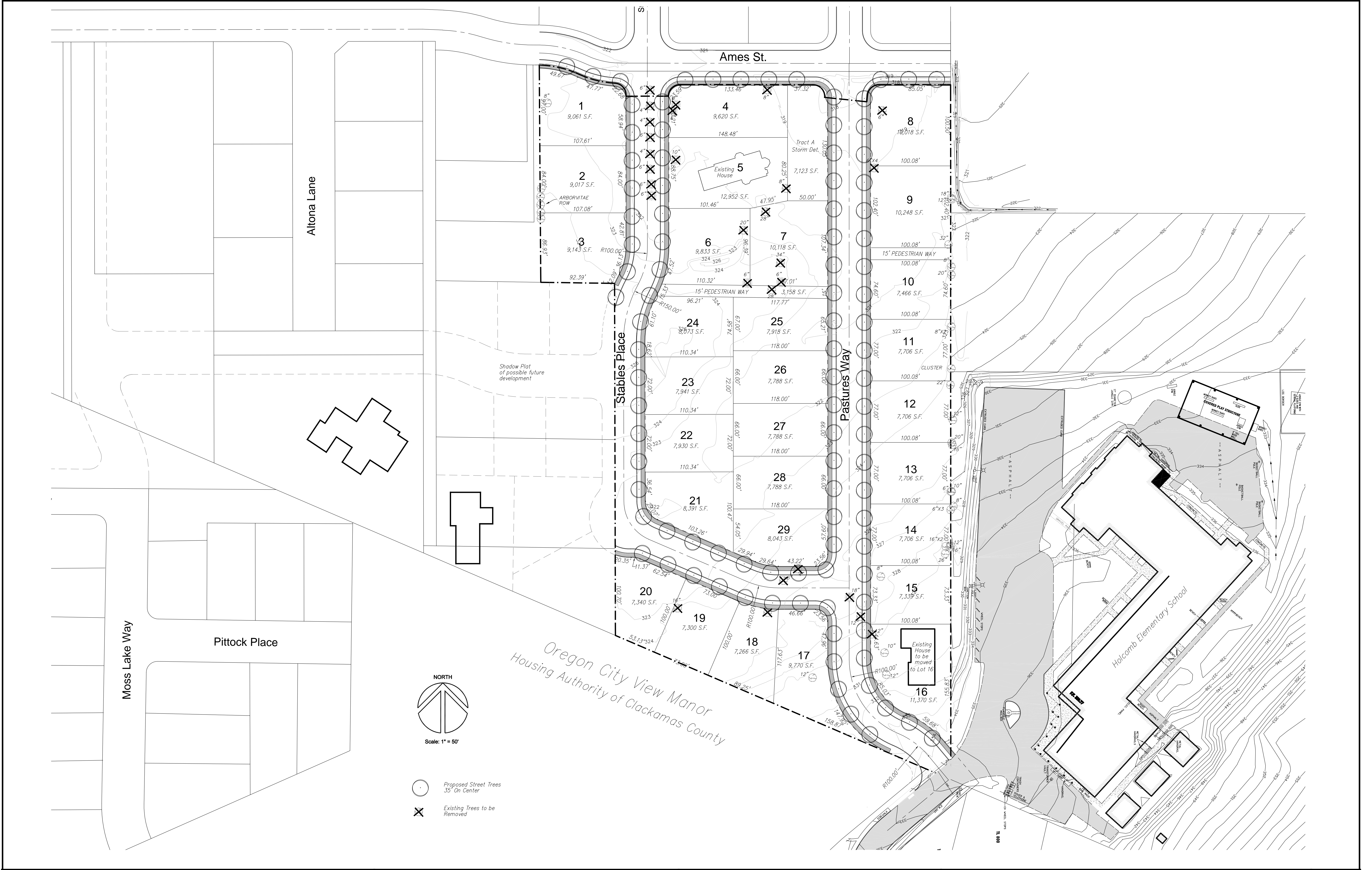
SSMH 3
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IE 6" IN N 315.69'
IE 8" OUT W 315.61'

SSMH 4
RIM 319.84'
IE 8" IN S 316.34'
IE 8" IN E 316.34'
IE 8" OUT W 316.32'

SSMH 5
RIM 318.17'
IE 8" OUT S 316.25'

SSMH 6
RIM 334.18'
IE IN NE 326.64'
IE OUT W 326.38'

SSMH 7
RIM 327.22'
IE IN E 322.15'
IE OUT SW 321.77'



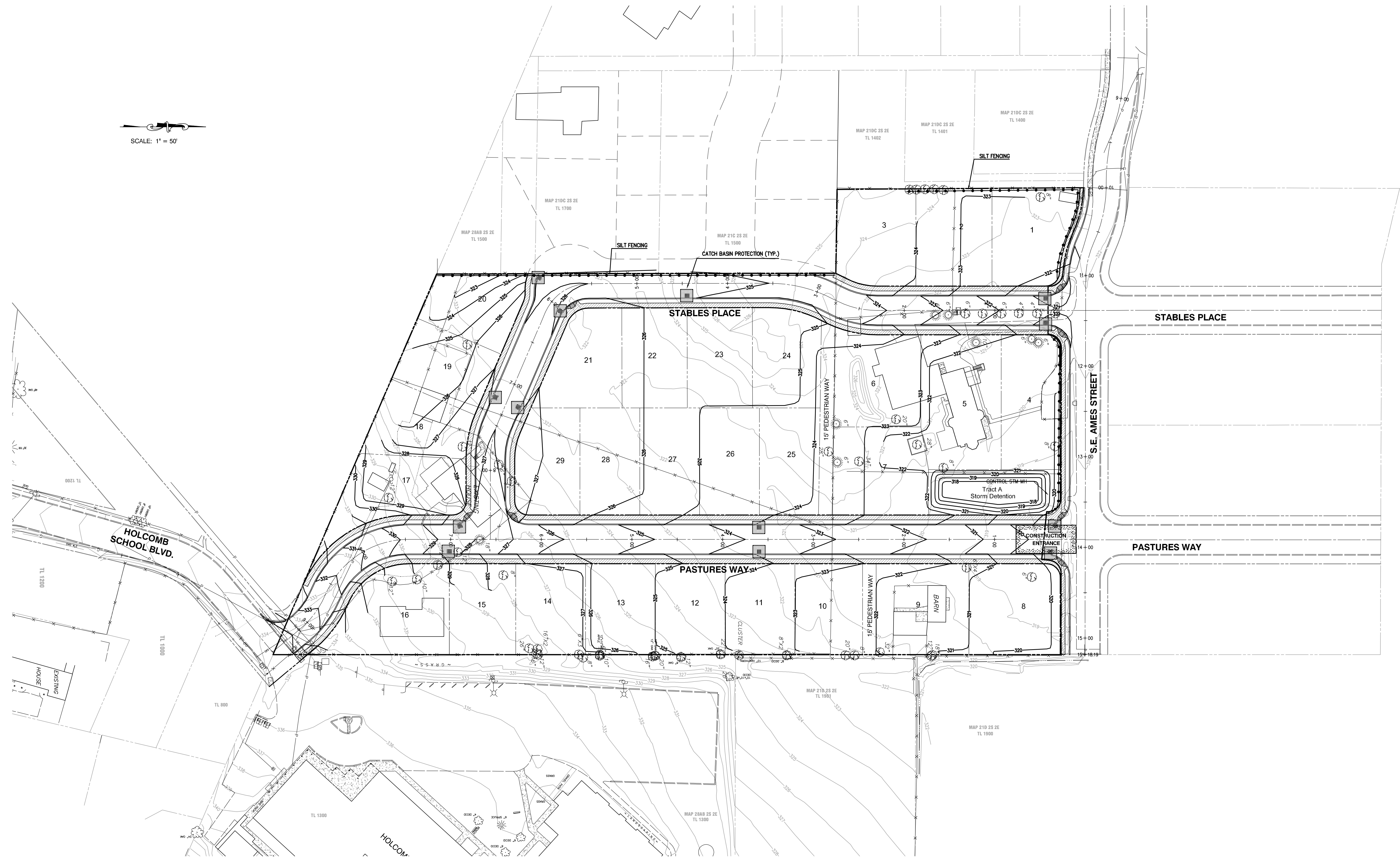
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SCALE:	1" = 50'			
DATE:	Feb. 5, 2014			
FILE:	13-ICN-102	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Icon Construction & Development, LLC
1980 Willamette Falls Drive, Suite 200
West Linn, OR 97068
PH: (503) 655-5991

Sunnybrook Phase 2
Preliminary Plan

SCALE: 1" = 50'



PRELIMINARY GRADING AND EROSION CONTROL PLAN

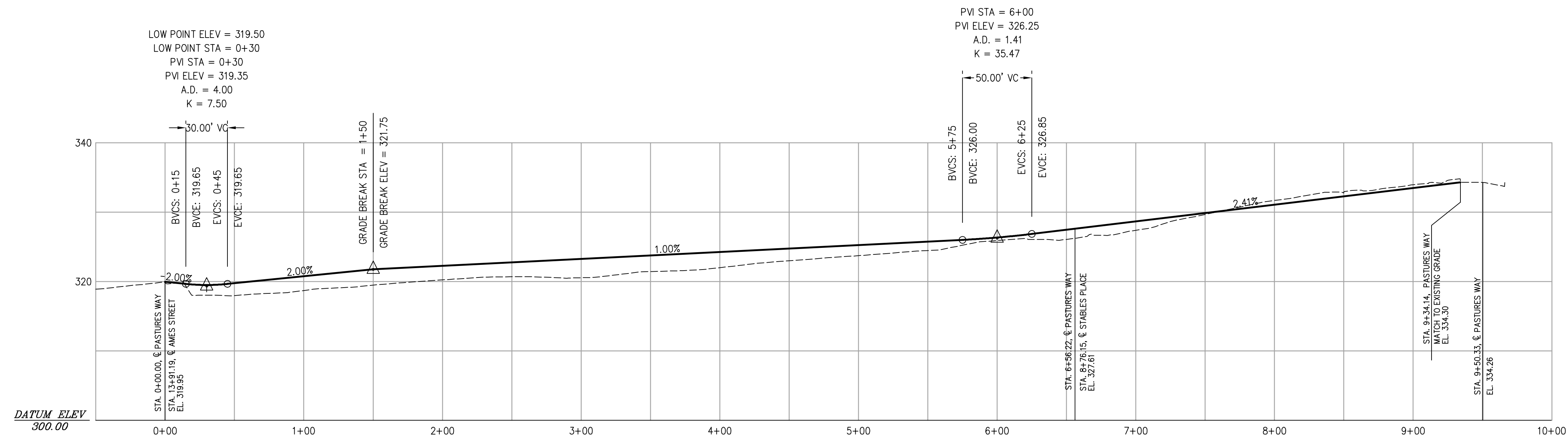
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DATE: January, 2014			
FILE: Sunnybrook PreCivil1	DATE	NO.	REVISION

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West Linn, Oregon 97068
Phone: 503-567-0406

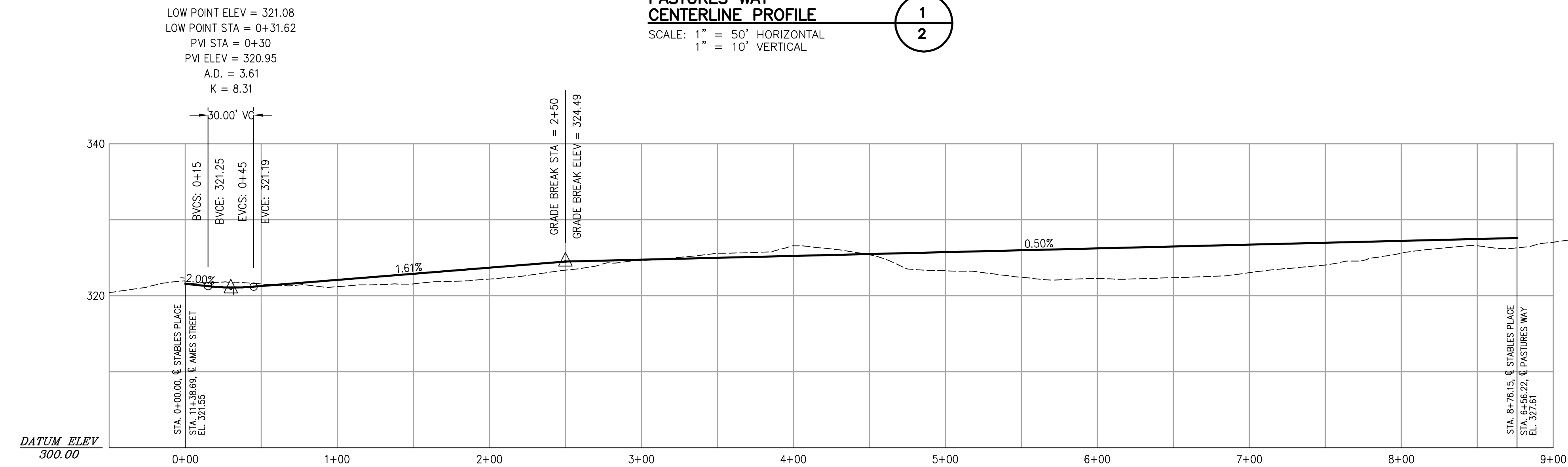
Holcomb Blvd.
Oregon City, Oregon
Icon Construction and Development, LLC



**PASTURES WAY
CENTERLINE PROFILE**

SCALE: 1" = 50' HORIZONTAL
1" = 10' VERTICAL

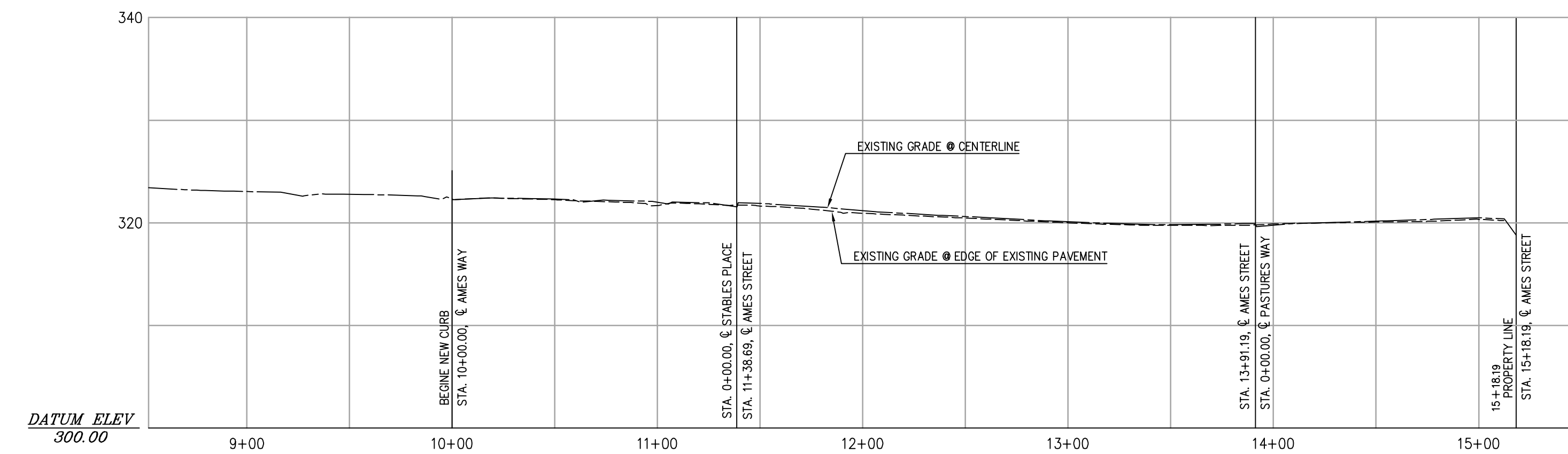
1
2



**STABLES PLACE
CENTERLINE PROFILE**

SCALE: 1" = 50' HORIZONTAL
1" = 10' VERTICAL

2
2



**AMES STREET
CENTERLINE PROFILE**

SCALE: 1" = 50' HORIZONTAL
1" = 10' VERTICAL

3
2

2013-118

DESIGNED: BDG			
DRAWN: BJS			
SCALE: 1" = 50'			
DATE: January, 2014			
FILE: Sunnybrook PreCivil1	DATE	NO.	REVISION

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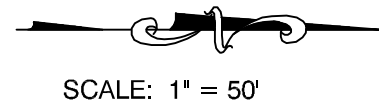
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Holcomb Blvd.
Oregon City, Oregon
Icon Construction and Developement, LLC

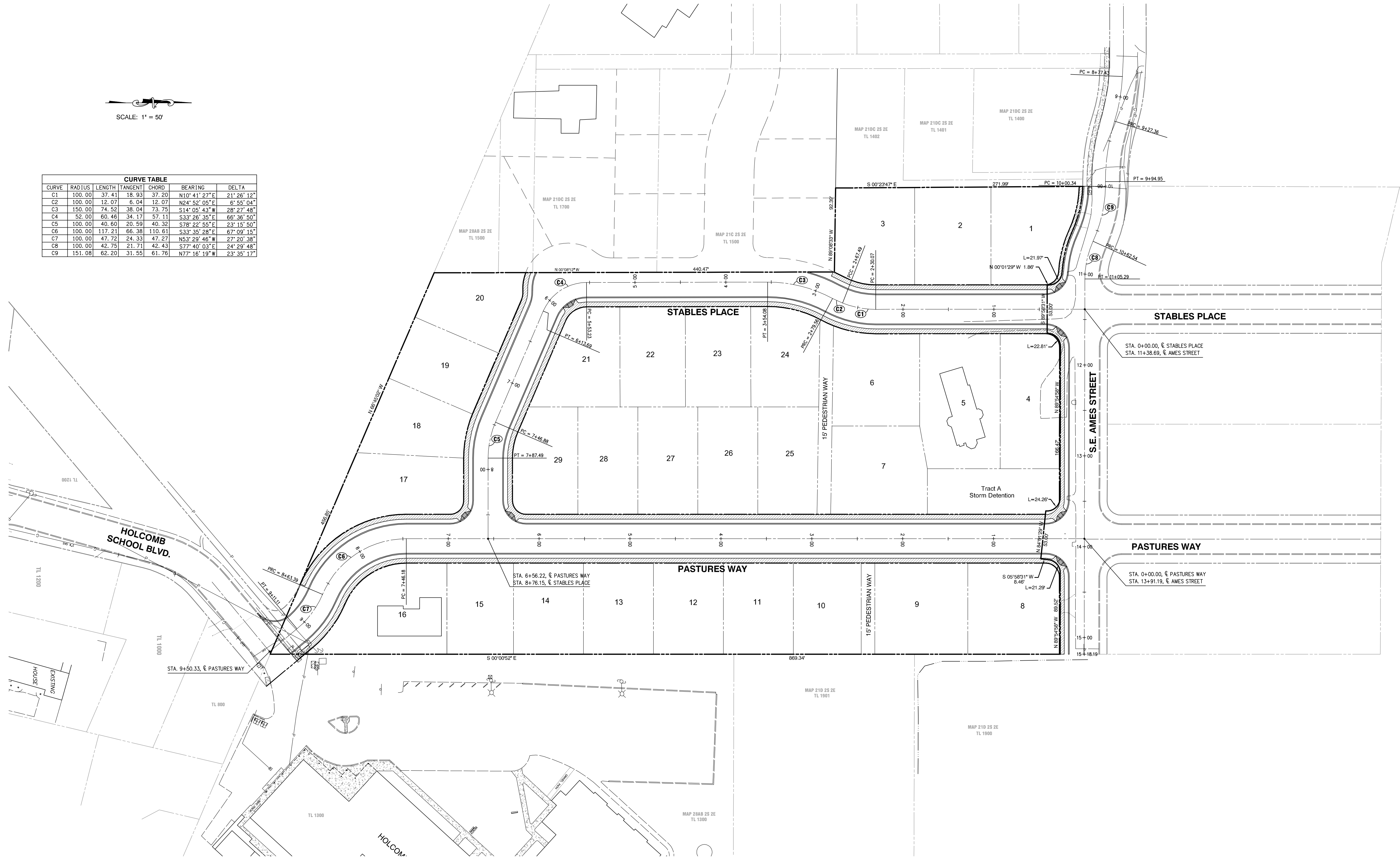
SHEET:

2/4

PRELIMINARY STREET PROFILES



CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	100.00	37.41	18.93	37.20	N10°41'27"E	21°26'12"
C2	100.00	12.07	6.04	12.07	N24°52'05"E	6°55'04"
C3	150.00	74.52	38.04	73.75	S14°05'43"W	28°27'48"
C4	52.00	60.46	34.17	57.11	S33°26'35"E	66°36'50"
C5	100.00	40.60	20.59	40.32	S78°22'55"E	23°18'50"
C6	100.00	117.21	66.38	110.61	S33°35'28"E	67°09'15"
C7	100.00	47.72	24.33	47.27	N53°29'46"W	27°20'38"
C8	100.00	42.75	21.71	42.43	S77°40'03"E	24°29'48"
C9	151.08	62.20	31.55	61.76	N77°16'19"W	23°35'17"



2013-118

DESIGNED: BDG			
DRAWN: BJS			
SCALE: 1" = 50'			
DATE: January, 2014			
FILE: Sunnybrook PreCivil1	DATE	NO.	REVISION

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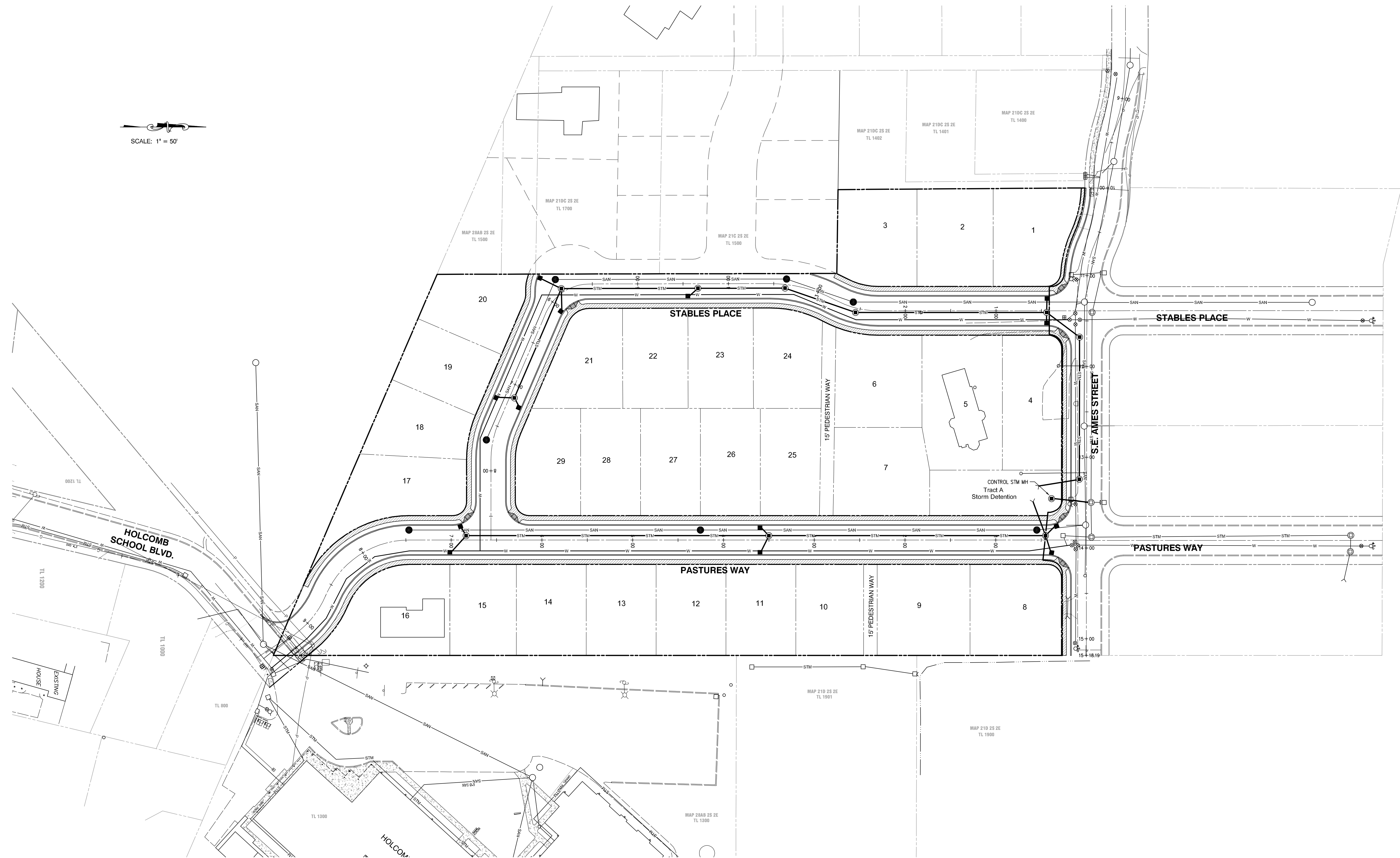
Holcomb Blvd.
Oregon City, Oregon
Icon Construction and Development, LLC

SHEET:

1/4

PRELIMINARY STREET PLAN

SCALE: 1" = 50'



2013-118

DESIGNED: BDG			
DRAWN: BJS			
SCALE: 1" = 50'			
DATE: January, 2014			
FILE: Sunnybrook PreCivil1	DATE	NO.	REVISION

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SHEET:

3/4

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Transmittal

To: Pete Walter
Oregon City Planning
221 Molalla Ave., #200
Oregon City, Oregon 97045

Date: March 28, 2014

Job #: Sunnybrook Estates II, PA 13-37

ENCLOSED:

1ea revised storm drainage report

REMARKS

this revised report is based on comments prepared by Gordon Munro dated March 13th. Please note that there was a map showing the pre and post time of concentration in the original report.

Theta, llc

By:
Bruce Goldson

27 - Lot proposed development
Oregon City Pre-App File PA 13-37
Oregon City, Oregon



PRELIMINARY DRAINAGE REPORT

January 2014

March 2014

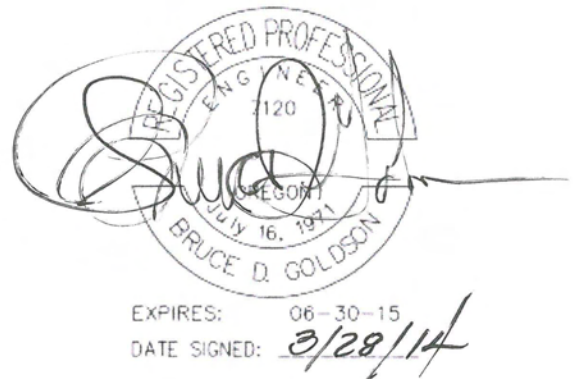
Prepared By:

Bruce D. Goldson, PE

Theta, llc

PO Box 1345, Lake Oswego, Oregon 97035

2012-118



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NARRATIVE ASSUMPTIONS

Existing Conditions:

The subject property has two existing homes with outbuildings on approximately 8 acres. The site is generally open, with few trees and slopes from 1.5% to 5 % generally northerly towards Ames Street. Although Holcomb School has elevations above the subject property a public storm system directs much of the impervious flow out a public system in School Lane. Additionally there is a swale along the easterly boundary of the subject property directing surface water north. Ames Street borders the property on the North. North of Ames Street is Sunnybrook Estates which provides storm and sanitary sewer connections for this proposed development. There are two area drains or catch basins southerly from the partial Ames street that collect the surface water from the site and directs this flow into the public system in Pasture Way. Per the available records this is a 16-inch DI line that is connected to a detention pond on the easterly side of Pasture Way at the end of the street. From this detention pond the storm water is controlled by orifices and discharges into a graded "Farm Ditch".

Developed conditions:

The proposed development is a 29 lot development that will retain one house and move the other house to a new lot. The south side of Ames Street will be completed with curbs and walks and a road system will extend Stables Place and Pasture Way to School Street on the South. A detention/water quality pond will be provided on site with discharge to the existing storm system in Pasture Way with ultimate discharge in an existing channel on the north side of Sunnybrook Estates. Since the existing storm water facility receives the storm water from this

site and this development will have facilities to detain the storm water no adjustments to the existing system are anticipated.

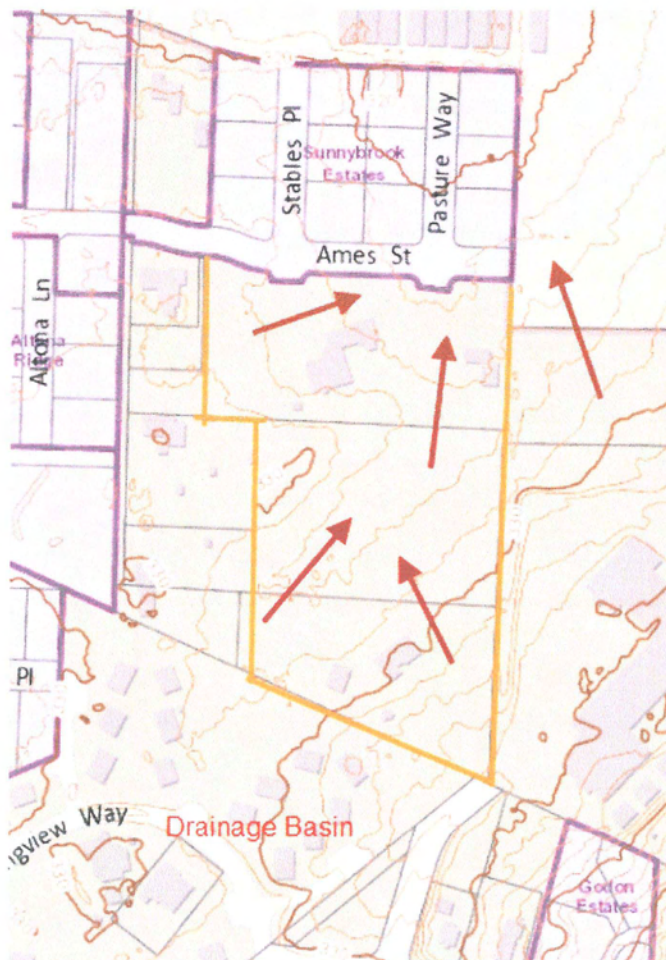
Drain Basin Description:

Existing

School Road on the South is the southerly limit of the drainage basin. Existing development on the west and east have generally directed the storm flow away from the property. There is a drainage channel on the Westerly side of the property that cuts off flow from the school and undeveloped property from this site.

Developed

The pre-development and post development are substantially the same with little off-site influence. The natural drainage is to the North through the Sunnybrook Estates subdivision. The exhibit below illustrates the general flow pattern. The 3/.4 street section along Stables Place will have a temporary rolled asphalt curb to direct flow away from the adjacent property.



Summary of storm water flow

	2-YEAR	5-YEAR	10-YEAR	25-YEAR
PRE-DEVELOP	1.94 CFS	2.62 CFS	3.04 CFS	3.90 CFS
POST-DEVELOP	2.26 CFS	2.91 CFS	3.31 CFS	4.12 CFS

DESIGN STORM	REQUIRED RELEASE	DESIGN RELEASE
25 YEAR-24 HR	3.04 CFS	3.03 CFS
10 YEAR -24 HR	N/A	N/A
5 YEAR - 24 HR	1.94 CFS	1.68 CFS
2 YEAR -24 HR	0.97 CFS	0.97 CFS

REGULATORY DESIGN CRITERIA

The storm water quantity management requirements of Oregon City are:

- City Code 13.12 Storm water management and the 1988 Drainage Mater Plan
- City of Oregon City, Public Works, Storm Water & Grading Design Standards.

References

1. King County Department of Public Works, Surface Water Management Division, Hydrographic Programs, Version 4.21B

Water Quality Facility

The required treatment rate is 1/3 of the 2-year design storm. For this project the calculations the 2-year storm is 2.31 CF and the water quality quantity is 0.77 CFS. The following option will be considered in the final design: a swale inside the detention pond. Poor infiltration rates are found with the soils and another option would be a Stormceptor by CRS with the capacity to treat 100% of the flows.

Down Stream Analysis

The storm water from this property is directed into the Sunnybrook Estates system from two area drains/catch basins on the Ames Street right-of-way. The Sunnybrook Estates is a newer development that was completed in January 2008 and was designed with the same storm water requirements that are in place for this project. At the 25-year event this project will have a required release from its detention system of not to exceed 3.04cfs. The capacity of the 16-inch DI line to the Sunnybrook Estates detention pond has been calculated at 5.06cfs which upon a cursory review of the drainage report for TP 05-10 finds more than adequate. The Sunnybrook Drainage report has accounted for upstream area of this development as both future development and upstream flow. Additional investigation appears required to determine if that report accounted for all the possible upstream area in the calculations.

Design Parameters

The design storm is a 24 hour standard SCS Type 1A

- 2-year.....2.6 inches
- 5-year.....3.1 inches
- 25-year.....4.0 inches
- 100-year.....4.5 inches

SOIL TYPES

17 Clackamas silt loam - Type C/D soil

41 Huberly silt loam - Type C/D soil

78B Saum silt loam- Type C soil

Time of Concentration (see drawing in appendix)

$$T = 0.42(n L)^{.8} / (P_2)^{.5} (S_0)^{.4} \quad \& \quad T = L/60k(s_0)^{.5}$$

Pre: $(.42)[(0.17)(300)]^{.8} / (2.6)^{.5} (0.023)^{.4} = 27.4 \text{ min} + 375/(60)(13)(0.013)^{.5} = 4.2 \text{ min}$: total = 31.6 min.

Post: $(.42)[(0.15)(300)]^{.8} / (2.6)^{.5} (0.010)^{.4} = 34.4 \text{ min} \quad \& \quad + 160/(60)(11)(0.019)^{.5} = 1.8 \text{ min} = \text{total of } 36.2 \text{ min.}$

HYDROGRAPH RESULTS

KING COUNTY DEPARTMENT OF PUBLIC WORKS

Surface Water Management Division

HYDROGRAPH PROGRAMS

Version 4.21B

1 - INFO ON THIS PROGRAM

2 - SBUHYD

3 - MODIFIELD SBUHYD

4 - ROUTE

5 - ROUTE2

6 - ADDHYD

7 - BASEFLOW

8 - PLOTHYD

- 9 - DTATA
- 10 - REFAC
- 11 - RETURN TO DOS

ENTER OPTION:

2

SBUN/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

- 1 - S.C.S. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

2,24,2.6

XXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XX

XXXXXXXXXXXX 2-YEAR 24-HOUR STORM xxxx 2.60 "TOTAL PRECIP XX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

7.70,87,0.36,98,31.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	7.7	87	.4	98	31.6
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
1.94	7.83		41866		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a2pre

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.07,86,2.99,98,36.2

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	5.1	86	3.0	98	36.2
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
2.26	7.83		49697		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a2post

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

STORM OPTIONS:

1 - S.C.S. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

5,24,3.1

XXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XX

XXXXXXXXXXXX 5-YEAR 24-HOUR STORM xxxx 3.10" TOTAL PRECIP XX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

7.70,87,0.36,98,31.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	7.7	87	.4	98	31.6
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
2.62	7.83		54417		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a5pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

5.07,86,2.99,98,36.1

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	5.1	86	3.0	98	36.2
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
2.91	7.83		62786		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a5post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - s.c.s. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

10,24,3.4

XXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XXX

XXXXXXXXXXXX 10-YEAR 24-HOUR STORM xxxx 3.40" TOTAL PRECIP XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

7.70,87,0.36,98,31.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	7.7	87	.4	98	31.6
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
3.04	7.83		62200		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a10pre

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.07,86,2.99,98,36.2

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	5.1	86	3.0	98	36.2
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
3.31	7.83		70788		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a10post

SPECIFY: C-CONTINUE, N-NEWSTORM,P-PRINT,S-STOP

N

STORM OPTIONS:

1 - S.C.S.. TYPE-1A

2 - 7-DAY DESIGN STORM

3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE - 1A RAINFALL DISTRIBUTION

ENTER; FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

25,24,4

XXXXXXXXXXXXXXXXXXXX S.C.S.TYPE-1A DISTRIBUTION XXX

XXXXXXXXXXXX 25-YEAR 24-HOUR STORM xxxx 4.00" TOTAL PRECIP XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

7.70,87,0.36,98,31.6

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	7.7	87	.4	98	31.6
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
3.90	7.83		78095		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a25pre

C

ENTER: A(PERV),CN(PERV),A(IMPERV),CN(IMPERV),TC FOR BASIN NO. 1

5.07,86,2.99,98,36.2

DATA PRINT OUT:

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
8.1	5.1	86	3.0	98	36.2
PEAK-Q(CFS)	T-PEAK(HRS)		VOL(CU-FT)		
4.12	7.83		87037		

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:

C:a25post

DETENTION SIZING

ENTER OPTION

10

R/D FACILITY DESIGN ROUTINE

SPEFICY TYPE OF R/D FACILTY

1 - POND	4 - INFILTRATION POND
2 - TANK	5 - INFILTRATION TANK
3 -VAULT	6 - GRAVEL TRENCH/BED

1

ENTER: POND SIDE SLOPE (HORIZ. COMPOENT)

4

ENTER: EFFECTIVE STORAGE DEPTH(ft) BEFORE OVERFLOW

3

ENTER [d:][path]filename[.ext] OF PRIMARY DESIGN INFLOW HYDROGRAPH:

C:a25post

PRELIMINARY DESIGN INFLOW PEAK = 4.12

ENGER PRIMARY DESIGN RELEASE RATE(cfs)

3.04

ENTER NUMBER OF INFLOW HYDROGRAPHS TO BE TESTED FOR PERFORMANCE (5 MAXIMUM)

2

ENTER [d:][path]filename[ext] OF HYDROGRAPH 1:

C:a5post

ENTER TARGET RELEASE RATE(cfs)

2.91

ENTER [d:][path]filename[ext] OF HYDROGRAPH 2:

C:a2post

ENTER TARGET RELEASE RATE(cfs)

.97

ENTER: NUMBER OF ORIFICES, RISER-HEAD(ft), RISER-DIAMETER(in)

3,3.0,15

RISER OVERFLOW DEPTH FOR PRIMARY PEAK INFLOW= 0.49FT

SPECIFY ITERATION DISPLAY: Y -YES, N - NO

N

SPECIFY: R - REVIEW/REVISE INPUT, C - CONTINUE

C

INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 24303 CU-FT

BOTTOM ORIFICE: ENTER Q-MAX(cfs)

1.14

DIA.=4.90 INCHES

MIDDLE ORIFICE: ENTER Q-MAX(cfs), HEIGHT(ft)

1.5,2.5

DIA.-8.84 INCHES

TOP OFIFICE: ENTER HEIGHT(ft)

2.8

DIA.= 5.81 INCHES

PERFORMANCE: INFLOW TARGET-OUTFLOW ACTUAL-OUTFLOW PK-STAGE STORAGE

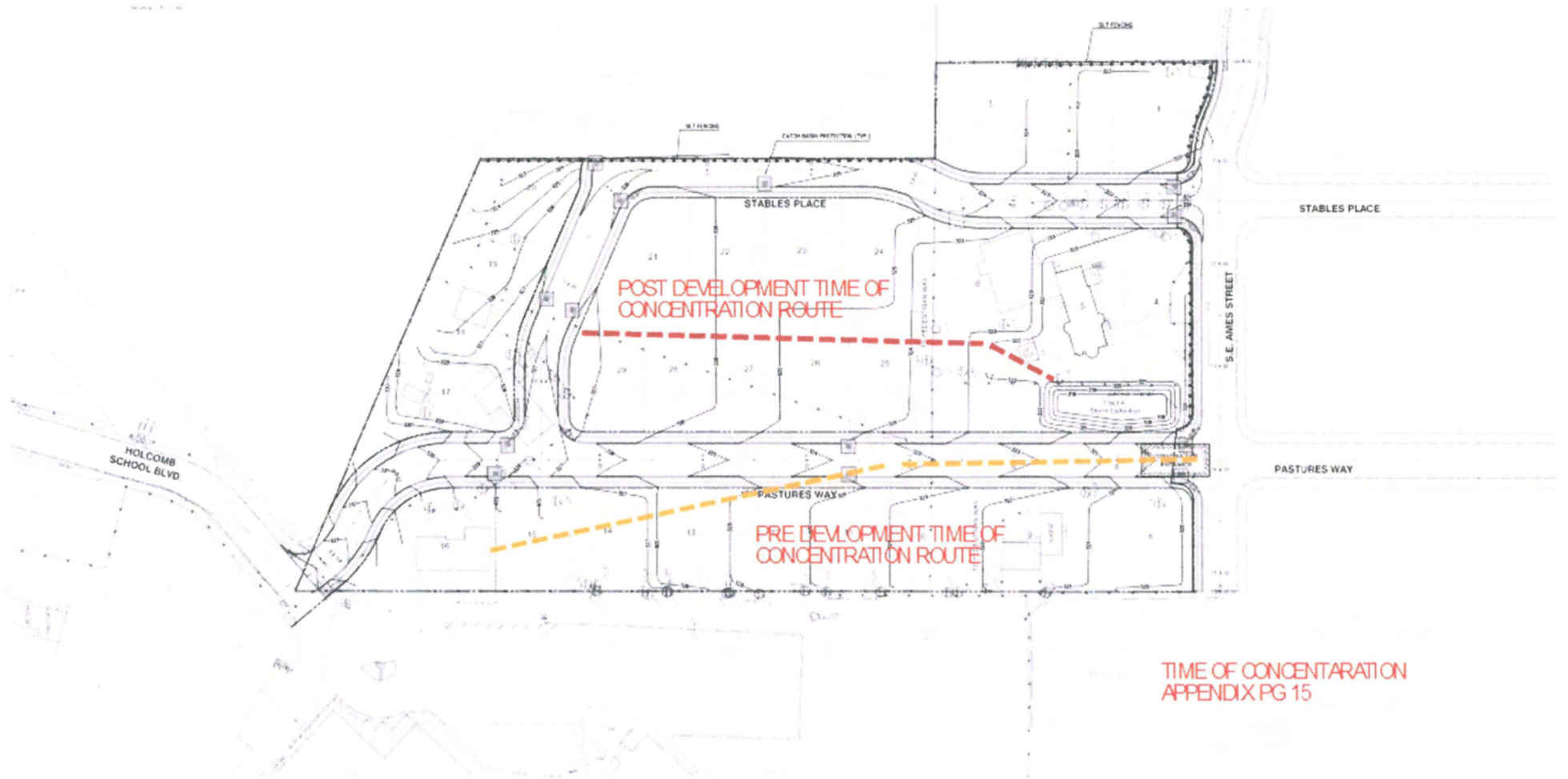
DESIGN HYD:	4.12	3.04	3.03	3.00	11730
TEST HYD 1:	2.26	.97	.97	2.21	7750
TEST HYD 2:	2.91	2.91	1.68	2.63	9780

Specify: D - DOCUMENT, R -REVISE, A - ADJUST ORIF, E -ENLARGE, S -STOP

PRELIMINARY DESIGN:

A proposed detention and water quality pond is proposed on the property at the northerly edge of the property, just south of Ames Street. This the low point of the tract and with direct access to the existing storm sewer in Ames Street. Preliminary calculations indicate that a total of 11730 cubic feet of volume is required. A preliminary calculation of the grading plan for the detention pond area indicates that there is sufficient volume available to meet the City requirements. Infiltration and water quality requirements appear to be able to be met with this pond.

Appendix



TIME OF CONCENTRATION
APPENDIX PG 15

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 DESCRIPTION		CURVE NUMBER BY DRAINAGE PERCENTAGE			
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.			
% impervious ⁴					
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.

4.1.2.3 TIME OF CONCENTRATION

The time of concentration (T_c) is the length of time for runoff to travel from the hydraulically most distant point of a watershed to the point of discharge from the watershed. For computation purposes, it is assumed that water moves through the watershed as sheetflow, having a maximum depth of less than one tenth foot (0.1'), as shallow concentrated flow, having a maximum depth exceeding one tenth-foot (0.1'), and as open channel flow. Minimum T_c shall be five minutes.

It is assumed that runoff in a watershed begins as sheetflow. It is also assumed that regardless of site conditions, the maximum distance that runoff will travel in the form of sheetflow will not exceed 300 feet. Where there are no topographic features suggesting channel flow within the first 300 feet of flow, it may be assumed that the first 300 feet of flow is sheetflow and the remaining flow distance until water reaches a channel is shallow concentrated flow.

For further discussion of methods of computing time of concentration, the designer is referred to the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin.

For computing the travel time of sheetflow, the following formula should be used:

$$T = \frac{0.42 (n_s L)^{0.8}}{(P_2)^{0.5} (S_o)^{0.4}}$$

where T	=	travel time, in minutes
n_s	=	Manning's roughness coefficient.-sheetflow (Table 5-3)
L	=	flow length, in feet
P_2	=	two-year, 24-hour rainfall, in inches
s_o	=	slope of land, in feet per foot

Travel time for shallow concentrated flow and open channel flow is computed using the following formula:

$$T = \frac{L}{60 k \sqrt{s_o}}$$

where T	=	travel time, in minutes
L	=	flow length, in feet
60	=	conversion factor from seconds to minutes
k	=	velocity factor, in feet per second (Table 5-3)
s_o	=	slope of flow path, in feet per foot
V	=	$60 k \sqrt{s_o}$, average velocity, in feet per second

Table 4-4 MANNING'S COEFFICIENTS, "K" FACTORS

B. AND C. MANNING'S COEFFICIENTS, "K" FACTORS		
1. Sheet Flow (Shallow) Manning's Values (for initial 30 ft/s of travel)		
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 ($s \leq 0.20$ 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
2. Manning's values for sheet flow only, from Overton and Madsen (1976) (See SCS TR-55, 1959) for values based on travel time limit of 10 concentration calculations shall use concentrated flow (after the initial 30 ft/s of sheet flow, $R = 0$)		
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
3. Channel flow (subsurface) (At beginning of visible channel, $R = 0.2$)		
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 $0.508/n$		
4. Channel flow (continuous, flowing)		
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 4-3 for additional Manning's "n" values for open channels		

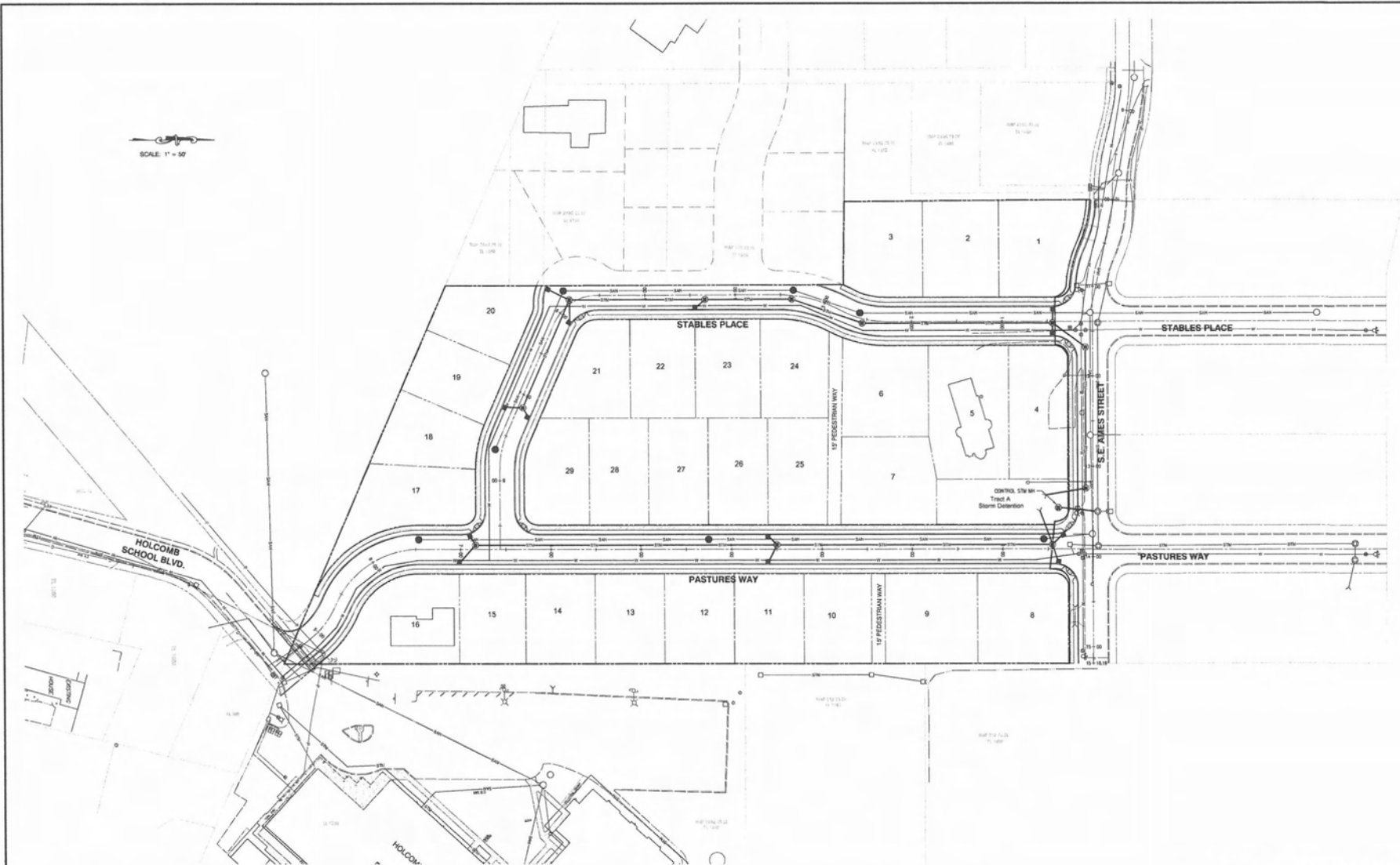
4.1.2.1 RAINFALL DISTRIBUTION

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

SCALE: 1" = 50'



PRELIMINARY UTILITY PLAN

2013-118										PRELIMINARY UTILITY PLAN									
DESIGNED: BGS										Theta, LLC		Icon Construction and Development, LLC		Holcomb Blvd.		SHEET:			
DRAWN: BGS												1980 Willamette Falls Drive, No. 200		Oregon City, Oregon		3/4			
SCALE: 1" = 50'												West Linn, Oregon 97068							
DATE: January, 2014												Phone: 503-567-0406							
FILE: Surveyor's Plan 011		DATE		NO.		REVISION													

20



Fidelity National Title Insurance Company

900 SW 5th Ave., Mezzanine Level, Portland, OR 97204

FAX

**SUBDIVISION GUARANTEE FOR THE PROPOSED
ICON CONSTRUCTION & DEV. SUBDIVISION**

ORDER NO.: 20130087821-FTPOR55

FEE: \$ 400.00

DATED: December 10, 2013

Fidelity National Title Insurance Company
GUARANTEES

Any County or City within which the subdivision or proposed subdivision is located.

That the estate or interest in the land which is covered by this Guarantee is:

A Fee

According to the public records which impart constructive notice of matters affecting title to the premises described on Exhibit "One", we find that as of December 4, 2013, at 08:00-AM the last deed of record runs to:

Terry L. Voss, Sr. and Renee V. Voss, as tenants by the entirety, as to Parcel I; Joyce Anne Jones, Trustee, under The Joyce Anne Jones Revocable Living Trust, dated March 15, 2010, as to an undivided 50% interest and Stephen Dale Jones, Trustee, under The Stephen Dale Jones Revocable Living Trust, dated March 15, 2010, as to an undivided 50% interest, as to Parcel II

We also find the following apparent encumbrances, which include 'Blanket Encumbrances' as defined by ORS 92.305(1), and also easements, restrictive covenants and rights of way.

1. Taxes as follows:

A. Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2013-14

Amount: \$10,096.49

Account No.: 05000878, 22E21DC01300, CODE 062-002

Affects: Parcel I

B. Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2013-14

Amount: \$4,982.70

Account No.: 00556570, 22E28AB01600, CODE 062-088

Affects: Portion Parcel II

C. Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2013-14
Amount: \$1,189.72
Account No.: 00546458, 22E21DC01600, CODE 062-088
Affects: Portion Parcel II

THE FOLLOWING AFFECTS PARCEL I

2. City Liens, if any, in favor of the City of Oregon City. None found as of October 15, 2013.
3. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Adjoining property owner
Purpose: Crawl Space drainage
Recording Date: January 2, 1981
Recording No: 81-000011
Affects: As shown on the recorded Partition Plat
4. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: the City of Oregon City
Purpose: Sanitary sewer
Recording Date: December 31, 1991
Recording No: 91-066722
Affects: As shown on the recorded Partition Plat
5. Restrictive Covenant

Recording Date: March 1, 1995
Recording No.: 95-011796
6. Waiver of Remonstrance and Consent to Local Improvement District:

Purpose: Local Improvement District (LID)
Recording Date: December 30, 1999
Recording No.: 99-118976
7. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on that certain plat

Name of Plat: Partition Plat No. 1999-106
8. Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat;

Purpose: Public utility, crawl space drainage and temporary access

9. A deed of trust to secure an indebtedness in the amount shown below,

Amount: \$642,000.00
Dated: April 21, 2005
Trustor/Grantor: Terry L. Voss Sr and Renee V. Voss, as tenants by the entirety
Trustee: Fidelity National Title Insurance Company
Beneficiary: Wells Fargo Bank, NA
Loan No.: 0143423119
Recording Date: April 29, 2005
Recording No: 2005-038552

An assignment of the beneficial interest under said deed of trust which names:

Assignee: US Bank National Association, as Trustee for Citigroup Mortgage Loan Trust Inc.,
Asset-Backed Pass-Through Certificates, Series 2005-WFZ
Loan No.: None shown
Recording Date: July 11, 2011
Recording No: 2011-038946

10. A deed of trust to secure an indebtedness in the amount shown below,

Amount: \$80,000.00
Dated: January 20, 2006
Trustor/Grantor: Terry L. Voss Sr. and Renee V. Voss, husband and wife, as tenants by the entirety
Trustee: Wells Fargo Financial National Bank
Beneficiary: Wells Fargo Bank, NA
Loan No.: 20060137500504
Recording Date: February 16, 2006
Recording No: 2006-14203

THE FOLLOWING AFFECTS PARCEL II

11. City Liens, if any, in favor of the City of Oregon City. An inquiry has been directed to the City Clerk concerning the status of said liens and a report will follow if such liens are found.
12. Rights of the public to any portion of the Land lying within streets, roads and highways.
13. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: The public
Purpose: Roads
Recording Date: June 23, 1966
Recording No.: Book 675, Page 495

14. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: School District No. 62, Clackamas County
Purpose: Sewer
Recording Date: December 31, 1981
Recording No.: 81-044462

15. A deed of trust to secure an indebtedness in the amount shown below,

Amount: \$187,000.00

Dated: April 2, 2010

Trustor/Grantor: Stephen D. Jones and Joyce A. Jones, husband and wife

Trustee: Chicago Title Insurance Co.

Beneficiary: Mortgage Electronic Registration Systems, as nominee for M&T Bank

Loan No.: 13660360/Min No. 100050300009562076

Recording Date: April 12, 2010

Recording No.: 2010-022022

16. The terms of the trust agreement under which The Joyce Anne Jones Revocable Living Trust and The Stephen Dale Jones Revocable Living Trust herein holds title.

We have also searched our General Index for judgments and state and federal liens against the grantees named above and find:

1. In order to complete this report, the Company requires a Statement of Information to be completed by the following party(s),

Party(s): Steven D. Jones and Joyce A. Jones

The Company reserves the right to add additional items or make further requirements after review of the requested Statement of Information.

NOTE: The Statement of Information is necessary to complete the search and examination of title under this order. Any title search includes matters that are indexed by name only, and having a completed Statement of Information assists the Company in the elimination of certain matters which appear to involve the parties but in fact affect another party with the same or similar name. Be assured that the Statement of Information is essential and will be kept strictly confidential to this file.

2. A judgment, for the amount shown below, and any other amounts due:

Amount: \$16,962.59 plus interest plus \$154 costs

Debtor: Terry Lee Voss

Creditor: Delage Landen Financial Services

Date entered: March 25, 2011

County: Clackamas

Court: Circuit

Case No.: CV10120699

Attorney Fees: \$7,638.74

Attorney for creditor: Chelsea S. Lewandowski

This is not a report issued preliminary to the issuance of a title insurance policy. Our search is limited and its use is intended as an informational report only, to be used in conjunction with the development of real property. Liability is limited to an aggregate sum not to exceed \$ 1,000.00

Fidelity National Title Insurance Company

By: _____
Toni Stanhope, Project Coordinator

NOTE - ORS 92.305(1) reads as follows:

"Blanket encumbrance" means a trust deed or mortgage or any other lien or encumbrance, mechanics' lien or otherwise, securing or evidencing the payment of money and affecting more than one interest in subdivided or series partitioned land, or an agreement affecting more than one such lot, parcel or interest by which the subdivider, series partitioner or developer holds such subdivision or series partition under an option, contract to sell or trust agreement.

EXHIBIT "ONE"

The premises are in Clackamas County and are described as follows:

PARCEL I

Parcel 2, PARTITION PLAT NO. 1999-106, in the City of Oregon City, County of Clackamas and State of Oregon, EXCEPTING THEREFROM that portion conveyed to the City of Oregon City in Deed recorded September 11, 2006 as Fee No. 2006-083747.

PARCEL II:

Part of the James Winston Donation Land Claim No. 69, in Sections 21 and 28, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point that is North 331.66 feet and East 660 feet from the one-quarter corner on the South line of Section 21, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Northeast corner of that tract of land conveyed to Joe Toman and wife by Deed Book 445, Page 144, Clackamas County Records; thence West along the North line of Toman tract, 421 feet; thence South, 435 feet, more or less, to a point on the Southerly line of the Winston Donation Land Claim; thence South 67°20' East along said South line, 470 feet, more or less, to an iron pipe at the Southwest corner of property conveyed to School District No. 62 by Deed Book 607, Page 279, Clackamas County Records; thence North along said School District West line, 520 feet, more or less, to the Northwest corner of said School District Tract; thence continuing North, 85.66 feet, more or less, to the point of beginning.

Sunnybrook Subdivision

Transportation Impact Study Oregon City, Oregon

DATE:

February 4, 2014

PREPARED FOR:

Icon Construction and Development, LLC

PREPARED BY:

Brian Davis

Todd Mobley, PE, PTOE



EXPIRES: 12/31/2014



LANCASTER
ENGINEERING



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Executive Summary

1. Three tax south of Ames Street in northeastern Oregon City, Oregon are proposed for subdivision and development. The project will divide the properties into 29 lots with a single family dwelling on each. To serve the homes, Stables Place and Pasture Way will be extended southward, creating a connection with Holcomb School Road.
2. Trip generation estimates show that approximately 22 new trips are expected to be generated during the morning peak hour, approximately 22 new trips are expected to be generated during the midday peak hour, and approximately 29 new trips will be generated during the evening peak hour. The project is projected to generate a total of 276 new trips each weekday.
3. Capacity analyses show that all study intersections are currently operating within the City of Oregon City's performance standards, and will continue to do so following the background growth of traffic volumes and the addition of new site trips.
4. Based on traffic counts conducted in the site vicinity, as many as 25 new vehicles could potentially benefit from additional street connectivity and utilize a new route between Holcomb Boulevard and Ames Street created by extending Pasture Way to Holcomb School Road during the critical morning peak hour. These new trips do not significantly affect the performance of the study intersections, and ample capacity exists to safely accommodate these potential new trips.
5. Sight distance was measured at the location of two planned accesses along Ames Street and a planned access along Holcomb School Road, and was found to be adequate for safe operation of the accesses.
6. No crashes were reported over five year period spanning 2008 to 2012 at any study intersection.
7. Left-turn lane warrants at the intersection of Holcomb Boulevard at Holcomb School Road are not currently met, nor will they be met following the background growth and full build-out of the site.
8. To accommodate the proposed development plan, a zone change from R-10 to R-8 is necessary for a portion of the site. All study intersections will meet Oregon City's performance standards at the planning horizon under both the existing and proposed zonings, and the State of Oregon's Transportation Planning Rule is satisfied with regard to the proposed zone change.
9. No mitigations are needed or recommended to support the proposed zone change and subsequent development plan.



Introduction

Project Description

Three tax lots located to the south of the eastern end of Ames Street in Oregon City, Oregon are proposed for development. The proposed plan divides the property into 29 lots, with a single family home on each, and includes new public street segments providing access to the lots. To support the development, the proposal calls for a zone change of a portion of the property from R-10 to R-8. The proposed site plan is provided in the appendix.

This study addresses the transportation impacts as required under Section 6.0 of the City of Oregon City's *Guidelines for Transportation Impact Analyses*. The purpose of the study is to determine whether the transportation system in the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, identifying any mitigations that may be necessary to do so.

The report includes safety and capacity analyses at four intersections:

1. Ames Street at Stables Place
2. Ames Street at Pasture Way
3. Holcomb Boulevard at Holcomb School Road
4. Holcomb School Road at Pasture Way / new site access

Additionally, since the proposed project will create a new route between Holcomb Boulevard and Ames Street, the study analyzes the impacts of this new route, particularly with regard to traffic to and from Holcomb Elementary School. To quantify the impacts of the proposed zone change, the report also includes planning horizon analyses at the study intersections, and addresses the State of Oregon's *Transportation Planning Rule*.

Detailed information on traffic counts, trip generation calculations, and level of service calculations is provided in the appendix to this report.

Site Location

Proposed project is located toward the northeastern edge of Oregon City and is comprised of tax lots 1300 & 1600 on Map 22E21DC and tax lot 1600 on Map 22E28AB. The maps are included in the appendix. These lots are located to the south of Ames Street, opposite Stables Place and Pasture Way. The development plan extends these streets to the south, where the streets intersect with one another before connecting to Holcomb School Road.



Vicinity Streets

Holcomb Boulevard is classified as a Minor Arterial in the Oregon City Transportation System Plan. It has a posted speed of 40 mph, and includes a standard lane and a bicycle lane in each direction. Sidewalks are not generally in place east of the intersection with Holcomb School Road, but largely continuous along the more developed areas of the street located to the east of this intersection.

Ames Street, Stables Place, Pasture Way, and Holcomb School Road are classified as Local Streets and have a statutory speed of 25 mph. These streets do not have marked lanes. Continuous sidewalks are in place along the existing segments of Stables Place and Pasture Way, while sidewalks on Ames Street are discontinuous. Holcomb School Road contains a continuous sidewalk on its west side and no sidewalk on its east side.

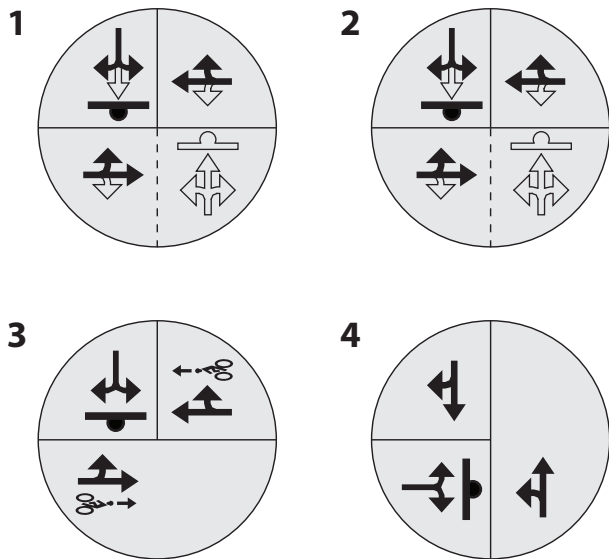
Study Intersections

The intersection Holcomb Boulevard at Holcomb School Road is a three-legged intersection that is controlled by a stop sign on the southbound (Holcomb School Road) approach. Each approach consists of one standard lane for each movement, and the Holcomb Boulevard approaches both include a bike lane. The crosswalk traversing the northern approach is marked, while the crossings of the eastern and western approaches are unmarked.

The intersections of Ames Street at Stables Place and Ames Street at Pasture Way are each three-legged intersections, with each approach consisting of one lane for all movements. The intersections are controlled by stop signs on the southbound (Stables Place and Pasture Way) approaches. The proposed development plan will add a southern leg to each intersection, with the new legs controlled by a stop sign. All crosswalks at each intersection are unmarked.

The proposed development plan creates a new intersection as Pasture Way is extended to the south to connect to Holcomb School Road. The new intersection will be a three-legged intersection connecting to Holcomb School Road at the site of an existing residential driveway, controlled by a stop sign along the new southbound approach.

Figure 1 on page six shows the project study area and the location of the site within this area, as well as the lane configuration and traffic control devices at the study intersections.



Legend

- # Study intersection
- Stop sign
- Planned new street



Figure 1

Vicinity Map and Traffic Control & Lane Configurations
at Study Intersections





Site Trips

Trip Generation

To estimate the number of trips that will be generated by the proposed development, trip rates from *Trip Generation*¹ were used. The data utilized are for, *Single-Family Detached Housing*, which includes, “all single family homes on individual lots.” The trip generation was calculated for 29 single-family homes.

The trip generation calculations show that the proposed development is projected to result in a total of 276 additional trips in total each weekday. The project is expected to generate a total of 22 new trips during the morning peak hour, and 29 new trips during the evening peak hour. Trip generation data for single family dwellings during the midday peak period is not available, so the midday trip generation of the development was assumed to be 75% of the evening peak hour trip generation, with an even number of trips entering and exiting.

The trip generation estimates are summarized in Table 1, and detailed trip generation calculations are included in the appendix to this letter. The net increase in trip generation resulting from the proposed zone change is addressed in detail in the Zone Change Analysis section of this report, beginning on page 19.

Table 1: Trip generation for the proposed land division

Morning Peak Hour			Midday Peak Hour			Evening Peak Hour			Weekday
In	Out	Total	In	Out	Total	In	Out	Total	Total
6	16	22	11	11	22	18	11	29	276

Trip Distribution & Assignment

Based on the existing traffic patterns observed in the site vicinity and a survey of the surrounding street network, it is expected that approximately 60% of all site trips are expected to arrive from and depart toward the southwest along Holcomb Boulevard in the direction of central Oregon City and Highway 213. Approximately 30% of site trips are expecting to arrive from and depart toward the west along Ames Street, which provides an alternate route to Highway 213 and I-205 via Swan Avenue and Forsythe Road. The remaining 10% of site trips are expected to arrive from and depart toward the east along Holcomb Boulevard.

The expected distribution and assignment of site trips is shown in Figure 2 on page eight.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9th Edition, 2012.

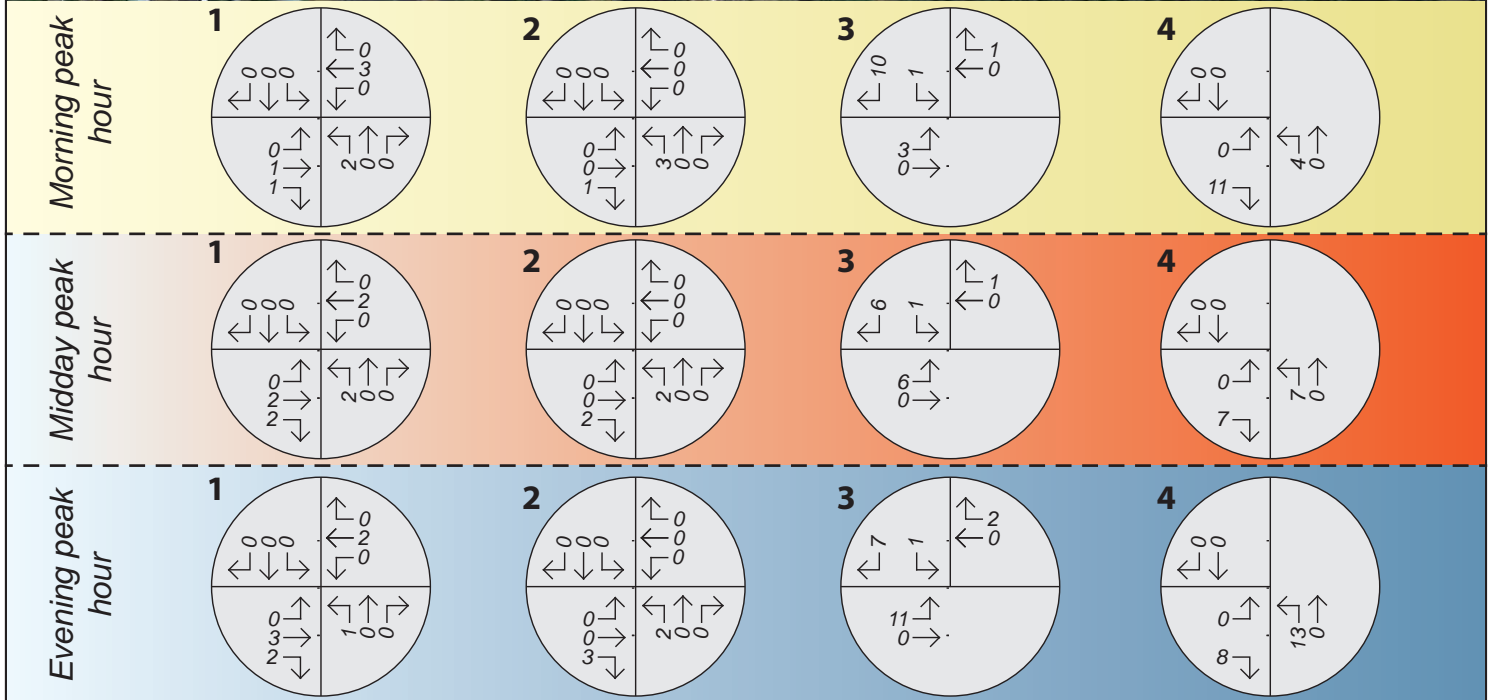


Figure 2

Trip Generation and Distribution
for the Proposed Development





Operational Analysis

Existing and Background Traffic Volumes

To determine existing traffic volumes at the study intersections, traffic counts were conducted at the intersection of Holcomb Boulevard at Holcomb School Road on Tuesday, January 7, 2014. Counts were conducted from 7:00 to 9:00 AM to obtain data for the morning peak hour; from 2:00 to 4:00 PM to obtain data for the midday peak hour; and from 4:00 to 6:00 PM to obtain data for the evening peak hour. Based on the traffic counts at this intersection, traffic volumes at the intersection of the existing residential driveway and planned Pasture Way extension at Holcomb School Road were inferred. Existing volumes at the intersections of Stables Place at Ames Street and Pasture Way at Ames Street are estimated using the trip rates from *Trip Generation* for the six homes that take access to Stables Place and the five that take access to Pasture Way.

These existing volumes are shown in Figure 3 on page 10. The raw data is provided in the technical appendix.

To gauge the effect on the proposed development relative to a *no-build* scenario, background volumes were calculated assuming a three year build-out period and 2% year-over-year growth in traffic volumes. These background traffic volumes are summarized in Figure 4 on page 11. The trips generated by the proposed subdivision summarized in Figure 2 are added to these background volumes; traffic volumes in this scenario are summarized in Figure 5 on page 12.

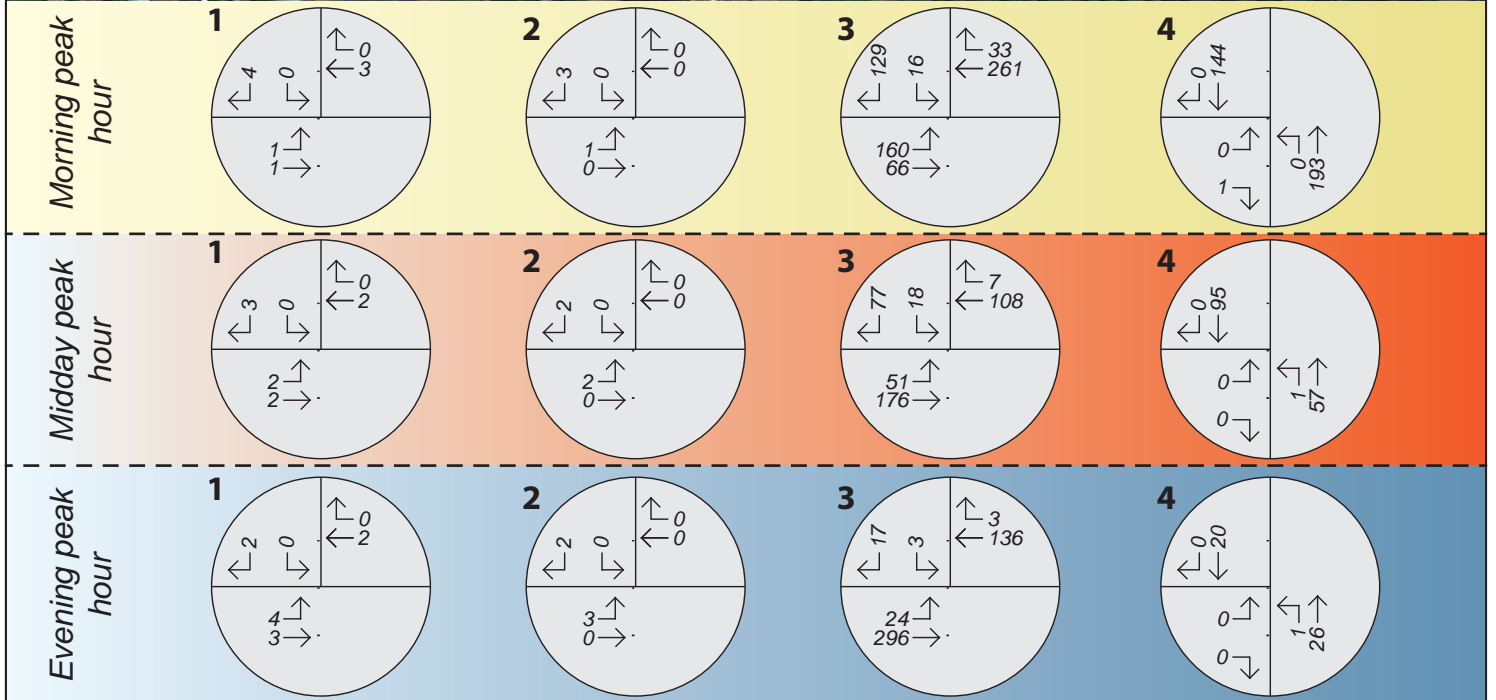


Figure 3

Existing Traffic Volumes



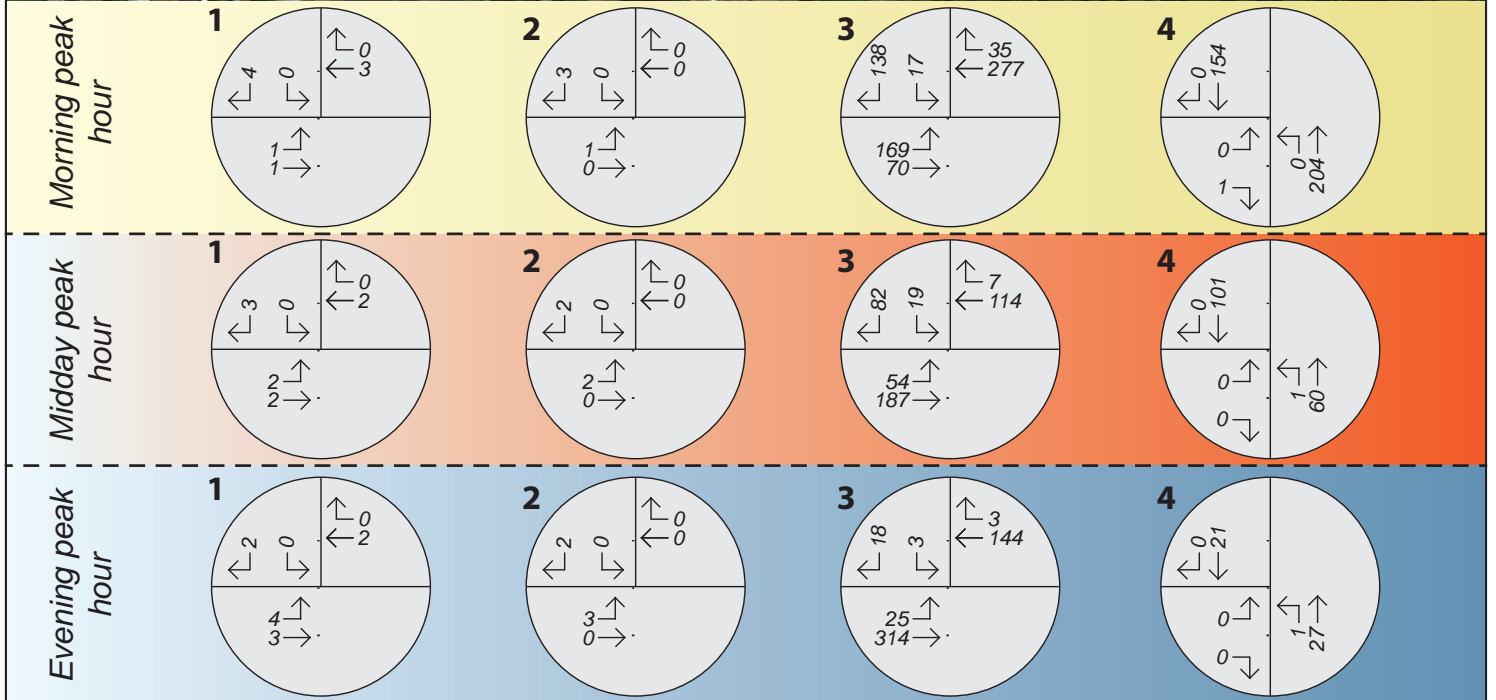


Figure 4
2017 Background Traffic Volumes



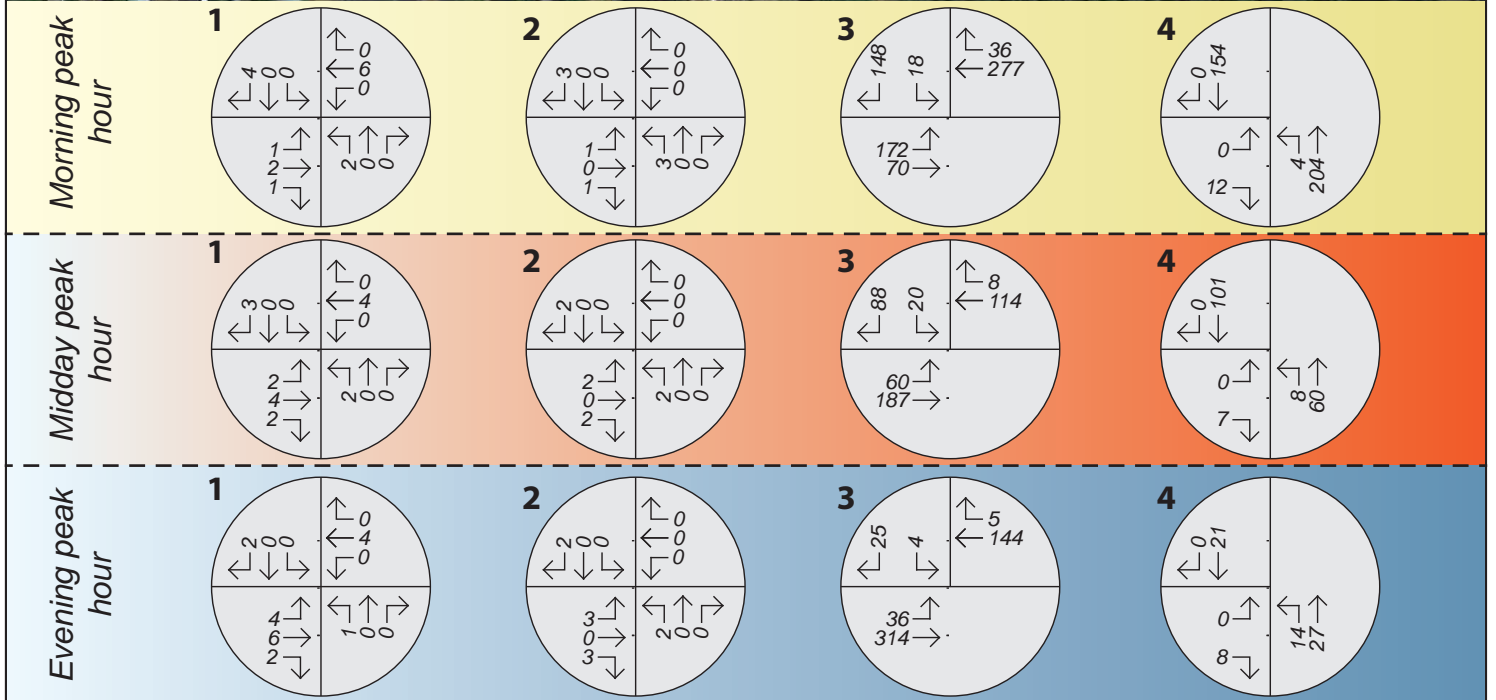


Figure 5

2017 Background Traffic Volumes
with Site Trips Added





Capacity Analysis

To determine the capacity and level-of-service at the study intersections, a capacity analysis was conducted. The analysis was conducted using the intersection analysis methodologies in the *Highway Capacity Manual (HCM)*². Level-of-service (LOS) can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Oregon City's operational standards require unsignalized intersections to operate at LOS D or better. The LOS reported for each intersection corresponds to the stop-controlled approach with the highest average delay. Detailed LOS descriptions are included in the appendix to this report.

In order to gauge the amount of capacity remaining at the intersection, the volume-to-capacity (v/c) ratio is also calculated. A ratio of less than 1.0 indicates that the intersection is operating within capacity. The v/c ratio is reported for the lane group with the highest overall v/c ratio.

Table 2 shows a summary of the capacity and level-of-service calculations at the study intersections under the three scenarios outlined previously: 1) Existing conditions; 2) Background conditions, and; 3) Background conditions with site trips added.

The results of the capacity analysis show that the intersections of Ames Street at Stables Place and Ames Street at Pasture Way are currently operating at LOS A with v/c ratios of 0.01 during all peak hours. Following the background growth of traffic and the development of the site as planned, these intersections are projected to continue to operate at LOS A with v/c ratios of 0.01 during all peak periods.

The intersection of Holcomb Boulevard at Holcomb School Road currently operates at LOS C with a v/c of 0.36 during the morning peak hour; at LOS B with a v/c ratio of 0.19 during the midday peak hour; and at LOS A with a v/c ratio of 0.09 during the evening peak hour. Following the background growth of traffic and the development of the site, the intersection is projected to operate at LOS C with a v/c ratio of 0.43 during the morning peak hour; at LOS B with a v/c ratio of 0.22 during the midday peak hour; and at LOS A with a v/c ratio of 0.10 during the evening peak hour.

The intersection of Holcomb School Road at the existing residential driveway and site of the planned connection with Pasture Way currently operates at LOS A during all peak hours, with v/c ratios of 0.11, 0.08, and 0.01 during the morning, midday, and evening peak hours respectively. Following the background growth of traffic and the development of the site, the intersection will continue to operate at LOS A with v/c ratios during the morning, midday, and evening peak hours projected to increase to 0.12, 0.09, and 0.01 respectively.

All study intersections currently operate within the City of Oregon City's performance standards, and are projected to do so following the background growth of traffic and the development of the site.

² Transportation Research Board, *Highway Capacity Manual*, 5th Edition, 2010.



Detailed capacity analysis results are provided in the appendix.

Table 2: Intersection capacity and level-of-service summary

	Morning Peak		Midday Peak		Evening Peak	
	LOS	V/C	LOS	V/C	LOS	V/C
Ames St. at Stables Pl.						
Existing	A	0.01	A	0.01	A	0.01
Background	A	0.01	A	0.01	A	0.01
Background + Site	A	0.01	A	0.01	A	0.01
Ames St. at Pasture Way						
Existing	A	0.01	A	0.01	A	0.01
Background	A	0.01	A	0.01	A	0.01
Background + Site	A	0.01	A	0.01	A	0.01
Holcomb Blvd. at H.S. Rd.						
Existing	C	0.36	B	0.19	A	0.09
Background	C	0.40	B	0.21	A	0.10
Background + Site	C	0.43	B	0.22	A	0.10
H.S. Rd. at Pasture Way						
Existing	A	0.11	A	0.08	A	0.01
Background	A	0.12	A	0.09	A	0.01
Background + Site	A	0.12	A	0.09	A	0.01

Impacts of New Route between Holcomb Boulevard and Ames Street

As described previously, the planned development includes a new connection between Holcomb Boulevard and Ames Street, as Pasture Way will be extended southward to connect to Holcomb School Road at the site of an existing residential driveway. The new connection will provide a route for vehicles travelling between points east on Holcomb Boulevard and points north on Swan Avenue that is more direct than the existing route, which utilizes the intersection of Holcomb Boulevard at Swan Avenue.

In order to estimate the number of vehicles that could potentially utilize this new route, traffic counts were conducted at the intersection of Swan Avenue at Ames Street on Tuesday, January 7, 2014 at times corresponding to the three peak periods described above. These traffic counts are provided in the appendix.



It is assumed that 50% of the vehicles observed along Swan Avenue at this intersection will arrive from and depart toward the east along Holcomb Boulevard, with the remaining half arriving from and departing toward the west. Note that this represents an upper-bound estimate, as traffic counts at the intersection of Holcomb Boulevard at Holcomb School Road suggest that significantly more vehicles are arriving from and departing toward the west than the east.

Based upon this trip assignment, it is estimated that as many as 25 vehicles could utilize the new route during the morning peak hour; as many as 24 could utilize the route during both the midday and evening peak hours.

The new route will add trips to the intersections of Ames Street at Stables Place, Ames Street at Pasture Way, and Holcomb School Road at the existing driveway and new Pasture Way connection. While the new route will result in no additional trips through the intersection of Holcomb Boulevard at Holcomb School Road, it will slightly alter the distribution of trips through the intersection, adding as many as 13 new left-turns to the critical southbound approach and 12 new right turns to the westbound approach (along with a corresponding reduction of 13 eastbound and 12 westbound through vehicles).

The assignment of potential diverted trips through the study intersections resulting from the new connection during the critical morning peak hour is shown in Figure 6 on page 16. To determine whether the trips utilizing the new route significantly affect the performance of the study intersections, the intersections were analyzed using the HCM methods described previously, adding the new trips shown in Figure 6 to volumes in the “Background plus Site Trips” scenario shown in Figure 5.

With the inclusion of potential new cut-through trips, the intersections of Ames Street at Stable Place and Ames Street at Pasture Way are projected to continue to operate at LOS A with a v/c ratio of 0.01, and the intersection of Holcomb School Road at the existing driveway and planned Pasture Way connection will continue to operate at LOS A with a v/c ratio of 0.12. The intersection of Holcomb Boulevard at Holcomb School Road is projected to continue to operate at LOS C, with the v/c ratio increasing slightly to 0.50. These are all well within Oregon City’s operational standards. Accordingly, the new roadways and intersections have ample capacity to accommodate any potential new cut-through traffic. Detailed results are provided in the appendix.



Morning peak
hour

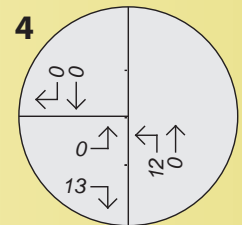
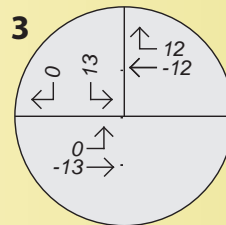
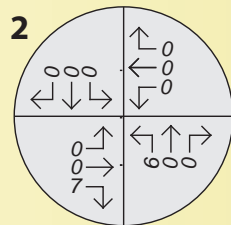
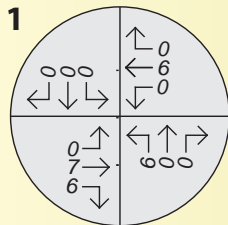


Figure 6

Potential New Trips Resulting from New Route between
Holcomb Boulevard and Ames Street





Safety Analysis

Sight Distance

To ensure that the site accesses can operate safely and efficiently, sight distance measurements were taken according to guidelines specified in *A Policy on Geometric Design of Highways and Streets*³. The measurements use driver's eye heights of 3.5 feet above the road for both vehicles exiting the accesses and vehicles on the main roadway, with the driver's eye 15 feet behind the edge of the near-side travel lane. The intersection sight distance (ISD) necessary at the driveways is based on the speed of traffic on the major street, and represents the sight distance needed such that major street traffic would not have to slow down excessively to accommodate vehicles entering the roadway from the accesses.

Sight distance at the planned new southern leg of the intersection of Ames Street at Stables Place was measured to be 390 feet to the west, with just to the west of this access serving as the limiting factor. Sight distance at the planned new southern leg of the intersection of Ames Street at Pasture Way was found to be in excess of 500 feet. For both accesses, sight distance to the east extends well past the eastern end of Ames Street. Based upon the statutory 25 mph speed along Ames Street, the necessary ISD at these accesses is 280 feet to the west. This is easily exceeded for both accesses.

Sight distance at the planned access to Holcomb School Road at the site of the existing residential driveway extended beyond the southern end of the road, approximately 350 feet to the south of the driveway. Sight distance along the travel path of vehicles turning right onto Holcomb School Road from Holcomb Boulevard was measured to be 363 feet, while sight distance along the travel path of vehicles turning left onto Holcomb School Road from Holcomb Boulevard was measured to be 390 feet. Regarding sight distance to the north, vehicles entering Holcomb School Road at this access have a clear view of the entire parking lot of the school. Based upon the statutory 25 mph speed along Holcomb School Road, the necessary ISD at this access is 280 feet to the west. This is again easily met for this access.

Crash History

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (2008-2012) at the study intersections was performed.

No crashes were reported for the five year analysis period along Ames Street. The road serving Holcomb School is not consistently named, so a survey of all crashes along Holcomb Boulevard was performed to identify any that may be attributable to the intersection at Holcomb School Road. These

³ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.



crash records are provided in the appendix. No crashes reported during the analysis period appear to be attributable to the intersection of Holcomb Boulevard at Holcomb School Road.

Turn Lane Warrants

Left turn lane warrants were examined at the intersection of Holcomb Boulevard at Holcomb School Road to determine whether a left-turn lane is currently necessary or will be necessary following the planned development of the site. The warrant analysis was conducted during the critical morning peak hour using the methodology outlined by NCHRP Report #457⁴.

It was found that a left-turn is not presently warranted and will not be warranted following development of the site. Accordingly, a left-turn lane is not recommended. Detailed calculations for the left turn lane warrant evaluation are provided in the appendix to this report.

⁴ Transportation Research Board, *NCHRP Report #457: Engineering Study Guide for Evaluating Intersection Improvements*, 2001.



Zone Change Analysis

Planning Horizon Analysis

As described previously, the site of the proposed development is currently zoned R-10. Under this zoning, the site could accommodate up to 25 lots. Because the development plan subdivides the site into 29 lots, it is necessary to rezone a portion of the property from R-10 to R-8 to accommodate the increased density. Note that a rezone is sought only for the portion of the property such that the proposed 29-lot development can be built as planned. The proposed development therefore represents the reasonable worst-case scenario for the proposed zoning, while a 25-lot residential development is the reasonable worst-case scenario under the existing zoning.

Table 3 shows the trip generation of the reasonable worst-case scenarios under the existing and proposed zoning. As described above, it is assumed that the total trips generated by residences during the midday peak period is 75% of the total trips generated during the evening period, with half of the new trips entering and half exiting.

Table 3: Trip generation of the subject site under reasonable worst-case development scenarios for the existing and proposed zonings

	Morning Peak Hour			Midday Peak Hour			Evening Peak Hour			Week-day
	In	Out	Total	In	Out	Total	In	Out	Total	Total
Proposed Zoning	6	16	22	11	11	22	18	11	29	276
Existing Zoning	<u>5</u>	<u>14</u>	<u>19</u>	<u>10</u>	<u>9</u>	<u>19</u>	<u>16</u>	<u>9</u>	<u>25</u>	<u>238</u>
Difference	1	2	3	1	2	3	2	2	4	38

To quantify the impacts of the proposed zone change at the planning horizon, the intersection of Holcomb Boulevard at Holcomb School Road was analyzed using the reasonable worst-case development scenarios described above for the existing and proposed zonings. Since the other study intersections all currently operate at LOS A with very low volumes, it is anticipated that these intersections will operate well within Oregon City's performance standards at the planning horizon.

To obtain planning horizon volumes, the assumed two percent year-over-year growth rate described above was applied to existing volumes including the minor street traffic that is primarily travelling to and from the school. The planning horizon volumes are shown on Figure 4 on page 20.

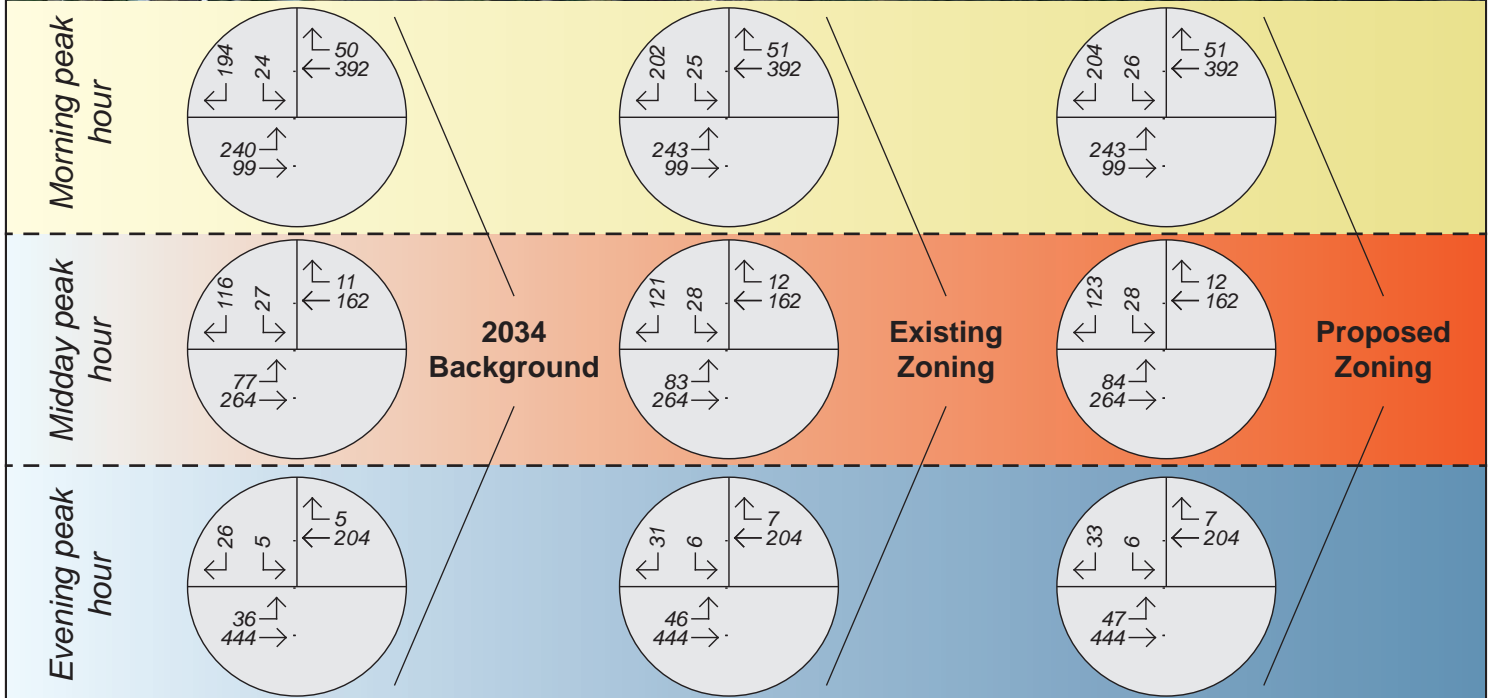


Figure 7

2034 Traffic Volumes at Holcomb Boulevard at Holcomb School Road under Reasonable Worst-Case Development Scenarios





The results of the analysis show that the intersection is projected to operate at LOS D with a v/c ratio of 0.62 during the morning peak hour at the planning horizon for the reasonable worst-case development scenario for the existing zoning. Under the proposed zoning, the intersection is projected to operate at LOS D with a v/c ratio increasing slightly to 0.64. During the midday peak period, the intersection is projected to operate at LOS C with a v/c ratio of 0.38 for worst-case development scenarios under both the existing and proposed zonings. During the evening peak period, the intersection is projected to operate at LOS B with a v/c ratio of 0.14 for worst-case development scenarios under both the existing and proposed zonings. This is within Oregon City's operational standard in all scenarios.

The results of the planning horizon analysis are summarized in Table 4, and detailed results are provided in the appendix.

Table 4: Capacity and level-of-service summary for the intersection of Holcomb Boulevard at Holcomb School Road at the planning horizon under existing and proposed zonings

	Morning Peak		Midday Peak		Evening Peak	
	LOS	V/C	LOS	V/C	LOS	V/C
Holcomb Blvd. at H.S. Rd.						
<i>Existing R-10</i>	D	0.62	C	0.38	B	0.14
<i>Proposed R-10 & R-8</i>	D	0.64	C	0.38	B	0.14

Conformance with 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 section of the TPR is quoted directly in italics below, with a response following.

660-012-0060

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
 - (b) *Change standards implementing a functional classification system; or*
 - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted*

TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In this instance, 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 as a result of the proposed zone change. The proposed zone change will result in only a minimal increase in overall trips in the site vicinity. The new trips added to Ames Street and Holcomb School Road would all be local trips, consistent with their functional classification as Local Streets. Most site trips are expected to utilize Holcomb Boulevard to travel to and from the greater network, which is consistent with its functional classification as a Minor Arterial. All study intersections are predicted to meet Oregon City's performance standards at the planning horizon.

All relevant performance standards are met and continue to be met through the planning horizon. Accordingly, the Transportation Planning Rule is satisfied.



Conclusions

To quantify the impacts of the proposed 29-lot subdivision and development as well as the zone change necessary to accommodate it, this report provides a detailed analysis of the vicinity streets and intersections that will serve the new trips.

The findings of the operational analysis are:

- (1) The intersections of Ames Street at Stables Place, Ames Street at Pasture Way, Holcomb Boulevard at Holcomb School Road; and Holcomb School Road at the planned new intersection with Pasture Way are all currently operating within Oregon City's performance standard, and are projected to do so following the development of the site; and
- (2) The impacts of the new route between Ames Street and Holcomb Boulevard created by extending Pasture Way to Holcomb School Road are expected to be minimal, with a maximum of 25 vehicles expected to utilize the route during any hour.

The findings of the safety analysis are:

- (1) Sight distance at all proposed new site accesses is adequate;
- (2) There have been no reported crashes at any study intersection during the five year analysis period spanning 2008 to 2012; and
- (3) Left turn lane warrants will not be met at the intersection of Holcomb Boulevard at Holcomb School Road following development of the site.

The findings of the zone change analysis are:

- (1) The study intersections will operate within Oregon City's performance standard at the planning horizon under both the existing R-10 zoning and proposed mix of R-10 and R-8 zoning; and
- (2) The State of Oregon's Transportation Planning Rule is satisfied with respect to the proposed zone change.

No mitigations are therefore needed or recommended to support the proposed development plan.

2e

Appendix



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

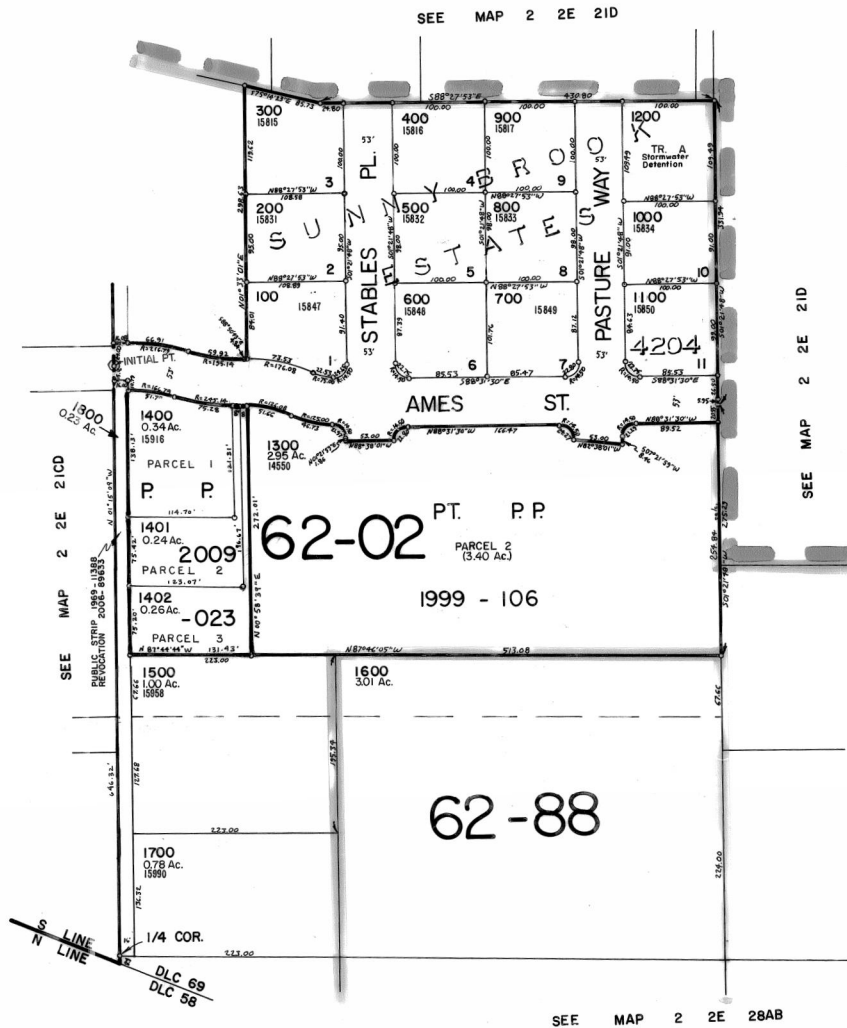
Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50



This map was prepared for
assessment purpose only

NW 1/4 NE 1/4 SECTION 28 T2S R2E W.M.
CLACKAMAS COUNTY

1" = 100'

D.L.C.
JAMES WINSTON NO.69
GEORGE ABERNETHY NO.58

2 2E 28AB

14500

14700

SEE MAP 2 2E 21D

SEE MAP 2 2E 21DC

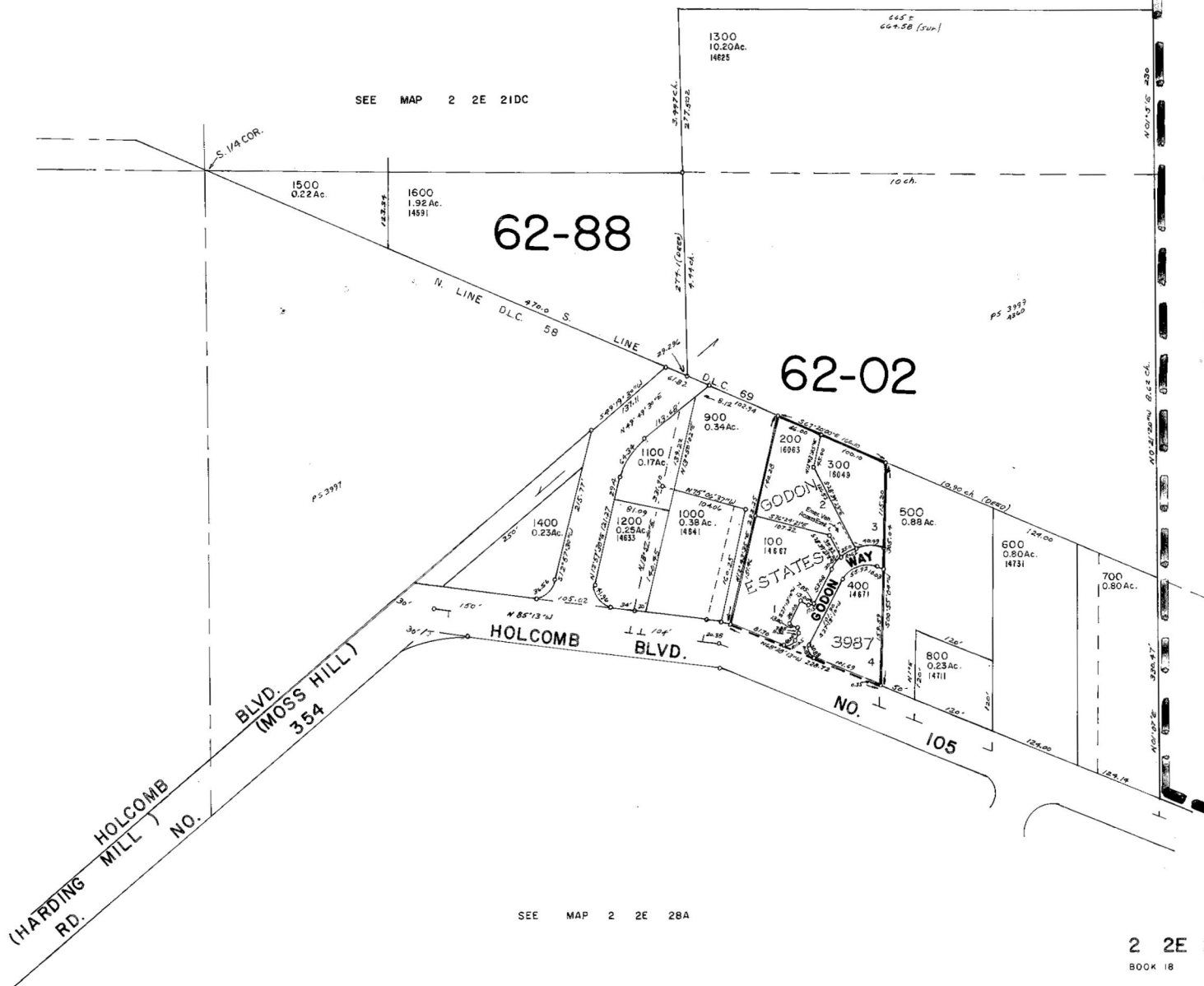
16000

SEE MAP 2 2E 28BA

SEE MAP 2 2E 28A

62-88

62-02



SEE MAP 2 2E 28A

2 2E 28AB
BOOK 18



TRIP GENERATION CALCULATIONS

Planned 29-lot development

Land Use: Single-Family Detached Housing

Land Use Code: 210

Variable: Dwelling Units

Variable Value: 29

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	6	16	22

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	18	11	29

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	138	138	276

SATURDAY

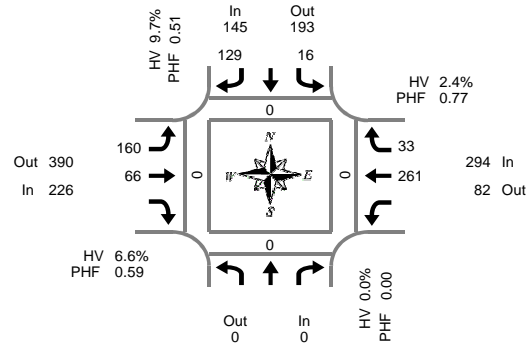
Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	144	144	288

Total Vehicle Summary



Clay Carney
(503) 833-2740



Holcomb School & Holcomb Blvd

Tuesday, January 07, 2014

7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	3	2	5	0	15	0	0	0	20	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	5	5	10	0	23	0	0	0	33	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	4	1	5	0	28	0	0	0	33	0	0	0	0
7:15 AM	0	0	0	0	2	0	2	0	9	1	10	0	24	0	0	0	36	0	0	0	0
7:20 AM	0	0	0	0	3	0	3	0	6	6	12	0	23	0	0	0	38	0	0	0	0
7:25 AM	0	0	0	0	3	0	3	0	13	5	18	0	23	3	0	0	47	0	0	0	0
7:30 AM	0	0	0	0	9	0	9	0	17	5	22	0	24	5	0	0	60	0	0	0	0
7:35 AM	0	4	4	0	7	0	7	0	17	7	24	0	20	2	0	0	57	0	0	0	0
7:40 AM	0	0	0	0	13	0	13	0	10	2	12	0	38	7	0	0	70	0	0	0	0
7:45 AM	0	1	1	0	10	0	10	0	30	9	39	0	19	2	0	0	71	0	0	0	0
7:50 AM	0	1	1	0	26	0	26	0	24	4	28	0	19	5	0	0	79	0	0	0	0
7:55 AM	0	2	2	0	25	0	25	0	17	11	28	0	17	2	0	0	74	0	0	0	0
8:00 AM	0	4	4	0	13	0	13	0	10	5	15	0	15	4	0	0	51	0	0	0	0
8:05 AM	0	1	1	0	9	0	9	0	4	6	10	0	13	2	0	0	35	0	0	0	0
8:10 AM	0	3	3	0	9	0	9	0	3	5	8	0	26	1	0	0	47	0	0	0	0
8:15 AM	0	0	0	0	3	0	3	0	4	9	13	0	19	1	0	0	36	0	0	0	0
8:20 AM	0	0	0	0	2	0	2	0	0	7	7	0	12	0	0	0	21	0	0	0	0
8:25 AM	0	0	0	0	2	0	2	0	2	11	13	0	17	0	0	0	32	0	0	0	0
8:30 AM	0	0	0	0	1	0	1	0	2	7	9	0	16	0	0	0	26	0	0	0	0
8:35 AM	0	0	0	0	2	0	2	0	1	7	8	0	20	0	0	0	30	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	13	13	0	13	0	0	0	26	0	0	0	0
8:45 AM	0	1	1	0	2	0	2	0	0	4	4	0	14	0	0	0	21	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	3	3	0	16	0	0	0	19	0	0	0	0
8:55 AM	0	0	0	0	2	0	2	0	1	6	7	0	13	0	0	0	22	0	0	0	0
Total Survey	0	17	17	0	143	0	143	0	182	141	323	0	467	34	0	0	984	0	0	0	0

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	12	8	20	0	66	0	0	0	86	0	0	0	0
7:15 AM	0	0	0	0	8	0	8	0	28	12	40	0	70	3	0	0	121	0	0	0	0
7:30 AM	0	4	4	0	29	0	29	0	44	14	58	0	82	14	0	0	187	0	0	0	0
7:45 AM	0	4	4	0	61	0	61	0	71	24	95	0	55	9	0	0	224	0	0	0	0
8:00 AM	0	8	8	0	31	0	31	0	17	16	33	0	54	7	0	0	133	0	0	0	0
8:15 AM	0	0	0	0	7	0	7	0	6	27	33	0	48	1	0	0	89	0	0	0	0
8:30 AM	0	0	0	0	3	0	3	0	3	27	30	0	49	0	0	0	82	0	0	0	0
8:45 AM	0	1	1	0	4	0	4	0	1	13	14	0	43	0	0	0	62	0	0	0	0
Total Survey	0	17	17	0	143	0	143	0	182	141	323	0	467	34	0	0	984	0	0	0	0

Peak Hour Summary 7:15 AM to 8:15 AM

By Approach	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	145	193	338	0	226	390	616	0	294	82	376	0	665	0	0	0	0
%HV	0.0%	0.0%	0.0%	0.0%	9.7%	9.7%	9.7%	0.0%	6.6%	6.6%	6.6%	0.0%	2.4%	2.4%	2.4%	0.0%	5.4%	0	0	0	0
PHF	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.59	0.59	0.59	0.00	0.77	0.77	0.77	0.00	0.74	0	0	0	0

By Movement	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	0	16	16	0	129	145	274	0	66	160	226	0	261	33	294	0	665
%HV	NA	NA	NA	0.0%	0.0%	NA	10.9%	9.7%	6.9%	6.1%	NA	6.6%	NA	1.9%	6.1%	2.4%	5.4%
PHF	0.00	0.50	0.50	0.00	0.50	0.51	0.56	0.00	0.69	0.59	0.59	0.00	0.80	0.59	0.77	0.00	0.74

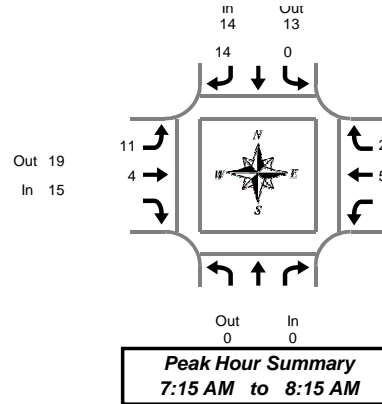
Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
7:00 AM	0	8	8	0	98	0	98	0	155	58	213	0	273	26	0	0	618	0	0	0	0
7:15 AM	0	16	16	0	129	0	129	0	160	66	226	0	261	33	0	0	665	0	0	0	0
7:30 AM	0	16	16	0	128	0	128	0	138	81	226	0	239	31	0	0	633	0	0	0	0
7:45 AM	0	12	12	0	102	0	102	0	97	94	191	0	206	17	0	0	528	0	0	0	0
8:00 AM	0	9	9	0	45	0	45	0	27	83	110	0	194	8	0	0	366	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Holcomb School & Holcomb Blvd

Tuesday, January 07, 2014

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total	
			Total	L	R	Total	L	T	Total		T	R		Total
7:00 AM			0	0	0	0	0	1	1		1	0	1	2
7:05 AM			0	0	0	0	0	0	0		1	0	1	1
7:10 AM			0	0	0	0	0	0	0		1	0	1	1
7:15 AM			0	0	0	0	0	0	0		0	0	0	0
7:20 AM			0	0	0	0	1	0	1		1	0	1	2
7:25 AM			0	0	1	1	0	0	0		0	0	0	1
7:30 AM			0	0	0	0	1	1	2		0	0	0	2
7:35 AM			0	0	0	0	1	0	1		0	0	0	1
7:40 AM			0	0	2	2	2	0	2		0	2	2	6
7:45 AM			0	0	3	3	4	0	4		1	0	1	8
7:50 AM			0	0	5	5	1	2	3		1	0	1	9
7:55 AM			0	0	2	2	1	0	1		1	0	1	4
8:00 AM			0	0	1	1	0	1	1		0	0	0	2
8:05 AM			0	0	0	0	0	0	0		0	0	0	0
8:10 AM			0	0	0	0	0	0	0		1	0	1	1
8:15 AM			0	0	0	0	0	0	0		0	0	0	0
8:20 AM			0	0	0	0	0	0	0		0	0	0	0
8:25 AM			0	0	0	0	0	0	0		0	0	0	0
8:30 AM			0	0	0	0	0	0	0		0	0	0	0
8:35 AM			0	0	0	0	0	0	0		2	0	2	2
8:40 AM			0	0	0	0	0	3	3		0	0	0	3
8:45 AM			0	0	0	0	0	0	0		1	0	1	1
8:50 AM			0	0	0	0	0	0	0		1	0	1	1
8:55 AM			0	0	1	1	1	0	1		0	0	0	2
Total Survey			0	0	15	15	12	8	20		12	2	14	49

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total		
			Total	L	R	Total	L	T	Total		T	R		Total	
7:00 AM			0	0	0	0	0	1	1	1		3	0	3	4
7:15 AM			0	0	1	1	1	0	1	1		1	0	1	3
7:30 AM			0	0	2	2	4	1	5	5		0	2	2	9
7:45 AM			0	0	10	10	6	2	8	8		3	0	3	21
8:00 AM			0	0	1	1	0	1	1	1		1	0	1	3
8:15 AM			0	0	0	0	0	0	0	0		0	0	0	0
8:30 AM			0	0	0	0	0	3	3	3		2	0	2	5
8:45 AM			0	0	1	1	1	0	1	1		2	0	2	4
Total Survey			0	0	15	15	12	8	20	20		12	2	14	49

Heavy Vehicle Peak Hour Summary

7:15 AM to 8:15 AM

By Approach	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	14	13	27	15	19	34	7	4	11	36
PHF	0.00			0.35			0.42			0.44			0.39

By Movement	Northbound Holcomb School		Southbound Holcomb School		Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Total
	Total	L	R	Total	L	T	Total	T	R	Total	
Volume	0	0	14	14	11	4	15	5	2	7	36
PHF	0.00	0.00	0.35	0.35	0.39	0.33	0.42	0.42	0.25	0.44	0.39

Heavy Vehicle Rolling Hour Summary

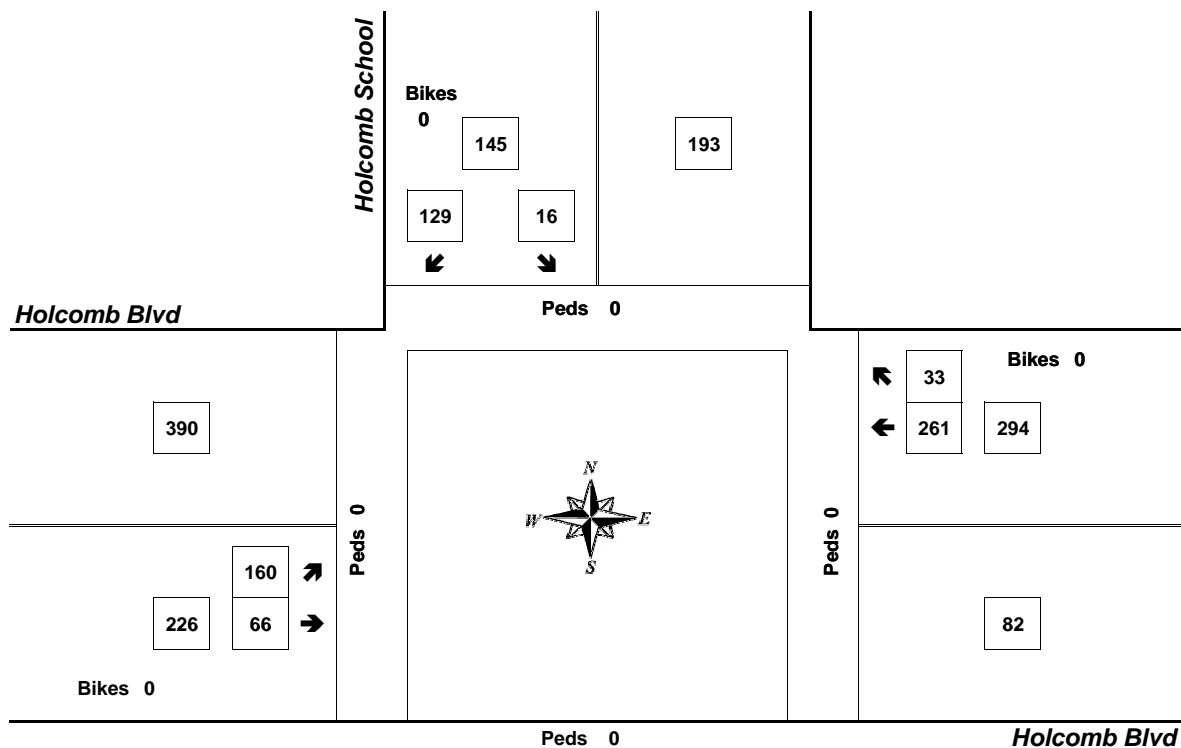
7:00 AM to 9:00 AM

Interval Start Time	Northbound		Southbound			Eastbound			Westbound			Interval Total
	Holcomb School	Total	L	R	Total	L	T	Total	T	R	Total	
7:00 AM	0	0	13	13	11	4	15	7	2	9	37	
7:15 AM	0	0	14	14	11	4	15	5	2	7	36	
7:30 AM	0	0	13	13	10	4	14	4	2	6	33	
7:45 AM	0	0	11	11	6	6	12	6	0	6	29	
8:00 AM	0	0	2	2	1	4	5	5	0	5	12	

All Traffic Data
Services Inc.

Clay Carney
(503) 833-2740

7:15 AM to 8:15 AM
Tuesday, January 07, 2014



Bikes
0

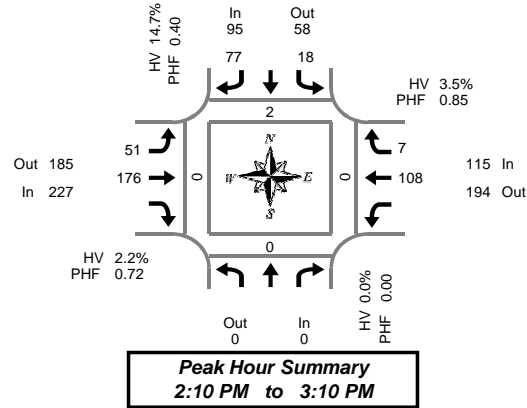
Approach	PHF	HV%	Volume
EB	0.59	6.6%	226
WB	0.77	2.4%	294
NB	0.00	0.0%	0
SB	0.51	9.7%	145
Intersection	0.74	5.4%	665

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



Holcomb School & Holcomb Blvd

Tuesday, January 07, 2014

2:00 PM to 4:00 PM

5-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
2:00 PM				0	1	0	0	0	5	15	0	0	8	0	0	0	29	0	0	0	0
2:05 PM				0	0	0	0	0	10	8	0	0	9	0	0	0	27	0	0	0	0
2:10 PM				0	0	0	0	0	11	15	0	0	8	2	0	0	36	0	0	0	0
2:15 PM				0	0	3	0	6	11	0	0	0	6	3	0	0	29	0	0	0	0
2:20 PM				0	4	7	0	11	10	0	0	0	8	1	0	0	41	0	0	0	0
2:25 PM				0	6	6	0	8	22	0	0	0	6	0	0	0	48	0	0	0	0
2:30 PM				0	5	27	0	6	22	0	0	0	8	1	0	0	69	1	0	0	0
2:35 PM				0	2	14	0	2	14	0	0	0	9	0	0	0	41	0	0	0	0
2:40 PM				0	0	4	0	2	9	0	0	0	7	0	0	0	22	0	0	0	0
2:45 PM				0	0	2	0	1	13	0	0	0	10	0	0	0	26	0	0	0	0
2:50 PM				0	0	5	0	0	9	0	0	0	14	0	0	0	28	1	0	0	0
2:55 PM				0	1	4	0	3	19	0	0	0	10	0	0	0	37	0	0	0	0
3:00 PM				0	0	3	0	0	15	0	0	0	10	0	0	0	28	0	0	0	0
3:05 PM				0	0	2	0	1	17	0	0	0	12	0	0	0	32	0	0	0	0
3:10 PM				0	0	2	0	0	16	0	0	0	7	0	0	0	25	0	0	0	0
3:15 PM				0	0	0	0	0	23	0	0	0	8	0	0	0	31	0	0	0	0
3:20 PM				0	0	2	0	0	18	0	0	0	10	0	0	0	30	0	0	0	0
3:25 PM				0	0	0	0	0	18	0	0	0	9	0	0	0	27	1	0	0	0
3:30 PM				0	0	4	0	1	7	0	0	0	8	1	0	0	21	0	0	0	0
3:35 PM				0	0	5	0	0	15	0	0	0	6	0	0	0	26	0	0	0	0
3:40 PM				0	0	4	0	1	25	0	0	0	13	0	0	0	43	0	0	0	0
3:45 PM				0	0	1	0	0	15	0	0	0	11	0	0	0	27	0	0	0	0
3:50 PM				0	0	1	0	1	21	0	0	0	14	0	0	0	37	0	0	0	0
3:55 PM				0	0	2	0	1	18	0	0	0	13	2	0	0	36	0	0	0	0
Total Survey				0	19	98	0	70	375	0	0	0	224	10	0	0	796	3	0	0	0

15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
2:00 PM				0	1	0	0	0	26	38	0	0	25	2	0	0	92	0	0	0	0
2:15 PM				0	10	16	0	25	43	0	0	0	20	4	0	0	118	0	0	0	0
2:30 PM				0	7	45	0	10	45	0	0	0	24	1	0	0	132	1	0	0	0
2:45 PM				0	1	11	0	4	41	0	0	0	34	0	0	0	91	1	0	0	0
3:00 PM				0	0	7	0	1	48	0	0	0	29	0	0	0	85	0	0	0	0
3:15 PM				0	0	2	0	0	59	0	0	0	27	0	0	0	88	1	0	0	0
3:30 PM				0	0	13	0	2	47	0	0	0	27	1	0	0	90	0	0	0	0
3:45 PM				0	0	4	0	2	54	0	0	0	38	2	0	0	100	0	0	0	0
Total Survey				0	19	98	0	70	375	0	0	0	224	10	0	0	796	3	0	0	0

Peak Hour Summary

2:10 PM to 3:10 PM

By Approach	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	95	58	153	0	227	185	412	0	115	194	309	0	437	2	0	0	0
%HV	0.0%				14.7%				2.2%				3.5%				5.3%				
PHF	0.00				0.40				0.72				0.85				0.69				

By Movement	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Total
	Total	L	R	Bikes	Total	L	R	Bikes	Total	L	R	Bikes	Total	L	R	Bikes	
Volume	0	18	72	0	51	176	227	0	108	7	115	0	437				
%HV	NA	NA	NA	0.0%	22.2%	NA	13.0%	14.7%	5.9%	1.1%	NA	2.2%	NA	3.7%	0.0%	3.5%	5.3%
PHF		0.00	0.30		0.41	0.40	0.46		0.76	0.72			0.79	0.29	0.85		0.69

Rolling Hour Summary

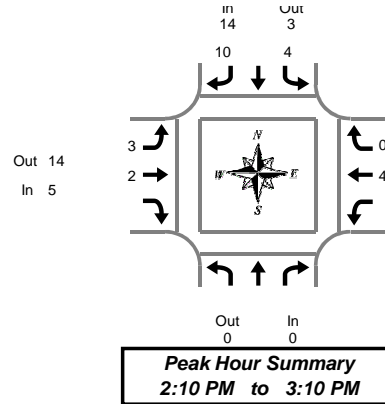
2:00 PM to 4:00 PM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
2:00 PM				0	19	72	0	65	167	0	0	0	103	7	0	0	433	2	0	0	0
2:15 PM				0	18	79	0	40	177	0	0	0	107	5	0	0	426	2	0	0	0
2:30 PM				0	8	65	0	15	193	0	0	0	114	1	0	0	396	3	0	0	0
2:45 PM				0	1	33	0	7	195	0	0	0	117	1	0	0	354	2	0	0	0
3:00 PM				0	0	26	0	5	208	0	0	0	121	3	0	0	363	1	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Holcomb School & Holcomb Blvd

Tuesday, January 07, 2014

2:00 PM to 4:00 PM

Heavy Vehicle 5-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
2:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
2:05 PM	0	0	0	0	0	0	7	0	7	0	0	0	7
2:10 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
2:15 PM	0	0	0	1	1	2	0	0	0	0	0	0	2
2:20 PM	0	1	1	3	4	7	0	0	0	0	0	0	7
2:25 PM	0	2	2	3	5	8	0	0	0	0	0	0	8
2:30 PM	0	0	0	2	2	4	0	0	0	0	0	0	4
2:35 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:40 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
2:45 PM	0	0	0	1	1	2	0	1	1	0	0	0	2
2:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:55 PM	0	1	1	0	1	1	1	1	2	1	0	1	4
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
3:15 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	2	2	4	1	0	1	3
3:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:55 PM	0	0	0	0	0	0	2	2	4	1	1	2	4
Total Survey	0	4	4	10	14	24	11	9	20	8	1	9	43

Heavy Vehicle 15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
2:00 PM	0	0	0	0	0	0	9	0	9	0	0	0	9
2:15 PM	0	3	3	7	10	17	0	0	0	0	0	0	10
2:30 PM	0	0	0	2	2	4	1	0	1	1	0	1	4
2:45 PM	0	1	1	1	2	3	2	3	5	2	0	2	7
3:00 PM	0	0	0	0	0	0	1	1	2	1	0	1	2
3:15 PM	0	0	0	0	0	0	2	2	4	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	0	0	0	0	0	0	4	4	8	3	1	4	8
Total Survey	0	4	4	10	14	24	11	9	20	8	1	9	43

Heavy Vehicle Peak Hour Summary

2:10 PM to 3:10 PM

By Approach	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	14	3	17	5	14	19	4	6	10	23
PHF	0.00			0.32			0.42			0.33			0.52

By Movement	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	0	4	10	14	3	2	5	2	5	4	0	4	23
PHF	0.00	0.33	0.31	0.32	0.75	0.25	0.42	0.33	0.00	0.33			0.52

Heavy Vehicle Rolling Hour Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
2:00 PM	0	4	4	10	14	24	11	2	13	3	0	3	30
2:15 PM	0	4	4	10	14	24	2	3	5	4	0	4	23
2:30 PM	0	1	1	3	4	7	2	5	7	4	0	4	15
2:45 PM	0	1	1	1	2	3	1	5	6	4	0	4	12
3:00 PM	0	0	0	0	0	0	7	7	14	5	1	6	13

Peak Hour Summary

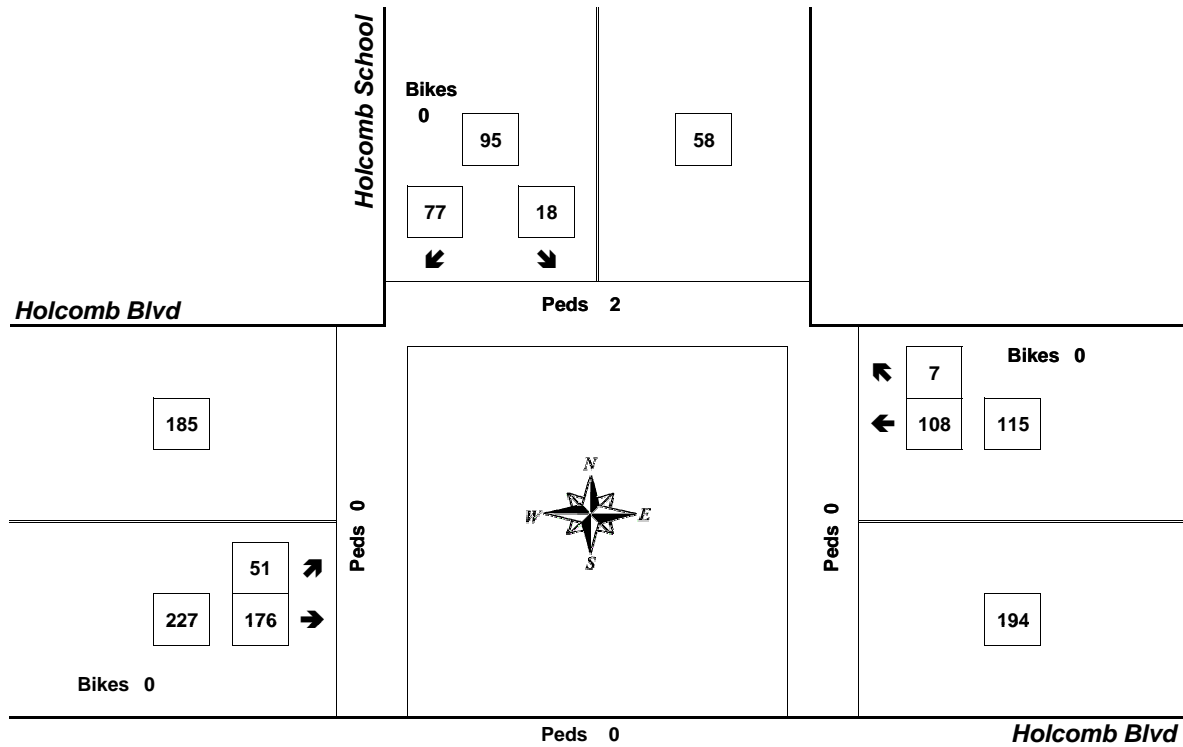


Clay Carney
(503) 833-2740

Holcomb School & Holcomb Blvd

2:10 PM to 3:10 PM

Tuesday, January 07, 2014



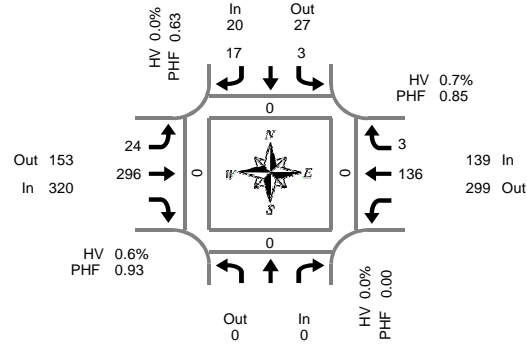
Approach	PHF	HV%	Volume
EB	0.72	2.2%	227
WB	0.85	3.5%	115
NB	0.00	0.0%	0
SB	0.40	14.7%	95
Intersection	0.69	5.3%	437

Count Period: 2:00 PM to 4:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



Holcomb School & Holcomb Blvd

Tuesday, January 07, 2014

4:00 PM to 6:00 PM

Peak Hour Summary
4:50 PM to 5:50 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
4:00 PM				0	3		6	0	0	15		0	9	0	0	0	33	0	0	0	0
4:05 PM				0	0		1	0	0	27		0	14	1	0	0	43	0	0	0	0
4:10 PM				0	0		3	0	0	23		0	8	0	0	0	34	0	0	0	0
4:15 PM				0	0		2	0	1	26		0	14	0	0	0	43	0	0	0	0
4:20 PM				0	0		3	0	0	15		0	12	0	0	0	30	0	0	0	0
4:25 PM				0	0		0	0	0	24		0	8	0	0	0	32	0	0	0	0
4:30 PM				0	0		0	0	0	23		0	8	1	0	0	32	0	0	0	0
4:35 PM				0	1		1	0	0	21		0	7	0	0	0	30	0	0	0	0
4:40 PM				0	0		1	0	1	19		0	13	0	0	0	34	0	0	0	0
4:45 PM				0	0		0	0	1	19		0	9	0	0	0	29	0	0	0	0
4:50 PM				0	1		2	0	2	21		0	13	0	0	0	39	0	0	0	0
4:55 PM				0	0		3	0	2	24		0	11	2	0	0	42	0	0	0	0
5:00 PM				0	0		2	0	1	25		0	7	0	0	0	35	0	0	0	0
5:05 PM				0	1		0	0	2	26		0	10	0	0	0	39	0	0	0	0
5:10 PM				0	0		0	0	3	21		0	12	0	0	0	36	0	0	0	0
5:15 PM				0	1		2	0	4	26		0	16	0	0	0	49	0	0	0	0
5:20 PM				0	0		2	0	1	31		0	12	0	0	0	46	0	0	0	0
5:25 PM				0	0		3	0	1	23		0	7	0	0	0	34	0	0	0	0
5:30 PM				0	0		0	0	1	25		0	8	0	0	0	34	0	0	0	0
5:35 PM				0	0		2	0	1	27		0	15	0	0	0	45	0	0	0	0
5:40 PM				0	0		0	0	3	25		0	13	0	0	0	41	0	0	0	0
5:45 PM				0	0		1	0	3	22		0	12	1	0	0	39	0	0	0	0
5:50 PM				0	0		1	0	0	25		0	12	1	0	0	39	0	0	0	0
5:55 PM				0	0		0	0	3	24		0	14	1	0	0	42	0	0	0	0
Total Survey				0	7		35	0	30	557		0	264	7	0	0	900	0	0	0	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
4:00 PM				0	3		10	0	0	65		0	31	1	0	0	110	0	0	0	0
4:15 PM				0	0		5	0	1	65		0	34	0	0	0	105	0	0	0	0
4:30 PM				0	1		2	0	1	63		0	28	1	0	0	96	0	0	0	0
4:45 PM				0	1		5	0	5	64		0	33	2	0	0	110	0	0	0	0
5:00 PM				0	1		2	0	6	72		0	29	0	0	0	110	0	0	0	0
5:15 PM				0	1		7	0	6	80		0	35	0	0	0	129	0	0	0	0
5:30 PM				0	0		2	0	5	77		0	36	0	0	0	120	0	0	0	0
5:45 PM				0	0		2	0	6	71		0	38	3	0	0	120	0	0	0	0
Total Survey				0	7		35	0	30	557		0	264	7	0	0	900	0	0	0	0

Peak Hour Summary

4:50 PM to 5:50 PM

By Approach	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	20	27	47	0	320	153	473	0	139	299	438	0	479	0	0	0	0
%HV	0.0%				0.0%				0.6%				0.7%				0.6%				
PHF	0.00				0.63				0.93				0.85				0.91				

By Movement	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Total
				Total	L	R	Total	L	T	Total		T	R	Total			
Volume				0	3		17	20	24	296		320		136	3	139	479
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	0.7%	NA	0.6%	NA	0.7%	0.0%	0.7%	0.6%
PHF				0.00	0.38		0.61	0.63	0.67	0.93		0.93		0.85	0.38	0.85	0.91

Rolling Hour Summary

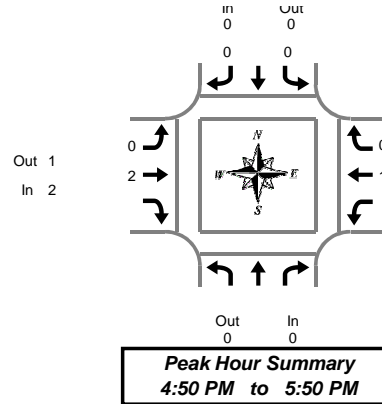
4:00 PM to 6:00 PM

Interval Start Time	Northbound Holcomb School				Southbound Holcomb School				Eastbound Holcomb Blvd				Westbound Holcomb Blvd				Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
4:00 PM				0	5		22	0	7	257		0	126	4	0	0	421	0	0	0	0
4:15 PM				0	3		14	0	13	264		0	124	3	0	0	421	0	0	0	0
4:30 PM				0	4		16	0	18	279		0	125	3	0	0	445	0	0	0	0
4:45 PM				0	3		16	0	22	293		0	133	2	0	0	469	0	0	0	0
5:00 PM				0	2		13	0	23	300		0	138	3	0	0	479	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Holcomb School & Holcomb Blvd

Tuesday, January 07, 2014

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total	
			Total	L	R	Total	L	T	Total		T	R		Total
4:00 PM			0	0	1	1	0	0	0		0	0	0	1
4:05 PM			0	0	0	0	0	1	1		0	0	0	1
4:10 PM			0	0	0	0	0	1	1		0	0	0	1
4:15 PM			0	0	0	0	0	1	1		0	0	0	1
4:20 PM			0	0	0	0	0	0	0		0	0	0	0
4:25 PM			0	0	0	0	0	0	0		0	0	0	0
4:30 PM			0	0	0	0	0	1	1		0	0	0	1
4:35 PM			0	0	0	0	0	1	1		1	0	1	2
4:40 PM			0	0	0	0	0	0	0		0	0	0	0
4:45 PM			0	0	0	0	0	0	0		0	0	0	0
4:50 PM			0	0	0	0	0	1	1		0	0	0	1
4:55 PM			0	0	0	0	0	0	0		0	0	0	0
5:00 PM			0	0	0	0	0	0	0		0	0	0	0
5:05 PM			0	0	0	0	0	0	0		0	0	0	0
5:10 PM			0	0	0	0	0	1	1		0	0	0	1
5:15 PM			0	0	0	0	0	0	0		0	0	0	0
5:20 PM			0	0	0	0	0	0	0		0	0	0	0
5:25 PM			0	0	0	0	0	0	0		0	0	0	0
5:30 PM			0	0	0	0	0	0	0		0	0	0	0
5:35 PM			0	0	0	0	0	0	0		0	0	0	0
5:40 PM			0	0	0	0	0	0	0		0	0	0	0
5:45 PM			0	0	0	0	0	0	0		1	0	1	1
5:50 PM			0	0	0	0	0	0	0		1	0	1	1
5:55 PM			0	0	0	0	0	0	0		0	0	0	0
Total Survey			0	0	1	1	0	7	7		3	0	3	11

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Interval Total	
			Total	L	R	Total	L	T	Total		T	R		Total
4:00 PM			0	0	1	1	0	2	2		0	0	0	3
4:15 PM			0	0	0	0	0	1	1		0	0	0	1
4:30 PM			0	0	0	0	0	2	2		1	0	1	3
4:45 PM			0	0	0	0	0	1	1		0	0	0	1
5:00 PM			0	0	0	0	0	1	1		0	0	0	1
5:15 PM			0	0	0	0	0	0	0		0	0	0	0
5:30 PM			0	0	0	0	0	0	0		0	0	0	0
5:45 PM			0	0	0	0	0	0	0		2	0	2	2
Total Survey			0	0	1	1	0	7	7		3	0	3	11

Heavy Vehicle Peak Hour Summary

4:50 PM to 5:50 PM

By Approach	Northbound Holcomb School			Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	2	1	3	1	2	3	3
PHF	0.00			0.00			0.50			0.25			0.75

By Movement	Northbound Holcomb School		Southbound Holcomb School			Eastbound Holcomb Blvd			Westbound Holcomb Blvd			Total
	Total	L	R	Total	L	T	Total	T	R	Total		
Volume	0	0	0	0	0	0	2	2	1	0	1	3
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.50	0.25	0.00	0.25	0.75

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound			Southbound			Eastbound			Westbound			Interval Total
	Holcomb School	Total	L	Holcomb School	R	Total	Holcomb Blvd	Total	Holcomb Blvd	T	R	Total	
4:00 PM		0	0	1	1	0	6	6		1	0	1	8
4:15 PM		0	0	0	0	0	5	5		1	0	1	6
4:30 PM		0	0	0	0	0	4	4		1	0	1	5
4:45 PM		0	0	0	0	0	2	2		0	0	0	2
5:00 PM		0	0	0	0	0	1	1		2	0	2	3

Peak Hour Summary

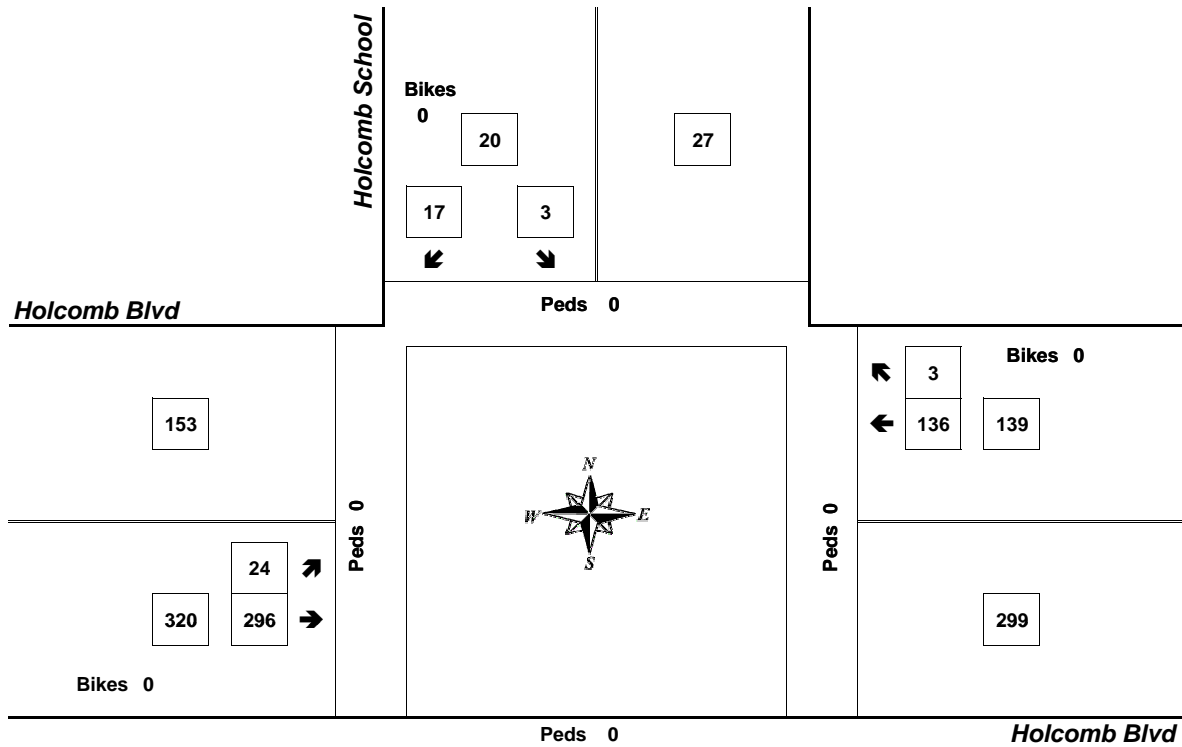


Clay Carney
(503) 833-2740

Holcomb School & Holcomb Blvd

4:50 PM to 5:50 PM

Tuesday, January 07, 2014



Approach	PHF	HV%	Volume
EB	0.93	0.6%	320
WB	0.85	0.7%	139
NB	0.00	0.0%	0
SB	0.63	0.0%	20
Intersection	0.91	0.6%	479

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

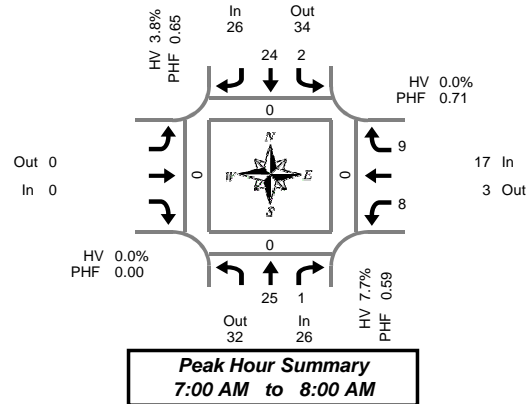


Clay Carney
(503) 833-2740

S Swan St & Ames St

Tuesday, January 07, 2014

7:00 AM to 9:00 AM



5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	1	0	0	0	2	0			0	1	0	0	5	0	0	0	0
7:05 AM	2	0	0	0	2	0			0	2	0	0	6	0	0	0	0
7:10 AM	1	0	0	1	1	0			0	0	1	0	4	0	0	0	0
7:15 AM	1	0	0	0	4	0			0	1	1	0	7	0	0	0	0
7:20 AM	2	0	0	0	0	0			0	0	0	0	2	0	0	0	0
7:25 AM	0	0	0	0	2	0			0	0	2	0	4	0	0	0	0
7:30 AM	4	1	0	0	2	0			0	0	1	0	8	0	0	0	0
7:35 AM	1	0	0	0	1	0			0	1	1	0	4	0	0	0	0
7:40 AM	2	0	0	1	2	0			0	2	1	0	8	0	0	0	0
7:45 AM	3	0	0	0	2	0			0	0	0	0	5	0	0	0	0
7:50 AM	2	0	0	0	5	0			0	1	0	0	8	0	0	0	0
7:55 AM	6	0	0	0	1	0			0	0	1	0	8	0	0	0	0
8:00 AM	1	0	0	0	0	0			0	1	3	0	5	0	0	0	0
8:05 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0
8:10 AM	3	0	0	0	4	0			0	0	2	0	9	0	0	0	0
8:15 AM	0	0	0	0	2	0			0	0	1	0	3	0	0	0	0
8:20 AM	0	0	0	0	3	0			0	0	1	0	4	0	0	0	0
8:25 AM	1	0	0	0	0	0			0	0	0	0	1	0	0	0	0
8:30 AM	1	0	0	1	2	0			0	0	0	0	4	0	0	0	0
8:35 AM	6	0	0	1	4	0			0	0	0	0	11	0	0	0	0
8:40 AM	2	0	0	1	2	0			0	0	0	0	5	0	0	0	0
8:45 AM	4	0	0	0	0	0			0	0	1	0	5	0	0	0	0
8:50 AM	3	0	0	0	2	0			0	0	0	0	5	0	0	0	0
8:55 AM	2	2	0	0	1	0			0	0	0	0	5	0	0	0	0
Total Survey	48	3	0	5	44	0			0	9	17	0	126	0	0	0	0

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	4	0	0	1	5	0			0	3	2	0	15	0	0	0	0
7:15 AM	3	0	0	0	6	0			0	1	3	0	13	0	0	0	0
7:30 AM	7	1	0	1	5	0			0	3	3	0	20	0	0	0	0
7:45 AM	11	0	0	0	8	0			0	1	1	0	21	0	0	0	0
8:00 AM	4	0	0	0	4	0			0	1	5	0	14	0	0	0	0
8:15 AM	1	0	0	0	5	0			0	0	2	0	8	0	0	0	0
8:30 AM	9	0	0	3	8	0			0	0	0	0	20	0	0	0	0
8:45 AM	9	2	0	0	3	0			0	0	1	0	15	0	0	0	0
Total Survey	48	3	0	5	44	0			0	9	17	0	126	0	0	0	0

Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	26	32	58	0	26	34	60	0	0	0	0	17	3	20	0	0	0
%HV	7.7%			3.8%			0.0%			0.0%			4.3%				
PHF	0.59			0.65			0.00			0.71			0.82				

By Movement	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	25	1	26	2	24	26			0	8	9	17	69
%HV	NA	8.0%	0.0%	7.7%	0.0%	4.2%	NA	3.8%	NA	NA	NA	0.0%	4.3%
PHF	0.57	0.25	0.59	0.50	0.67	0.65			0.00	0.67	0.56	0.71	0.82

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	25	1	0	2	24	0			0	8	0	0	69	0	0	0	0
7:15 AM	25	1	0	1	23	0			0	6	12	0	68	0	0	0	0
7:30 AM	23	1	0	1	22	0			0	5	11	0	63	0	0	0	0
7:45 AM	25	0	0	3	25	0			0	2	8	0	63	0	0	0	0
8:00 AM	23	2	0	3	20	0			0	1	8	0	57	0	0	0	0

Heavy Vehicle Summary

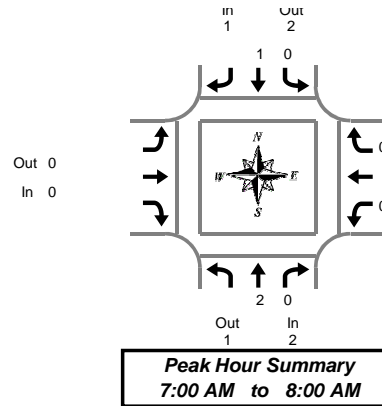


Clay Carney
(503) 833-2740

S Swan St & Ames St

Tuesday, January 07, 2014

7:00 AM to 9:00 AM



Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
7:00 AM	0	0	0	0	0	0			0	0	0	0	0
7:05 AM	0	0	0	0	0	0			0	0	0	0	0
7:10 AM	1	0	1	0	0	0			0	0	0	0	1
7:15 AM	0	0	0	0	0	0			0	0	0	0	0
7:20 AM	0	0	0	0	0	0			0	0	0	0	0
7:25 AM	0	0	0	0	0	0			0	0	0	0	0
7:30 AM	0	0	0	0	0	0			0	0	0	0	0
7:35 AM	0	0	0	0	0	0			0	0	0	0	0
7:40 AM	0	0	0	0	1	1			0	0	0	0	1
7:45 AM	0	0	0	0	0	0			0	0	0	0	0
7:50 AM	0	0	0	0	0	0			0	0	0	0	0
7:55 AM	1	0	1	0	0	0			0	0	0	0	1
8:00 AM	0	0	0	0	0	0			0	0	0	0	0
8:05 AM	0	0	0	0	0	0			0	0	0	0	0
8:10 AM	1	0	1	0	2	2			0	0	0	0	3
8:15 AM	0	0	0	0	0	0			0	0	0	0	0
8:20 AM	0	0	0	0	0	0			0	0	0	0	0
8:25 AM	0	0	0	0	0	0			0	0	0	0	0
8:30 AM	0	0	0	0	0	0			0	0	0	0	0
8:35 AM	1	0	1	0	0	0			0	0	0	0	1
8:40 AM	1	0	1	0	0	0			0	0	0	0	1
8:45 AM	1	0	1	0	0	0			0	0	0	0	1
8:50 AM	0	0	0	0	1	1			0	0	0	0	1
8:55 AM	0	1	1	0	0	0			0	0	0	0	1
Total Survey	6	1	7	0	4	4			0	0	0	0	11

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Swan St				Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	
		T	R	Total	L	T	Total			Total	L		R		Total
7:00 AM		1	0	1	0	0	0			0	0		0	0	1
7:15 AM		0	0	0	0	0	0			0	0		0	0	0
7:30 AM		0	0	0	0	1	1			0	0		0	0	1
7:45 AM		1	0	1	0	0	0			0	0		0	0	1
8:00 AM		1	0	1	0	2	2			0	0		0	0	3
8:15 AM		0	0	0	0	0	0			0	0		0	0	0
8:30 AM		2	0	2	0	0	0			0	0		0	0	2
8:45 AM		1	1	2	0	1	1			0	0		0	0	3
Total Survey		6	1	7	0	4	4			0	0		0	0	11

Heavy Vehicle Peak Hour Summary 7:00 AM to 8:00 AM

By Approach	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	1	3	1	2	3	0	0	0	0	0	0	3
PHF	0.50			0.25			0.00			0.00			0.75

By Movement	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	2	0	2	0	1	1			0	0	0	0	3
PHF	0.50	0.00	0.50	0.00	0.25	0.25			0.00	0.00	0.00	0.00	0.75

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	
	T	R	Total	L	T	Total			Total	L		R		Total
7:00 AM	2	0	2	0	1	1			0	0		0	0	3
7:15 AM	2	0	2	0	3	3			0	0		0	0	5
7:30 AM	2	0	2	0	3	3			0	0		0	0	5
7:45 AM	4	0	4	0	2	2			0	0		0	0	6
8:00 AM	4	1	5	0	3	3			0	0		0	0	8

Peak Hour Summary



Clay Carney
(503) 833-2740

S Swan St & Ames St

7:00 AM to 8:00 AM

Tuesday, January 07, 2014



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.71	0.0%	17
NB	0.59	7.7%	26
SB	0.65	3.8%	26
Intersection	0.82	4.3%	69

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

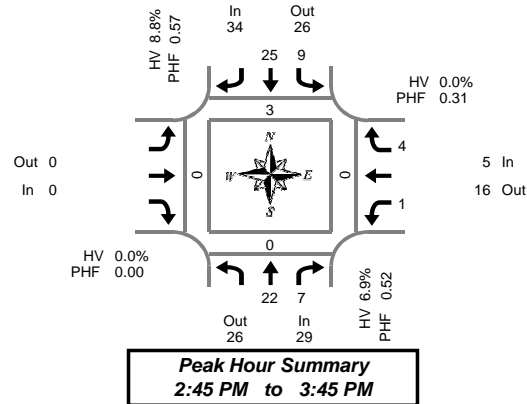


Clay Carney
(503) 833-2740

S Swan St & Ames St

Tuesday, January 07, 2014

2:00 PM to 4:00 PM



5-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
2:00 PM	3	0	0	1	2	0			0	0	2	0	8	0	0	0	0
2:05 PM	0	0	0	1	2	0			0	1	0	0	4	0	0	0	0
2:10 PM	0	0	0	1	3	0			0	0	1	0	5	0	0	0	0
2:15 PM	2	0	0	0	1	0			0	0	1	0	4	0	0	0	0
2:20 PM	1	0	0	0	1	0			0	0	1	0	3	0	0	0	0
2:25 PM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	0	0	0			0	0	0	0	1	0	0	0	0
2:35 PM	1	0	0	1	0	0			0	0	0	0	2	0	0	0	0
2:40 PM	3	1	0	0	1	0			0	0	0	0	5	0	0	0	0
2:45 PM	1	0	0	0	5	0			0	0	1	0	7	0	0	0	0
2:50 PM	7	1	0	1	2	0			0	0	0	0	11	0	0	0	0
2:55 PM	1	1	0	2	2	0			0	1	0	0	7	0	0	0	0
3:00 PM	3	1	0	0	2	0			0	0	2	0	8	0	0	0	0
3:05 PM	0	0	0	0	0	0			0	0	1	0	1	0	0	0	0
3:10 PM	1	0	0	0	0	0			0	0	0	0	1	0	0	0	0
3:15 PM	0	2	0	0	0	0			0	0	0	0	2	0	0	0	0
3:20 PM	3	0	0	1	0	0			0	0	0	0	4	0	0	0	0
3:25 PM	3	1	0	2	4	0			0	0	0	0	10	3	0	0	0
3:30 PM	1	0	0	1	3	0			0	0	0	0	5	0	0	0	0
3:35 PM	1	0	0	1	4	0			0	0	0	0	6	0	0	0	0
3:40 PM	1	1	0	1	3	0			0	0	0	0	6	0	0	0	0
3:45 PM	1	0	0	0	2	0			0	0	0	0	3	0	0	0	0
3:50 PM	4	1	0	1	1	0			0	0	1	0	8	0	0	0	0
3:55 PM	2	0	0	0	2	0			0	0	1	0	5	0	0	1	0
Total Survey	40	9	0	14	40	0			0	2	11	0	116	3	0	1	0

15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
2:00 PM	3	0	0	3	7	0			0	1	3	0	17	0	0	0	0
2:15 PM	3	0	0	0	2	0			0	0	2	0	7	0	0	0	0
2:30 PM	5	1	0	1	1	0			0	0	0	0	8	0	0	0	0
2:45 PM	9	2	0	3	9	0			0	1	1	0	25	0	0	0	0
3:00 PM	4	1	0	0	2	0			0	0	3	0	10	0	0	0	0
3:15 PM	6	3	0	3	4	0			0	0	0	0	16	3	0	0	0
3:30 PM	3	1	0	3	10	0			0	0	0	0	17	0	0	0	0
3:45 PM	7	1	0	1	5	0			0	0	2	0	16	0	0	1	0
Total Survey	40	9	0	14	40	0			0	2	11	0	116	3	0	1	0

Peak Hour Summary 2:45 PM to 3:45 PM

By Approach	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	29	26	55	34	26	60	0	0	0	5	16	21	68	3	0	0	0
%HV	6.9%			8.8%			0.0%			0.0%			7.4%				
PHF	0.52			0.57			0.00			0.31			0.65				

By Movement	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	22	7	29	9	25	34			0	1	4	5	68
%HV	NA	9.1%	0.0%	6.9%	0.0%	12.0%	NA	8.8%	NA	NA	NA	0.0%	7.4%
PHF	0.50	0.58	0.52	0.56	0.57	0.57			0.00	0.25	0.33	0.31	0.65

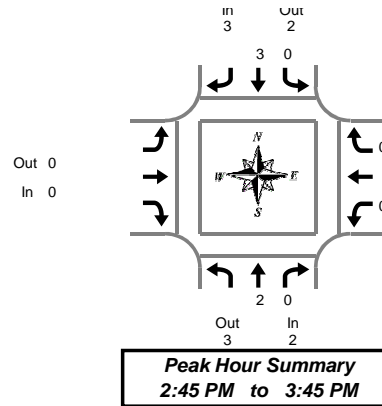
Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
2:00 PM	20	3	0	7	19	0			0	2	6	0	57	0	0	0	0
2:15 PM	21	4	0	4	14	0			0	1	6	0	50	0	0	0	0
2:30 PM	24	7	0	7	16	0			0	1	4	0	59	3	0	0	0
2:45 PM	22	7	0	9	25	0			0	1	4	0	68	3	0	0	0
3:00 PM	20	6	0	7	21	0			0	0	5	0	59	3	0	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



S Swan St & Ames St

Tuesday, January 07, 2014

2:00 PM to 4:00 PM

Heavy Vehicle 5-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
2:00 PM	0	0	0	0	0	0			0	0	1	1	1
2:05 PM	0	0	0	0	0	0			0	0	0	0	0
2:10 PM	0	0	0	0	0	0			0	0	0	0	0
2:15 PM	1	0	1	0	0	0			0	0	0	0	1
2:20 PM	0	0	0	0	0	0			0	0	0	0	0
2:25 PM	0	0	0	0	0	0			0	0	0	0	0
2:30 PM	1	0	1	0	0	0			0	0	0	0	1
2:35 PM	0	0	0	0	0	0			0	0	0	0	0
2:40 PM	0	0	0	0	0	0			0	0	0	0	0
2:45 PM	0	0	0	0	1	1			0	0	0	0	1
2:50 PM	0	0	0	0	0	0			0	0	0	0	0
2:55 PM	0	0	0	0	0	0			0	0	0	0	0
3:00 PM	1	0	1	0	0	0			0	0	0	0	1
3:05 PM	0	0	0	0	0	0			0	0	0	0	0
3:10 PM	0	0	0	0	0	0			0	0	0	0	0
3:15 PM	0	0	0	0	0	0			0	0	0	0	0
3:20 PM	1	0	1	0	0	0			0	0	0	0	1
3:25 PM	0	0	0	0	1	1			0	0	0	0	1
3:30 PM	0	0	0	0	1	1			0	0	0	0	1
3:35 PM	0	0	0	0	0	0			0	0	0	0	0
3:40 PM	0	0	0	0	0	0			0	0	0	0	0
3:45 PM	0	0	0	0	0	0			0	0	0	0	0
3:50 PM	1	0	1	0	0	0			0	0	0	0	1
3:55 PM	1	0	1	0	0	0			0	0	0	0	1
Total Survey	6	0	6	0	3	3			0	0	1	1	10

Heavy Vehicle 15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound S Swan St				Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total
	T	R	Total	L	T	Total			Total	L		R	Total	
2:00 PM	0	0	0	0	0	0			0	0		1	1	1
2:15 PM	1	0	1	0	0	0			0	0		0	0	1
2:30 PM	1	0	1	0	0	0			0	0		0	0	1
2:45 PM	0	0	0	0	1	1			0	0		0	0	1
3:00 PM	1	0	1	0	0	0			0	0		0	0	1
3:15 PM	1	0	1	0	1	1			0	0		0	0	2
3:30 PM	0	0	0	0	1	1			0	0		0	0	1
3:45 PM	2	0	2	0	0	0			0	0		0	0	2
Total Survey	6	0	6	0	3	3			0	0		1	1	10

Heavy Vehicle Peak Hour Summary

2:45 PM to 3:45 PM

By Approach	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	3	5	3	2	5	0	0	0	0	0	0	5
PHF	0.50			0.38			0.00			0.00			0.42

By Movement	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	2	0	2	0	3	3			0	0	0	0	5
PHF	0.50	0.00	0.50	0.00	0.38	0.38			0.00	0.00	0.00	0.00	0.42

Heavy Vehicle Rolling Hour Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St				Interval Total
	T	R	Total	L	T	Total			Total	L		R	Total	
2:00 PM	2	0	2	0	1	1			0	0		1	1	4
2:15 PM	3	0	3	0	1	1			0	0		0	0	4
2:30 PM	3	0	3	0	2	2			0	0		0	0	5
2:45 PM	2	0	2	0	3	3			0	0		0	0	5
3:00 PM	4	0	4	0	2	2			0	0		0	0	6

Peak Hour Summary

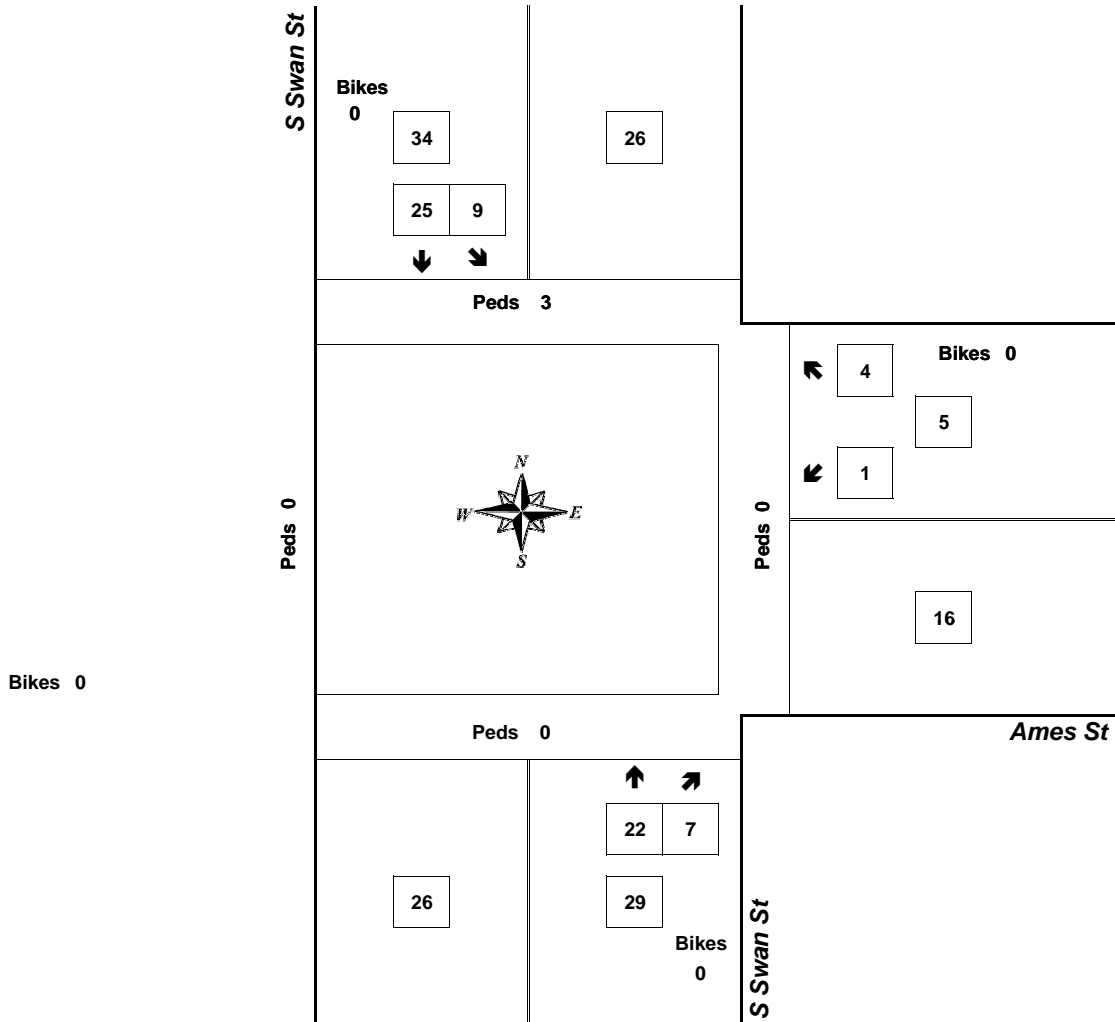


Clay Carney
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S Swan St & Ames St

2:45 PM to 3:45 PM

Tuesday, January 07, 2014



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.31	0.0%	5
NB	0.52	6.9%	29
SB	0.57	8.8%	34
Intersection	0.65	7.4%	68

Count Period: 2:00 PM to 4:00 PM

Total Vehicle Summary

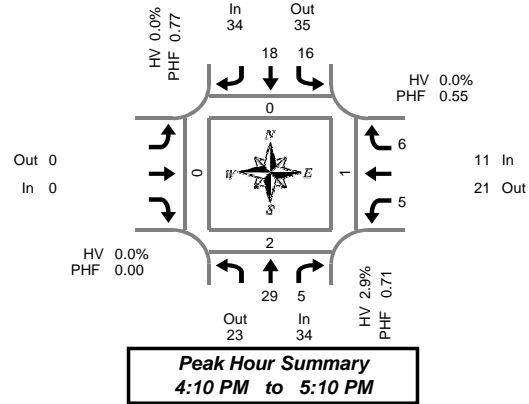


Clay Carney
(503) 833-2740

S Swan St & Ames St

Tuesday, January 07, 2014

4:00 PM to 6:00 PM



5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Swan St				Southbound S Swan St				Eastbound Ames St				Westbound Ames St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L		R	Bikes		North	South	East	West
4:00 PM	2	0	0		2	1	0				0		0	0	0	0	5	0	0	0	0
4:05 PM	2	2	0		1	0	0				0		0	0	2	0	7	0	0	0	0
4:10 PM	5	0	0		0	0	0				0		1	0	0	0	6	0	0	0	0
4:15 PM	3	0	0		1	1	0				0		0	0	0	0	5	0	0	0	0
4:20 PM	3	1	0		4	2	0				0		0	0	0	0	10	0	0	0	0
4:25 PM	3	1	0		1	0	0				0		1	0	0	0	6	0	0	0	0
4:30 PM	2	0	0		1	1	0				0		1	0	1	0	6	0	1	1	0
4:35 PM	1	0	0		1	1	0				0		0	0	0	0	3	0	0	0	0
4:40 PM	3	0	0		2	2	0				0		0	0	2	0	9	0	0	0	0
4:45 PM	2	1	0		0	3	0				0		0	0	0	0	6	0	0	0	0
4:50 PM	3	0	0		2	1	0				0		0	0	1	0	7	0	1	0	0
4:55 PM	0	1	0		0	1	0				0		0	0	1	0	3	0	0	0	0
5:00 PM	1	1	0		1	3	0				0		2	1	1	0	9	0	0	0	0
5:05 PM	3	0	0		3	3	0				0		0	0	0	0	9	0	0	0	0
5:10 PM	1	1	0		1	1	0				0		0	0	1	0	5	0	1	0	0
5:15 PM	3	0	0		1	1	0				0		0	0	1	0	6	0	0	0	0
5:20 PM	0	1	0		0	4	0				0		0	0	0	0	5	0	0	0	0
5:25 PM	0	1	0		0	0	0				0		0	0	1	0	2	0	0	0	0
5:30 PM	3	0	0		0	1	0				0		0	0	0	0	4	0	0	0	0
5:35 PM	0	0	0		2	1	0				0		0	0	0	0	3	0	0	0	0
5:40 PM	1	0	0		1	1	0				0		0	0	1	0	4	0	0	0	0
5:45 PM	4	1	0		2	0	0				0		0	0	1	0	8	0	0	0	0
5:50 PM	0	1	0		0	2	0				0		1	0	0	0	4	0	0	0	0
5:55 PM	1	0	0		1	1	0				0		0	0	0	0	3	0	0	0	0
Total Survey	46	12	0		27	31	0				0		6		13	0	135	0	3	1	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Swan St				Southbound S Swan St				Eastbound Ames St				Westbound Ames St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L		R	Bikes		North	South	East	West
4:00 PM	9	2	0		3	1	0				0		1	0	2	0	18	0	0	0	0
4:15 PM	9	2	0		6	3	0				0		1	0	0	0	21	0	0	0	0
4:30 PM	6	0	0		4	4	0				0		1	0	3	0	18	0	1	1	0
4:45 PM	5	2	0		2	5	0				0		0	0	2	0	16	0	1	0	0
5:00 PM	5	2	0		5	7	0				0		2	0	2	0	23	0	1	0	0
5:15 PM	3	2	0		1	5	0				0		0	0	2	0	13	0	0	0	0
5:30 PM	4	0	0		3	3	0				0		0	0	1	0	11	0	0	0	0
5:45 PM	5	2	0		3	3	0				0		1	0	1	0	15	0	0	0	0
Total Survey	46	12	0		27	31	0				0		6		13	0	135	0	3	1	0

Peak Hour Summary

4:10 PM to 5:10 PM

By Approach	Northbound S Swan St				Southbound S Swan St				Eastbound Ames St				Westbound Ames St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	34	23	57	0	34	35	69	0	0	0	0	0	11	21	32	0	79	0	2	1	0
%HV	2.9%				0.0%				0.0%				0.0%				1.3%				
PHF	0.71				0.77				0.00				0.55				0.90				

By Movement	Northbound S Swan St				Southbound S Swan St				Eastbound Ames St				Westbound Ames St				Total
	T	R	Total		L	T	Total				Total		L		R	Total	
Volume	29	5	34		16	18	34				0		5		6	11	79
%HV	NA	0.0%	20.0%	2.9%	0.0%	0.0%	NA	0.0%	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	1.3%	
PHF	0.66	0.63	0.71		0.67	0.64	0.77				0.00	0.63	0.50	0.55		0.90	

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Swan St				Southbound S Swan St				Eastbound Ames St				Westbound Ames St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L		R	Bikes		North	South	East	West
4:00 PM	29	6	0		15	13	0				0		3	0	7	0	73	0	2	1	0
4:15 PM	25	6	0		17	19	0				0		4	0	7	0	78	0	3	1	0
4:30 PM	19	6	0		12	21	0				0		3	0	9	0	70	0	3	1	0
4:45 PM	17	6	0		11	20	0				0		2	0	7	0	63	0	2	0	0
5:00 PM	17	6	0		12	18	0				0		3	0	6	0	62	0	1	0	0

Heavy Vehicle Summary

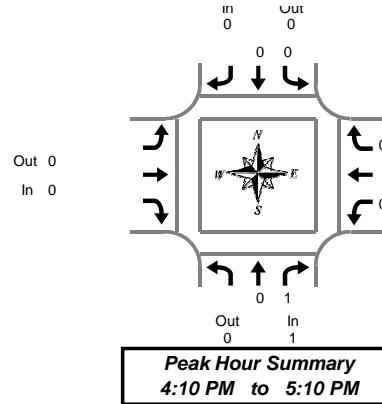


Clay Carney
(503) 833-2740

S Swan St & Ames St

Tuesday, January 07, 2014

4:00 PM to 6:00 PM



Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	0	0	0	0	0	0			0	0	0	0	0
4:05 PM	0	0	0	0	0	0			0	0	0	0	0
4:10 PM	0	0	0	0	0	0			0	0	0	0	0
4:15 PM	0	0	0	0	0	0			0	0	0	0	0
4:20 PM	0	0	0	0	0	0			0	0	0	0	0
4:25 PM	0	0	0	0	0	0			0	0	0	0	0
4:30 PM	0	0	0	0	0	0			0	0	0	0	0
4:35 PM	0	0	0	0	0	0			0	0	0	0	0
4:40 PM	0	0	0	0	0	0			0	0	0	0	0
4:45 PM	0	0	0	0	0	0			0	0	0	0	0
4:50 PM	0	0	0	0	0	0			0	0	0	0	0
4:55 PM	0	0	0	0	0	0			0	0	0	0	0
5:00 PM	0	1	1	0	0	0			0	0	0	0	1
5:05 PM	0	0	0	0	0	0			0	0	0	0	0
5:10 PM	0	0	0	0	0	0			0	0	0	0	0
5:15 PM	0	0	0	0	0	0			0	0	0	0	0
5:20 PM	0	0	0	0	0	0			0	0	0	0	0
5:25 PM	0	0	0	0	0	0			0	0	0	0	0
5:30 PM	0	0	0	0	0	0			0	0	0	0	0
5:35 PM	0	0	0	0	0	0			0	0	0	0	0
5:40 PM	0	0	0	0	0	0			0	0	0	0	0
5:45 PM	0	0	0	0	0	0			0	0	0	0	0
5:50 PM	0	0	0	0	0	0			0	0	0	0	0
5:55 PM	0	0	0	0	0	0			0	0	0	0	0
Total Survey	0	1	1	0	0	0			0	0	0	0	1

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Swan St				Southbound S Swan St			Eastbound Ames St			Westbound Ames St				Interval Total
		T	R	Total	L	T	Total			Total	L		R	Total	
4:00 PM		0	0	0	0	0	0			0	0		0	0	0
4:15 PM		0	0	0	0	0	0			0	0		0	0	0
4:30 PM		0	0	0	0	0	0			0	0		0	0	0
4:45 PM		0	0	0	0	0	0			0	0		0	0	0
5:00 PM		0	1	1	0	0	0			0	0		0	0	1
5:15 PM		0	0	0	0	0	0			0	0		0	0	0
5:30 PM		0	0	0	0	0	0			0	0		0	0	0
5:45 PM		0	0	0	0	0	0			0	0		0	0	0
Total Survey		0	1	1	0	0	0			0	0		0	0	1

Heavy Vehicle Peak Hour Summary 4:10 PM to 5:10 PM

By Approach	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	0	1	0	0	0	0	0	0	0	1	1	1
PHF	0.25			0.00			0.00			0.00			0.25

By Movement	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	0	1	1	0	0	0			0	0	0	0	1
PHF	0.00	0.25	0.25	0.00	0.00	0.00			0.00	0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Swan St			Southbound S Swan St			Eastbound Ames St			Westbound Ames St			Interval Total	
	T	R	Total	L	T	Total			Total	L		R		Total
4:00 PM	0	0	0	0	0	0			0	0		0	0	0
4:15 PM	0	1	1	0	0	0			0	0		0	0	1
4:30 PM	0	1	1	0	0	0			0	0		0	0	1
4:45 PM	0	1	1	0	0	0			0	0		0	0	1
5:00 PM	0	1	1	0	0	0			0	0		0	0	1

Peak Hour Summary

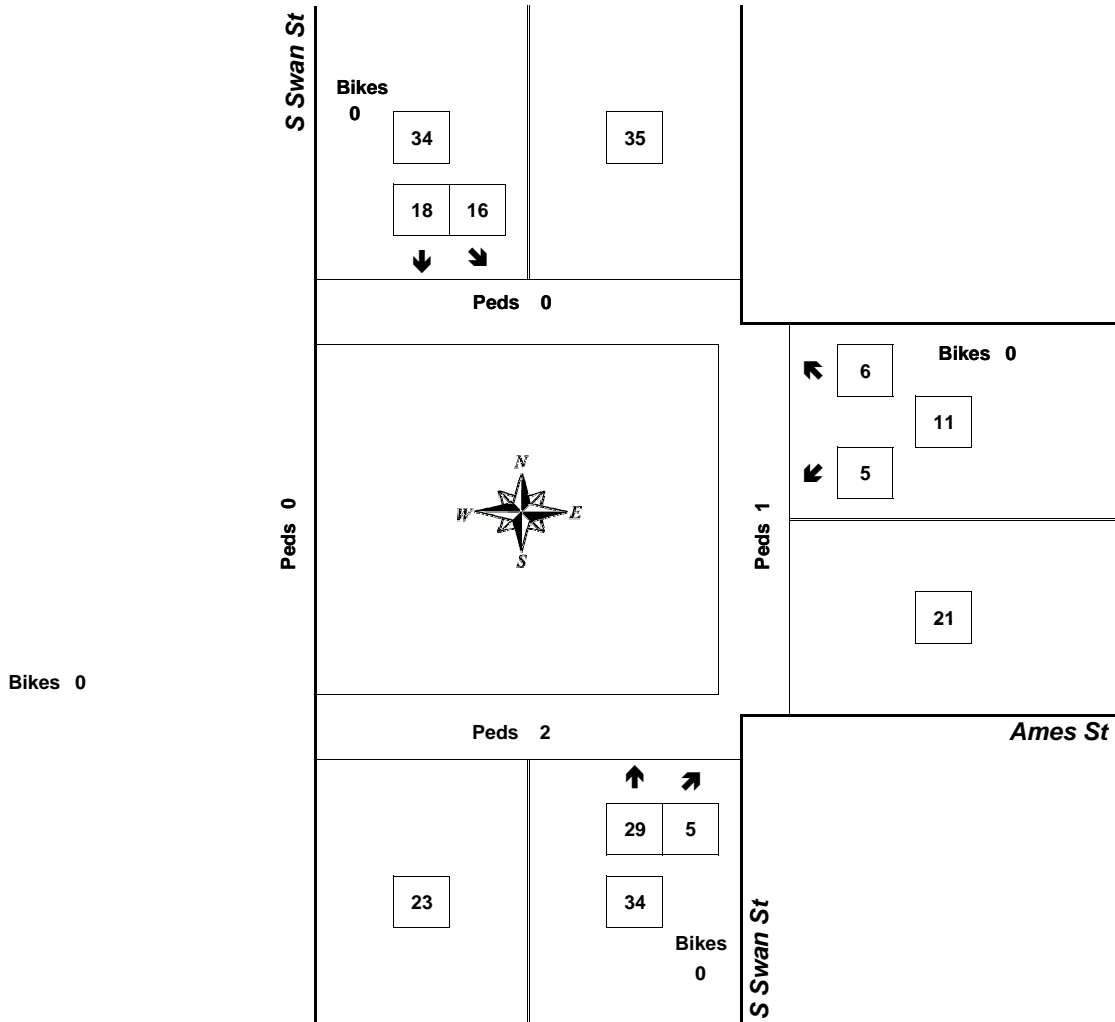


Clay Carney
(503) 833-2740

S Swan St & Ames St

4:10 PM to 5:10 PM

Tuesday, January 07, 2014



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.55	0.0%	11
NB	0.71	2.9%	34
SB	0.77	0.0%	34
Intersection	0.90	1.3%	79

Count Period: 4:00 PM to 6:00 PM

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

Existing Conditions
Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	1	3	0	0	4
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	1	4	0	0	6
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6				12	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6				12	8
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1612				1003	1070
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	3	4	6			
Volume Left	1	0	0			
Volume Right	0	0	6			
cSH	1612	1700	1070			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	3.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	3.6	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		4.5				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 2: Ames Street & Pasture Way

Existing Conditions
Morning Peak Hour

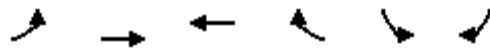


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	0	0	0	0	3
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	0	0	0	0	4
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				7	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				7	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1618				1010	1076
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1	0	4			
Volume Left	1	0	0			
Volume Right	0	0	4			
cSH	1618	1700	1076			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	7.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		8.1				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road








Existing Conditions
Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	160	66	261	33	16	129
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	216	89	353	45	22	174
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	397				897	375
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	397				897	375
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	81				91	73
cM capacity (veh/h)	1135				243	654
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	305	397	196			
Volume Left	216	0	22			
Volume Right	0	45	174			
cSH	1135	1700	551			
Volume to Capacity	0.19	0.23	0.36			
Queue Length 95th (ft)	18	0	40			
Control Delay (s)	6.8	0.0	15.1			
Lane LOS	A		C			
Approach Delay (s)	6.8	0.0	15.1			
Approach LOS			C			
Intersection Summary						
Average Delay		5.6				
Intersection Capacity Utilization		46.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 4: Pasture Way & Holcomb School Road

Existing Conditions
Morning Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	0	193	144	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	1	0	261	195	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	465	205	205			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	465	205	205			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	551	829	1356			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	261	195			
Volume Left	0	0	0			
Volume Right	1	0	0			
cSH	829	1356	1700			
Volume to Capacity	0.00	0.00	0.11			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.3	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.3	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	20.2%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

Morning Peak Hour
2017 Background Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	1	3	0	0	4
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	1	4	0	0	6
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6				12	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6				12	8
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1612				1003	1070
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	3	4	6			
Volume Left	1	0	0			
Volume Right	0	0	6			
cSH	1612	1700	1070			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	3.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	3.6	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		4.5				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 2: Ames Street & Pasture Way

Morning Peak Hour
2017 Background Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	0	0	0	0	3
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	0	0	0	0	4
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				7	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				7	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1618				1010	1076
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1	0	4			
Volume Left	1	0	0			
Volume Right	0	0	4			
cSH	1618	1700	1076			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	7.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		8.1				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Morning Peak Hour
2017 Background Conditions












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	169	70	277	35	17	138
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	228	95	374	47	23	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	422				949	398
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422				949	398
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	79				90	71
cM capacity (veh/h)	1111				222	635
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	323	422	209			
Volume Left	228	0	23			
Volume Right	0	47	186			
cSH	1111	1700	527			
Volume to Capacity	0.21	0.25	0.40			
Queue Length 95th (ft)	19	0	47			
Control Delay (s)	7.0	0.0	16.3			
Lane LOS	A		C			
Approach Delay (s)	7.0	0.0	16.3			
Approach LOS			C			
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization		49.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road
















Morning Peak Hour
2017 Background Conditions

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	0	204	154	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	1	0	276	208	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	494	218	218			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	494	218	218			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	530	815	1340			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	276	208			
Volume Left	0	0	0			
Volume Right	1	0	0			
cSH	815	1340	1700			
Volume to Capacity	0.00	0.00	0.12			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.4	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.4	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization	20.7%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

















Morning Peak Hour
2017 Background + Site Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	2	1	0	6	0	2	0	0	0	0	4
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	3	1	0	8	0	3	0	0	0	0	6
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	10			6			24	19	8	19	19	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	10			6			24	19	8	19	19	12
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1606			1612			975	871	1071	989	871	1064
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	6	8	3	6								
Volume Left	1	0	3	0								
Volume Right	1	0	0	6								
cSH	1606	1612	975	1064								
Volume to Capacity	0.00	0.00	0.00	0.01								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	1.8	0.0	8.7	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	1.8	0.0	8.7	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			14.6%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ames Street & Pasture Way

Morning Peak Hour
2017 Background + Site Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	1	0	0	0	3	0	0	0	0	3
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	0	1	0	0	0	4	0	0	0	0	4
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2			3			12	8	5	8	8	4
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			3			12	8	5	8	8	4
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1618			1616			995	884	1075	1005	883	1076
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	0	4	4								
Volume Left	1	0	4	0								
Volume Right	1	0	0	4								
cSH	1618	1700	995	1076								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	3.6	0.0	8.6	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	3.6	0.0	8.6	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization			14.6%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Morning Peak Hour
2017 Background + Site Trips












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	172	70	277	36	18	148
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	232	95	374	49	24	200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	423				958	399
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423				958	399
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	79				89	68
cM capacity (veh/h)	1110				218	634
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	327	423	224			
Volume Left	232	0	24			
Volume Right	0	49	200			
cSH	1110	1700	525			
Volume to Capacity	0.21	0.25	0.43			
Queue Length 95th (ft)	20	0	53			
Control Delay (s)	7.1	0.0	16.9			
Lane LOS	A		C			
Approach Delay (s)	7.1	0.0	16.9			
Approach LOS			C			
Intersection Summary						
Average Delay		6.2				
Intersection Capacity Utilization		50.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

Morning Peak Hour
2017 Background + Site Trips

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	12	4	204	154	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	16	5	276	208	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	505	218	218			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505	218	218			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	521	815	1340			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	16	281	208			
Volume Left	0	5	0			
Volume Right	16	0	0			
cSH	815	1340	1700			
Volume to Capacity	0.02	0.00	0.12			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	9.5	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		23.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

Existing Conditions
Midday Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	2	2	2	0	0	3
Peak Hour Factor	0.31	0.31	0.31	0.31	0.31	0.31
Hourly flow rate (vph)	6	6	6	0	0	10
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	8				30	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	8				30	10
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1609				977	1067
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	13	6	10			
Volume Left	6	0	0			
Volume Right	0	0	10			
cSH	1609	1700	1067			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	3.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	3.6	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Ames Street & Pasture Way

Existing Conditions
Midday Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	2	0	0	0	0	2
Peak Hour Factor	0.31	0.31	0.31	0.31	0.31	0.31
Hourly flow rate (vph)	6	0	0	0	0	6
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				17	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				17	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1618				994	1076
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	6	0	6			
Volume Left	6	0	0			
Volume Right	0	0	6			
cSH	1618	1700	1076			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	7.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		7.8				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Existing Conditions
Midday Peak Hour












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	51	176	108	7	18	77
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	74	255	157	10	26	112
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	169				566	164
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	169				566	164
tC, single (s)	4.1				6.5	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	95				94	87
cM capacity (veh/h)	1407				439	847
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	329	167	138			
Volume Left	74	0	26			
Volume Right	0	10	112			
cSH	1407	1700	720			
Volume to Capacity	0.05	0.10	0.19			
Queue Length 95th (ft)	4	0	18			
Control Delay (s)	2.1	0.0	11.2			
Lane LOS	A		B			
Approach Delay (s)	2.1	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization		31.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

Existing Conditions
Midday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	1	57	95	0
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	0	0	1	83	138	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	233	148	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	233	148	148			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	748	892	1422			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	84	138			
Volume Left	0	1	0			
Volume Right	0	0	0			
cSH	1700	1422	1700			
Volume to Capacity	0.00	0.00	0.08			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			10.7%		ICU Level of Service	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

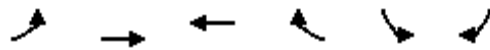
Midday Peak Hour
2017 Background Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	2	2	2	0	0	3
Peak Hour Factor	0.31	0.31	0.31	0.31	0.31	0.31
Hourly flow rate (vph)	6	6	6	0	0	10
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	8				30	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	8				30	10
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1609				977	1067
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	13	6	10			
Volume Left	6	0	0			
Volume Right	0	0	10			
cSH	1609	1700	1067			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	3.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	3.6	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 2: Ames Street & Pasture Way

Midday Peak Hour
2017 Background Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	2	0	0	0	0	2
Peak Hour Factor	0.31	0.31	0.31	0.31	0.31	0.31
Hourly flow rate (vph)	6	0	0	0	0	6
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				17	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				17	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1618				994	1076
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	6	0	6			
Volume Left	6	0	0			
Volume Right	0	0	6			
cSH	1618	1700	1076			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	7.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		7.8				
Intersection Capacity Utilization		14.6%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Midday Peak Hour
2017 Background Conditions












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	54	187	114	7	19	82
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	78	271	165	10	28	119
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	177				600	172
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	177				600	172
tC, single (s)	4.1				6.5	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	94				93	86
cM capacity (veh/h)	1396				418	837
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	349	175	146			
Volume Left	78	0	28			
Volume Right	0	10	119			
cSH	1396	1700	704			
Volume to Capacity	0.06	0.10	0.21			
Queue Length 95th (ft)	4	0	19			
Control Delay (s)	2.1	0.0	11.4			
Lane LOS	A		B			
Approach Delay (s)	2.1	0.0	11.4			
Approach LOS			B			
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization		35.8%		ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

















Midday Peak Hour
2017 Background Conditions

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	  					
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	1	60	101	0
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	0	0	1	87	146	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	246	156	156			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	246	156	156			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	735	882	1412			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	88	146			
Volume Left	0	1	0			
Volume Right	0	0	0			
cSH	1700	1412	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	10.9%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

















Midday Peak Hour
2017 Background + Site Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	4	2	0	4	0	2	0	0	0	0	3
Peak Hour Factor	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Hourly flow rate (vph)	6	13	6	0	13	0	6	0	0	0	0	10
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	15			21			56	46	20	46	49	17
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	15			21			56	46	20	46	49	17
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	1600			1592			925	840	1054	947	836	1058
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	26	13	6	10								
Volume Left	6	0	6	0								
Volume Right	6	0	0	10								
cSH	1600	1592	925	1058								
Volume to Capacity	0.00	0.00	0.01	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	1.8	0.0	8.9	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	1.8	0.0	8.9	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			14.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ames Street & Pasture Way

Midday Peak Hour
2017 Background + Site Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	2	0	0	0	2	0	0	0	0	2
Peak Hour Factor	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Hourly flow rate (vph)	6	0	6	0	0	0	6	0	0	0	0	6
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2			8			27	20	7	20	23	4
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			8			27	20	7	20	23	4
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	1618			1609			969	867	1072	984	864	1076
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	0	6	6								
Volume Left	6	0	6	0								
Volume Right	6	0	0	6								
cSH	1618	1700	969	1076								
Volume to Capacity	0.00	0.00	0.01	0.01								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	3.6	0.0	8.7	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	3.6	0.0	8.7	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			14.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Midday Peak Hour
2017 Background + Site Trips












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	60	187	114	8	20	88
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	87	271	165	12	29	128
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	179				618	173
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	179				618	173
tC, single (s)	4.1				6.5	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	94				93	85
cM capacity (veh/h)	1395				405	837
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	358	177	157			
Volume Left	87	0	29			
Volume Right	0	12	128			
cSH	1395	1700	699			
Volume to Capacity	0.06	0.10	0.22			
Queue Length 95th (ft)	5	0	21			
Control Delay (s)	2.3	0.0	11.6			
Lane LOS	A		B			
Approach Delay (s)	2.3	0.0	11.6			
Approach LOS			B			
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization		36.6%		ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

Midday Peak Hour
2017 Background + Site Trips

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	  					
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	7	8	60	101	0
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	0	10	12	87	146	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	267	156	156			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	267	156	156			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	711	882	1412			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	10	99	146			
Volume Left	0	12	0			
Volume Right	10	0	0			
cSH	882	1412	1700			
Volume to Capacity	0.01	0.01	0.09			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	9.1	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	19.9%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

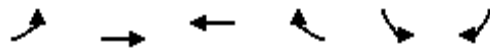
Evening Peak Hour
Existing Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	3	2	0	0	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	7	5	4	0	0	4
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6				28	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6				28	8
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1613				980	1071
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	13	4	4			
Volume Left	7	0	0			
Volume Right	0	0	4			
cSH	1613	1700	1071			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	4.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	4.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		14.6%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 2: Ames Street & Pasture Way

Evening Peak Hour
Existing Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	3	0	0	0	0	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	5	0	0	0	0	4
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				15	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				15	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1618				997	1076
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	5	0	4			
Volume Left	5	0	0			
Volume Right	0	0	4			
cSH	1618	1700	1076			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	7.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		7.7				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road








Evening Peak Hour
Existing Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	24	296	136	3	3	17
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	26	325	149	3	3	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	153				529	151
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	153				529	151
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	98
cM capacity (veh/h)	1434				504	901
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	352	153	22			
Volume Left	26	0	3			
Volume Right	0	3	19			
cSH	1434	1700	806			
Volume to Capacity	0.02	0.09	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	0.7	0.0	9.6			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		37.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 4: Pasture Way & Holcomb School Road

Evening Peak Hour
Existing Conditions

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	1	26	20	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	1	29	22	0
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	58	27	27			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	58	27	27			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	945	1044	1580			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	30	22			
Volume Left	0	1	0			
Volume Right	0	0	0			
cSH	1700	1580	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			8.2%		ICU Level of Service	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

Evening Peak Hour
2017 Background Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	3	2	0	0	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	7	5	4	0	0	4
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6				28	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6				28	8
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1613				980	1071
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	13	4	4			
Volume Left	7	0	0			
Volume Right	0	0	4			
cSH	1613	1700	1071			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	4.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	4.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Ames Street & Pasture Way

Evening Peak Hour
2017 Background Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	3	0	0	0	0	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	5	0	0	0	0	4
Pedestrians		2	2		2	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				15	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				15	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1618				997	1076
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	5	0	4			
Volume Left	5	0	0			
Volume Right	0	0	4			
cSH	1618	1700	1076			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	7.2	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay		7.7				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Evening Peak Hour
2017 Background Conditions










Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	25	314	144	3	3	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	27	345	158	3	3	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	162				560	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162				560	160
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	98
cM capacity (veh/h)	1424				483	891
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	373	162	23			
Volume Left	27	0	3			
Volume Right	0	3	20			
cSH	1424	1700	795			
Volume to Capacity	0.02	0.10	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	0.7	0.0	9.7			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		39.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

Evening Peak Hour
2017 Background Conditions

















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	1	27	21	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	1	30	23	0
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60	28	28			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	28	28			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	942	1043	1579			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	31	23			
Volume Left	0	1	0			
Volume Right	0	0	0			
cSH	1700	1579	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	8.2%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

Evening Peak Hour

















2017 Background + Site Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	6	2	0	4	0	1	0	0	0	0	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	7	11	4	0	7	0	2	0	0	0	0	4
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	9			17			42	39	17	39	40	11
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	9			17			42	39	17	39	40	11
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1608			1598			949	847	1059	957	845	1066
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	22	7	2	4								
Volume Left	7	0	2	0								
Volume Right	4	0	0	4								
cSH	1608	1598	949	1066								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	2.4	0.0	8.8	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	2.4	0.0	8.8	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			15.3%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ames Street & Pasture Way

Evening Peak Hour
2017 Background + Site Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	0	3	0	0	0	2	0	0	0	0	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	5	0	5	0	0	0	4	0	0	0	0	4
Pedestrians		2			2						2	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2			5			19	16	5	18	18	4
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			5			19	16	5	18	18	4
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1618			1616			986	874	1077	990	871	1076
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	0	4	4								
Volume Left	5	0	4	0								
Volume Right	5	0	0	4								
cSH	1618	1700	986	1076								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	3.6	0.0	8.7	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	3.6	0.0	8.7	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			14.6%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Evening Peak Hour
2017 Background + Site Trips












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	314	144	5	4	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	40	345	158	5	4	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164				585	161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	164				585	161
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	97
cM capacity (veh/h)	1421				463	889
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	385	164	32			
Volume Left	40	0	4			
Volume Right	0	5	27			
cSH	1421	1700	789			
Volume to Capacity	0.03	0.10	0.04			
Queue Length 95th (ft)	2	0	3			
Control Delay (s)	1.0	0.0	9.8			
Lane LOS	A		A			
Approach Delay (s)	1.0	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		39.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

Evening Peak Hour
2017 Background + Site Trips

















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	  					
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	8	14	27	21	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	9	15	30	23	0
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	89	28	28			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	89	28	28			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	900	1043	1579			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	9	45	23			
Volume Left	0	15	0			
Volume Right	9	0	0			
cSH	1043	1579	1700			
Volume to Capacity	0.01	0.01	0.01			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	8.5	2.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	2.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			18.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Ames Street & Stables Place

Morning Peak Hour

















2017 Background + Site w/ Cut-Through Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	9	7	0	12	0	8	0	0	0	0	4
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	13	10	0	17	0	11	0	0	0	0	6
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	19			25			47	41	22	41	46	21
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	19			25			47	41	22	41	46	21
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	1595			1587			943	847	1052	956	842	1053
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	17	11	6								
Volume Left	1	0	11	0								
Volume Right	10	0	0	6								
cSH	1595	1587	943	1053								
Volume to Capacity	0.00	0.00	0.01	0.01								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.4	0.0	8.9	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	0.4	0.0	8.9	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			17.7%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Ames Street & Pasture Way

Morning Peak Hour
2017 Background + Site w/ Cut-Through Trips

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	8	0	0	0	9	0	0	0	0	3
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	0	11	0	0	0	13	0	0	0	0	4
Pedestrians		2			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2			13			17	12	10	12	18	4
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			13			17	12	10	12	18	4
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1618			1602			988	878	1068	998	872	1076
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	0	13	4								
Volume Left	1	0	13	0								
Volume Right	11	0	0	4								
cSH	1618	1700	988	1076								
Volume to Capacity	0.00	0.00	0.01	0.00								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.8	0.0	8.7	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	0.8	0.0	8.7	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			18.2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

Morning Peak Hour
2017 Background + Site w/ Cut-Through Trips












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	172	57	265	48	31	148
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	232	77	358	65	42	200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	423				932	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423				932	391
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	79				81	69
cM capacity (veh/h)	1110				226	641
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	309	423	242			
Volume Left	232	0	42			
Volume Right	0	65	200			
cSH	1110	1700	486			
Volume to Capacity	0.21	0.25	0.50			
Queue Length 95th (ft)	20	0	68			
Control Delay (s)	7.3	0.0	19.5			
Lane LOS	A		C			
Approach Delay (s)	7.3	0.0	19.5			
Approach LOS			C			
Intersection Summary						
Average Delay		7.2				
Intersection Capacity Utilization		50.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Pasture Way & Holcomb School Road

Morning Peak Hour
2017 Background + Site w/ Cut-Through Trips

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	25	16	204	154	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	34	22	276	208	0
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	537	218	218			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	537	218	218			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	98			
cM capacity (veh/h)	492	815	1340			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	34	297	208			
Volume Left	0	22	0			
Volume Right	34	0	0			
cSH	815	1340	1700			
Volume to Capacity	0.04	0.02	0.12			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	9.6	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		33.9%		ICU Level of Service		A
Analysis Period (min)		15				

CITY OF OREGON CITY, CLACKAMAS COUNTY

HOLCOMB BLVD and Intersectional Crashes at HOLCOMB BLVD, City of Oregon City, Clackamas County, 01/01/2009 to 06/30/2013

URBAN NON-SYSTEM CRASH TESTING

Total crash records: 26

SER#	INVEST	D C S L K TIME	N N N	P R S W	CLASS	CITY STREET	RD CHAR	INT-TYPE			OFFRD	WTHR	CRASH	SPLC USE		MOVE	PRTC	INJ	A S	E LICNS	PED	ACT	EVENT	CAUSE
								INT-REL	LEGS	TRAF-				V# TYPE	TLR QTY									
NO RPT	00042	N N N	01/05/2009	MO	16	HOLCOMB BLVD	UNK	UN	00	N	Y	RAIN	FIX	OBJ	01 NONE	0	STRGHT	01 DRVY	INJB	18 M	OR-Y	000	097,124,062	10
				9P		00000	UN			(NONE)	N	WET	FIX		PRVTE		E -W				083,080	000	097,124,062	10
										(02)	N	DARK	INJ		PSNGR	CAR						000	000	10
00341	NO RPT	N N N	01/26/2009	MO	16	HOLCOMB BLVD	STRGHT	UN	00	(NONE)	N	CLR	S-1STOP	REAR	01 NONE	0	STRGHT	01 DRVY	NONE	19 F	OR-Y	000	000	07
				3P		00000	UN			(02)	N	DAY	PDO		PSNGR	CAR	S -N				026	000	000	07
											N	DAY			02 NONE	0	STOP				OR<25	000	000	07
											N	DAY			PRVTE		S -N				000	011	000	00
											N	DAY			PSNGR	CAR	S -N				000	000	000	00
02520	CITY	N N N	N 07/16/2011	SA	0	APPPERSON BLVD	INTER	SW	06	3-LEG	N	CLR	S-1STOP	REAR	01 NONE	0	STRGHT	01 DRVY	NONE	24 F	OR-Y	000	000	07
				1P		HOLCOMB BLVD	SW	06		0	UNKNOWN	DRY	REAR	INI	PRVTE		SW-NE				026	000	000	07
											N	DAY			PSNGR	CAR	SW-NE				OR<25	000	000	00
											N	DAY			01 NONE	0	STRGHT					000	000	00
											N	DAY			PRVTE		SW-NE					000	000	00
											N	DAY			PSNGR	CAR	SW-NE					000	000	00
											N	DAY			02 NONE	0	STOP					012	000	00
											N	DAY			PSNGR	CAR	SW-NE					000	000	00
											N	DAY			02 NONE	0	STOP					012	000	00
											N	DAY			PRVTE		SW-NE					000	000	00
											N	DAY			PSNGR	CAR	SW-NE					000	000	00
											N	DAY			02 NONE	0	STOP					012	000	00
											N	DAY			PRVTE		SW-NE					000	000	00
											N	DAY			PSNGR	CAR	SW-NE					000	000	00
											N	DAY			02 NONE	0	STOP					012	000	00
											N	DAY			PRVTE		SW-NE					000	000	00
											N	DAY			PSNGR	CAR	SW-NE					000	000	00
03925	CITY	N N N	N 10/20/2011	TH	0	APPPERSON BLVD	INTER	SW	06	3-LEG	N	CLR	S-1STOP	REAR	01 NONE	0	STRGHT	01 DRVY	NONE	17 F	OR-Y	000	000	07
				7P		HOLCOMB BLVD	SW	06		0	NONE	DRY	REAR	INI	PRVTE		SW-NE				043,026	000	000	07
											N	DLIT			PSNGR	CAR	SW-NE					000	000	07
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	00
											N				PSNGR	CAR	SW-NE					000	000	00
											N				02 NONE	0	STOP					012	000	00
											N				PRVTE		SW-NE					000	000	

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CDS380
01/30/2014

CITY OF OREGON CITY, CLACKAMAS COUNTY
HOLCOMB BLVD and Intersectional Crashes at HOLCOMB BLVD, City of Oregon City, Clackamas County, 01/01/2009 to 06/30/2013
URBAN NON-SYSTEM CRASH LISTING
Total crash records: 26

SER#	INVEST	D C S L K TIME	FROM	CLASS	CITY STREET	RD CHAR	INT-TYPE (MEDIAN)	INT-BEL LEGS (#LANES)	CONTL (02)	DRVMT	LIGHT	SVRTY	V# TYPE	OWNER	TRLR QTY	SPCL USE	MOVE	PRTC	INJ	A S	E L IONS	PED	LOC	ERROR	ACT EVENT	CAUSE
03104	N N N	08/22/2012	16		HOLCOMB BLVD	STRGHT	(NONE)	N	UNKNOWN	N	CLR	S-1STOP	01 NONE	0	PRVTE	0	STRGHT	01	DRVR	NONE	38 F	OR-Y	OR<25			07
NONE		WE 4P	65		BEEMER WAY	08	(02)			N	DAY	INJ	PSNGR CAR		PSNGR CAR		NE-SW					026			000	00
										N			02 NONE	0	PRVTE		STOP					OR<25			000	07
													PSNGR CAR		PSNGR CAR		NE-SW								011	00
																		01	DRVR	INJC	38 M	OR-Y	OR<25		000	00
03828	N N N	10/20/2010	16		S HOLCOMB BLVD	INTER	3-LEG	N	UNKNOWN	N	CLR	S-1STOP	01 NONE	0	PRVTE	0	STRGHT									27,07
CITY		WE 12P	0		S LONGVIEW WAY	03	(02)	0		N	DAY	INJ	PSNGR CAR		PSNGR CAR		SW-NE					016,026			000	00
										N			02 NONE	0	PRVTE		STOP								012	00
													PSNGR CAR		PSNGR CAR		SW-NE					000			000	00
													02 NONE	0	PRVTE		STOP								012	00
																	SW-NE								000	00
00366	N N N	02/01/2011	16		S HOLCOMB BLVD	STRGHT	(NONE)	N	UNKNOWN	N	CLR	S-1STOP	01 NONE	0	PRVTE	0	STRGHT									07
NO RPT		TU 2P	211		S LONGVIEW WAY	07	(02)			N	DAY	INJ	PSNGR CAR		PSNGR CAR		NW-SE					026			000	00
										N			02 NONE	0	PRVTE		STOP								012	00
													PSNGR CAR		PSNGR CAR		NW-SE					000			000	00
04638	Y N N	12/01/2009	16		S HOLCOMB BLVD	STRGHT	(NONE)	N	UNKNOWN	N	CLR	S-1STOP	01 NONE	0	PRVTE	0	STRGHT									01
CITY		TU 3P	150		S LONGVIEW WAY	08	(02)			N	DAY	INJ	PSNGR CAR		PSNGR CAR		W -E					026,047			000	00
										N			02 NONE	0	PRVTE		STOP								011	00
													PSNGR CAR		PSNGR CAR		W -E					000			000	00
04174	Y Y N	11/09/2010	16		S HOLCOMB BLVD	CURVE	(NONE)	N	NONE	Y	RAIN	FIX OBJ	01 NONE	0	PRVTE	0	STRGHT								088,010	01
CITY		TU 10P	165		S LONGVIEW WAY	E 08	(02)			N	WET	FIX	PSNGR CAR		PSNGR CAR		W -E					000			088,010	00
										N	DLIT	INJ	PSNGR CAR		PSNGR CAR							047,080			000	01
02007	Y N N	05/31/2009	16		HOLCOMB BLVD	STRGHT	(NONE)	N	UNKNOWN	N	CLR	OVERTURN	01 NONE	0	PRVTE	0	STRGHT								001,043	01
CITY		SU 3P	5		LERROY LN	NE 03	(02)			N	DRY	NCOL	PSNGR CAR		PSNGR CAR		NE-SW							001	042	00
										N	DAY	PAT	MTRCYCLE		MTRCYCLE							047			017	01
04770	Y Y N	12/11/2011	16		HOLCOMB BLVD	CURVE	(NONE)	N	NONE	Y	RAIN	FIX OBJ	01 NONE	0	PRVTE	0	STRGHT								124,043	01,10
CITY		SU 12A	20		LERROY LN	NE 05	(02)			N	WET	FIX	PSNGR CAR		PSNGR CAR		SW-NE					000			124,043	00
										N	DARK	INJ										047,080,081			017	01,10

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CITY OF OREGON CITY, CLACKAMAS COUNTY

HOLCOMB BLVD and Intersectional Crashes at HOLCOMB BLVD, City of Oregon City, Clackamas County, 01/01/2009 to 06/30/2013

URBAN NON-SYSTEM CRASH LISTING

Total crash records: 26

SR#	INVEST	D C S L K	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE		INT-REL	OFFRD	WTHR	CRASH	SPCL USE		MOVE	PRIC	INJ	A S	E L I C N S	P E D	CAUSE
							LEGS	(H/ANES)					TRAP-	DRVTY							
01882	NONE	N N N	05/22/2012	0	16	HOLCOMB BLVD REDLAND RD	INTER NE 06	CROSS 0	CROSS 0	N	RAIN WET DAY	S-1STOP REAR PDO	01 NONE PRVTE PSNGR CAR	STRGHT NE-SW	01	DRVR	NONE	27 F	OR-Y OR<25	026	000 000 07
04002	NONE	Y N N	10/31/2010	0	16	HOLCOMB BLVD REDLAND RD	INTER NW 06	CROSS 0	L-TURN REF	N	RAIN WET DLIT	O-STRGHT HEAD INJ	01 NONE PRVTE PSNGR CAR	STRGHT SE-NW	01	DRVR	NONE	24 M	OR-Y OR<25	000 000 00	00 000 00
01653	NONE	N N N	05/13/2013	0	16	HOLCOMB BLVD REDLAND RD	INTER NW 06	CROSS 0	TRF SIGNAL	N	CLR DRY DAY	S-1STOP REAR PDO	01 NONE PRVTE PSNGR CAR	STRGHT NW-SE	01	DRVR	NONE	00 M	OR-Y OR<25	026	000 000 07
01969	CITY	N N N	06/03/2011	0	16	HOLCOMB BLVD REDLAND RD	INTER CN 03	CROSS 0	TRF SIGNAL	N	CLR DRY DAY	O-1TURN TURN PDO	01 NONE PRVTE PSNGR CAR	STRGHT NW-SE	01	DRVR	NONE	59 M	OR-Y OR>25	020	000 000 04
04046	CITY	Y N N	10/30/2011	141	16	HOLCOMB BLVD REDLAND RD	CURVE NE 05	(NONE) (02)	UNKNOWN	N	RAIN WET DAY	S-STRGHT SS-O INJ	01 NONE PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	77 M	OTH-Y N-RES	047,080	017 000 05
01404	CITY	Y N N	04/30/2010	200	16	HOLCOMB BLVD REDLAND RD	CURVE SE 07	(NONE)	UNKNOWN	N	CLD WET DAY	O-STRGHT SS-M INJ	01 NONE PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJC	54 F	OR-Y OR<25	000 000 00	00 000 00
27,05,01		Y N N	04/30/2010	11A	16	HOLCOMB BLVD REDLAND RD	CURVE SE 07	(NONE)	UNKNOWN	N	CLD WET DAY	O-STRGHT SS-M INJ	01 NONE PRVTE PSNGR CAR	STRGHT SE-NW	01	DRVR	INJB	51 F	OR-Y OR<25	16,080,047	000 000 038

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CITY OF OREGON CITY, CLACKAMAS COUNTY

HOLCOMB BLVD and Intersectional Crashes at HOLCOMB BLVD, City of Oregon City, Clackamas County, 01/01/2009 to 06/30/2013

URBAN NON-SYSTEM CRASH LISTING

Total crash records: 26

SER#	INVEST	D C S L K TIME	FROM	CITY STREET	CLASS	TH	DATE	RD CHAR	INT-TYPE (MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPLC QTY	SPCL USE		MOVE	P#	TYPE	SVRTY	E X RES	LOC	ERROR	ACT_EVENT	CAUSE		
															TRLR	QTY										FROM	TO
															OWNER	V#										TYPE	TYPE
(02)																											
02073	STATE	Y	N	N	N	06/07/2012	17	HOLCOMB BLVD							0	STRGHT	NW-SE	01	DRVR	NONE	22	F	OR-Y	000	00		
																PRVTE						000	00				
																PSNGR CAR						000	00				
																						000	00				
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Left-Turn Lane Warrant Analysis

Le

Intersection: Holcomb Boulevard at Holcomb School Road

Date: 1/30/2014

Scenario: 2017 Background + Site Trips

Time: Morning Peak Hour

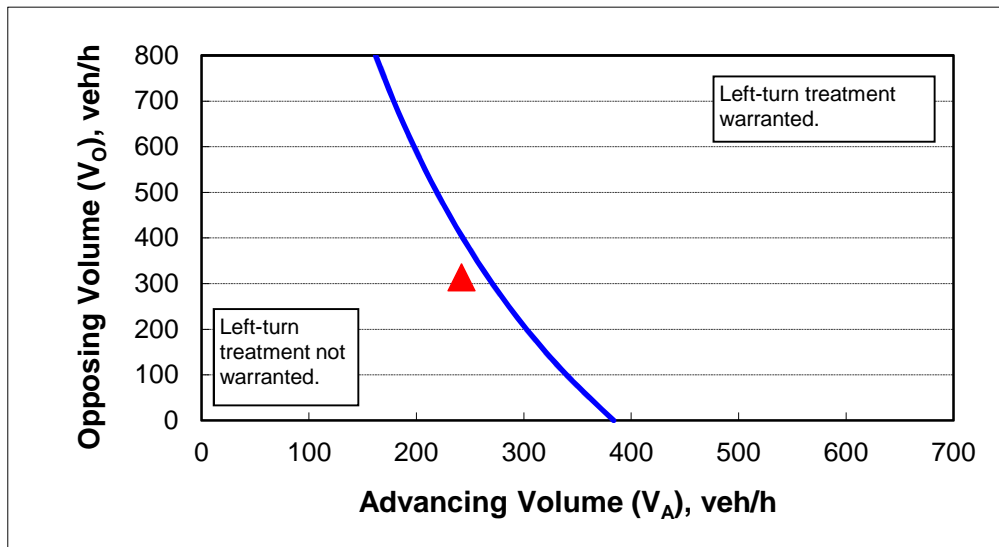
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	71%
Advancing volume (V_A), veh/h:	242
Opposing volume (V_O), veh/h:	313

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	267
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

TRIP GENERATION CALCULATIONS

Reasonable worst-case development scenario under existing R-10 Zoning

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 25

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	5	14	19

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	16	9	25

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	119	119	238

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	124	124	248

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

2034 Planning Horizon - Existing Zoning
Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	243	99	392	51	25	202
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	286	116	461	60	29	238
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	521				1179	491
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	521				1179	491
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	72				80	58
cM capacity (veh/h)	1020				146	562
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	402	521	267			
Volume Left	286	0	29			
Volume Right	0	60	238			
cSH	1020	1700	427			
Volume to Capacity	0.28	0.31	0.62			
Queue Length 95th (ft)	29	0	103			
Control Delay (s)	7.9	0.0	26.4			
Lane LOS	A		D			
Approach Delay (s)	7.9	0.0	26.4			
Approach LOS			D			
Intersection Summary						
Average Delay		8.6				
Intersection Capacity Utilization		66.3%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

2034 Planning Horizon - Proposed Zoning
Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	243	99	392	51	26	204
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	286	116	461	60	31	240
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	521				1179	491
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	521				1179	491
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	72				79	57
cM capacity (veh/h)	1020				146	562
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	402	521	271			
Volume Left	286	0	31			
Volume Right	0	60	240			
cSH	1020	1700	425			
Volume to Capacity	0.28	0.31	0.64			
Queue Length 95th (ft)	29	0	108			
Control Delay (s)	7.9	0.0	27.2			
Lane LOS	A		D			
Approach Delay (s)	7.9	0.0	27.2			
Approach LOS			D			
Intersection Summary						
Average Delay		8.8				
Intersection Capacity Utilization		66.4%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

2034 Planning Horizon - Existing Zoning
Midday Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	83	264	162	12	28	121
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	120	383	235	17	41	175
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	254				869	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254				869	245
tC, single (s)	4.1				6.5	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	91				85	77
cM capacity (veh/h)	1309				278	761
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	503	252	216			
Volume Left	120	0	41			
Volume Right	0	17	175			
cSH	1309	1700	573			
Volume to Capacity	0.09	0.15	0.38			
Queue Length 95th (ft)	8	0	44			
Control Delay (s)	2.6	0.0	15.0			
Lane LOS	A		C			
Approach Delay (s)	2.6	0.0	15.0			
Approach LOS			C			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization		47.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

2034 Planning Horizon - Proposed Zoning
Midday Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	84	264	162	12	28	123
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	122	383	235	17	41	178
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	254				872	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254				872	245
tC, single (s)	4.1				6.5	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	91				85	77
cM capacity (veh/h)	1309				276	761
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	504	252	219			
Volume Left	122	0	41			
Volume Right	0	17	178			
cSH	1309	1700	574			
Volume to Capacity	0.09	0.15	0.38			
Queue Length 95th (ft)	8	0	44			
Control Delay (s)	2.7	0.0	15.1			
Lane LOS	A		C			
Approach Delay (s)	2.7	0.0	15.1			
Approach LOS			C			
Intersection Summary						
Average Delay		4.8				
Intersection Capacity Utilization		47.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Holcomb Boulevard & Holcomb School Road

2034 Planning Horizon - Existing Zoning
Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	46	444	204	7	6	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	51	488	224	8	7	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	232				817	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232				817	228
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				98	96
cM capacity (veh/h)	1342				336	816
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	538	232	41			
Volume Left	51	0	7			
Volume Right	0	8	34			
cSH	1342	1700	662			
Volume to Capacity	0.04	0.14	0.06			
Queue Length 95th (ft)	3	0	5			
Control Delay (s)	1.1	0.0	10.8			
Lane LOS	A		B			
Approach Delay (s)	1.1	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		50.4%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 3: Holcomb Boulevard & Holcomb School Road

2034 Planning Horizon - Proposed Zoning
Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	47	444	204	7	6	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	52	488	224	8	7	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	232				819	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232				819	228
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				98	96
cM capacity (veh/h)	1342				334	816
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	540	232	43			
Volume Left	52	0	7			
Volume Right	0	8	36			
cSH	1342	1700	668			
Volume to Capacity	0.04	0.14	0.06			
Queue Length 95th (ft)	3	0	5			
Control Delay (s)	1.1	0.0	10.8			
Lane LOS	A		B			
Approach Delay (s)	1.1	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		50.5%		ICU Level of Service		A
Analysis Period (min)			15			

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

April 30, 2014

Mr. Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION IMPACT STUDY – SUNNYBROOK II
SUBDIVISION – ZC14-01 & TP14-01**

Dear Mr. Walter:

In response to your request, I have reviewed the materials submitted in support of the proposed Sunnybrook II subdivision. The relevant materials included the project narrative, site plan and the Transportation Impact Study (TIS). The TIS is dated February 4, 2014 and was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering.

The proposed subdivision with 29 lots is located to the south of Ames Street and north of Holcomb School Road. Two short streets perpendicular to Ames Street would be extended southward from Ames Street with a new connection to Holcomb School Road.

The TIS provides a basis upon which the subdivision proposal can be evaluated for transportation impacts.

Comments

1. Study Area. The study addresses the appropriate intersections. The engineer evaluated traffic patterns and traffic volumes and evaluated four locations. The key intersections were:

- Ames Street/Stables Place
- Ames Street/Pasture Way
- Holcomb Boulevard/Holcomb School Road
- Holcomb School Road/Pasture Way

The study area is appropriate.

2. Traffic Counts. The traffic counts were conducted in January 2014 at the intersection of Holcomb Boulevard and Holcomb School Road. Traffic counts were conducted during the AM, mid-day, and PM peak periods. Traffic volumes at the other locations were derived from trip generation data and travel characteristics of the area. Mid-day traffic

volumes were also used because of the proximity to the school. The base year traffic volumes appear reasonable.

3. **Trip Generation.** The TIS presents information on trip generation from the construction of 29 single-family dwellings. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The subdivision is predicted to produce 22 AM peak hour trips; 22 mid-day peak hour trips; 29 PM peak hour trips; and 288 total weekday trips.
4. **Trip Distribution.** The engineer's trip distribution shows 60 percent of traffic going to and from the southwest on Holcomb Boulevard; 10 percent using Holcomb Boulevard to the east; and 30 percent using Ames Street. The trip distribution seems reasonable.
5. **Traffic Growth.** To account for background traffic growth, the traffic counts were adjusted by two percent per year through 2017. The traffic growth assumptions and methodology appear reasonable.
6. **Analysis.** Traffic volumes were calculated for the intersections described in #1, above. At each location, the level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM, mid-day, and PM peak hours and included year 2014 existing conditions, 2017 background conditions, and year 2017 total traffic conditions.

According to the engineer, the intersection of Holcomb Boulevard and Holcomb School Road is predicted to operate at LOS "C" during the AM peak hour; "B" during the mid-day peak hour and "A" during the PM peak hour under all conditions. The intersection volume-to-capacity ratio (v/c) is predicted to be 0.43 or better under all conditions and easily meets the city's operational standard. The other three intersections are predicted to operate at LOS "A" or better under all conditions during all hours. The performance of all study area intersections is predicted to meet city standards during the peak hours.

The engineer also analyzed the potential for the new connection, Pasture Way, from Ames Street to Holcomb School Road to shift traffic patterns. He concluded that even with the potential new cut-through traffic, the intersections would still easily meet the city's operational standards. I found his methodology to be sound and concur with his conclusions on the ability of the streets to accommodate this neighborhood traffic.

The engineer concluded no mitigation measures were necessary. I concur with his conclusions.

7. **Turn Lanes at Site Entrance(s).** The engineer also analyzed the need for a left-turn lane on Holcomb Boulevard at Holcomb School Road. He concluded that a left-turn lane is not now warranted nor will it be with the completion of this development. This is

consistent with the configuration of the road specified in the Holcomb Boulevard Pedestrian Improvement Plan.

- 8. *Crash Information.*** The TIS provides crash information for the most recent five-year period. No crashes were reported on Ames Street and there did not appear to be any reported crashes at the intersection of Holcomb Boulevard and Holcomb School Road.
- 9. *Pedestrian and Bicycle Facilities.*** The narrative and site plan indicate pedestrian facilities would be provided within the development. The TAS identifies the discontinuous sidewalks along Ames Street and that sidewalks are only provided on one side of Holcomb School Road.
- 10. *Site Plan and Access.*** The subdivision proposes three access points: two on Ames Street and one on Holcomb School Road. The two on Ames Street would involve converting the existing T-intersections at Stables Place and Pasture Way into four-leg intersections. The new intersection at Holcomb School Road and Pasture Way would be constructed at the site of an existing driveway. All three access points would be governed by stop-control on the minor streets exiting the subdivision.
- 11. *Intersection Spacing.*** As described above, one new intersection would be created on Holcomb School Road approximately 300 feet northeast of the existing intersection of Holcomb Boulevard and Holcomb School Road. The proposed spacing is appropriate given the configuration and classification of the existing streets. A second new intersection, Pasture Way/Stables Place, would be constructed within the subdivision. The spacing of the intersections on Ames Street is already established. Spacing for all proposed intersections is appropriate.
- 12. *Sight Distance.*** The engineer measured sight distance at all three proposed site access locations. Along Ames Street, he measured it to be in excess of the 280 feet associated with a 25-mph statutory speed. At the proposed new intersection of Pasture Way and Holcomb School Road, he measured sight distance in excess of 350 feet to the southwest and noted that one can see the entire school parking lot. He concluded sight distance is adequate at all three locations. I concur with his analysis and conclusions about the adequacy of sight distance.
- 13. *Consistency with the Transportation System Plan (TSP).*** The project narrative indicates frontage improvements would be made to city standards. The subdivision also provides the added benefit of increasing connectivity in an area where it is currently lacking. This, too, is consistent with the TSP and is highly desirable.
- 14. *Transportation Planning Rule (TPR) Analysis.*** Because the applicant is proposing to rezone the property from R-10 to R-8, a TPR analysis is also included. He provided an analysis of the maximum trip generation under R-10 and concluded the impact was

negligible. During the PM peak hour, the subdivision would generate 4 additional trips due to the higher density proposed in this rezoning. The engineer states that the proposal does not change the functional classification of any existing or planned transportation facility; does not alter the standards for implementing the functional classification system; and does not alter the level of travel or degrade the performance of the transportation system such that it would not meet applicable performance standards. I concur.

15. Conclusions and Recommendations. The engineer concludes that traffic operations would be adequate at all analyzed intersections. He concludes no mitigation is needed for traffic operations. He concludes no safety mitigation is necessary and sight distance is acceptable. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TIS provides an adequate basis upon which to assess the impacts of the proposed subdivision. I agree that off-site mitigation for traffic impacts is not required.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

A handwritten signature in cursive script that reads "John Replinger".

John Replinger, PE
Principal

Planning Commission

My name is Woody Berends. I have lived on the corner of Ames St & Swan Av. here in Oregon City for nearly 20 years. I have many concerns about Icons new project proposed to be built at the end of Ames. As it is now the roadway on the the only exit off ames is under 20" wide with no sidewalks. Not enough room for 2 cars to pass if both are not regular sized passenger cars. This corner is a hazard as it is without adding a minimum of 50 to 60 extra cars each day. This is the main school bus stop for this area. People set in their cars on the side of the road to wait for the bus to come which makes this road even worse. This is very dangerous for all with such a narrow road. This must be addressed before the project is allowed to move on because this is the only exit and entrance to this project.

I have an open ditch on the edge of my property that I have maintained since I started living here. It used to run a normal amount of water when it rained. As the building has continued down Ames the ditch runs full because all the natural drainage is gone. It has even flooded my property before creating a lot of damage. When people park on the edge of this ditch to wait for the school bus the side of this drainage ditch caves off in to the ditch creating more work for me. I'm getting old am not able to do as much as when I was younger therefore the ditch becomes clogged then floods. A few years ago they added several homes on Thurman Rd just across the street. Before we knew it they added a pipe from that developments bio swell into our ditch that creates a real mess with extra water and debris hangs up on the pipe that creates clogs also. This should have never happen. The developer should have been responsible for bringing this entire corner up to standards as should this developer. Their projects created a mess for me that most people don't even know exists.

This was a rural area when we moved here now it is not. We have adjusted but there is a matter of safety here that needs much consideration. This corner needs improved by the developer for this project to proceed. This project also needs another outlet. Without these improvements this project should not move forward, it puts to many people at risk.

Rural roads need upgraded by those who are making the upgrades to the area. This project should not be considered for anything other than R-10 because if we wanted to live in Portland we would have moved there in the first place. Living elbow to elbow is not for everyone. The new houses that were just built off Ames were required to have R-10 and so should this project. People like this area because of the rural feel and Ames can not safely carry anymore cars as it is now. Safety is a very big issue here.

Sincerely,



RECEIVED
CITY OF OREGON CITY
2014 APR 30 AM 9:58

Even though Icon Construction can average the lot sizes, the basis for this particular average is based on the existing house on Ames Street that he proposes will be on a 12,000 sq. ft. lot. In my opinion, it does not equally equate. Mr. Handris had previously proposed changing the zoning to "R-6" for this same subdivision. This was an outrageous proposal and he heard the Park Place Neighborhood loud and clear. So now, he wants to appease us by keeping a few lots on Ames Street as "R-10" and changing the majority to the south as "R-8". A previous developer, Greg Ives attempted to decrease the zoning for the "Ives Estate" subdivision on Cherabon Ct. and Ames St. and Oregon City denied his request. Why now, would Oregon City approve a change in zoning? Is it the revenue that the City will receive? Is that what is important; do you want happy property owners living in Oregon City and letting others know to come live here because the livability is awesome? It is a common concern of our neighborhood that Mr. Handris is purchasing many properties to develop into small lots; not even enough room for children to play in their own yards, but play out in the streets. It is obviously for his financial benefit. However, he could choose to build within the current zoning requirements and choose to build for the better of the community. When the "Sunnyside Estates" subdivision was built by Icon (Stables Place and Pasture Way), there were trucks coming and going bringing in hundreds of loads of dirt, etc. constantly. There were times that we had to wait for trucks to pass before being able to drive down Ames Street. Our driveway was often blocked and neighbors were frustrated about the situation. When Icon Construction built the subdivision north of our property, "Altona Lane", I phoned their office and talked to a representative about possible fencing for the homes and was reassured that the entire subdivision would be fenced. I called more than one time to talk about the concern when we noticed the entire subdivision WAS NOT being fenced. None of my calls were returned or answered. There was no fence built behind an existing home that was already in the subdivision and no fence was built at the end of Altona Lane dead ending at our property line. My husband had to build the fence to keep our privacy! I have to admit, this left me not trusting Icon Construction or Mark Handris on their word.

One of the proposed streets (Stables Place) will only be a half street along the lower west side, because the developer will not have enough right of way or property to build a full width street. Is this acceptable code? What about our property values? What about some facts showing that smaller lots and homes will eventually become rentals? Then the real problems begin. Right now, we believe our crime rate is lower because Ames Street is one-way in and one-way out. The bad guys cannot come through when running from the law.

What happened to the "QUALITY OF LIFE" that we were looking for when we moved to this area with large lots and livability for our children to play and grow up in a neighborhood where we know who our neighbors are?

I ask that you not approve the requested subdivision, but if you do approve the subdivision, then PLEASE do not approve the zone change. Thank you for your time.

Sincerely,

A handwritten signature in dark ink, appearing to read "Debbie Fuller". The signature is fluid and cursive, with a large initial 'D' and 'F'.

Debbie Fuller
15981 Ames Street

PARK PLACE NEIGHBORHOOD ASSOCIATION
16298 S. Oaktree Terrace, Oregon City, Oregon 97045

DATE: April 27, 2014
TO: Oregon City Planning Department
FROM: Bob La Salle, Chair, Park Place Neighborhood Association
SUBJECT: Sunnybrook Subdivision, File #ZC 14-01

2014 APR 28 PM 2:44
RECEIVED
CITY OF OREGON CITY

This letter is in regard to the proposed zoning change for this subdivision.

The neighbors of the adjoining properties have had several meetings in regard to this subdivision and are opposed to a reduction of zoning from R-10 to R-8. They enjoy their rural and pastoral feeling of their neighborhood and can see no reason for the change. Following are some of the many concerns they have.

R-8 zoning does not fit in with the character of this neighborhood and is not compatible with maintaining neighborhood continuity with existing housing types, land values as well as livability. R-10 is the condition of which they bought their homes. Being surrounded by R-10 zoned property is the condition of which they bought their homes. They like the rural feel and many rejected buying in other areas because there was nearby or adjoining smaller density housing. By changing to smaller lot sizes you would be changing their conditions and reasons for purchasing as they did. Merely the difference in set backs from R-10 to R-8 are enough to change the "feel" and personality of the community. The side set backs are reduced by 2' between each house. That results. in a total of 40' reductions of all of the R-8 lots. The front porch set backs are reduced by 5' from R-10 to R-8, resulting in an entirely different feel and look to the streets.

Several people have addressed concerns of the narrow width of Ames Street where it intersects with Swan Avenue. The developers answer to that was he does not have to be concerned with that as it is outside of his area of responsibility. Also, this intersection is not studied in the required Traffic Study, but that doesn't make the problem go away. The traffic impact at Swan and Forsythe and Swan and Holcomb are also not addressed but there certainly will be an impact. Making the problems at those intersections go away is the job of a magician, not that of a Planning Commission.

What will be done to replace or repair the existing streets after all the heavy construction traffic damages them? I'm sure if it is not required by the builder, the citizens of Oregon City and the Public Works department will bear the cost.

There are many concerns about the street connection to School Street such as safety and congestion, both during and after construction. The Traffic Study doesn't address the congestion problems at the beginning and ending of the school day.

At lots 21-24 Stables Place is quite narrow. Will there be no parking on both sides of the street and has the Fire Department approved that restriction?

Speaking of the Traffic Impact Study there seems to be some important issues. As stated before, the intersections of Ames and Swan, Swan and Forsythe and Swan and Holcomb are not addressed. It may not be required to address these intersections but that doesn't make the potential problems go away. It doesn't make common sense to not address them. I have taken just one example of which there seems to be a discrepancy in the Study. At intersection #3 Holcomb Boulevard and School Street existing conditions show that during morning peak there are 193 trips into School Street from Holcomb but it shows no trips out all day. During the projected 2017 conditions it shows there are 208 trips into School Street but none out all day. It's entirely possible I may be reading that wrong but I'd sure like to see how.

From the Oregon City Comprehensive Plan;

Sec. 10 "The housing goals and policies listed in this section are intended to ensure that the Integrity of existing neighborhoods are protected." This change in zoning does not comply to that goal.

Sec. 12 "Provide an interconnected and accessible street system that minimizes vehicle miles travelled and inappropriate cut through traffic." This plan facilitates "cut through" traffic.

Sec. 14 Urbanization.----ensuring that the City's basic utilities and facilities, especially its transportation system, have the capacity to handle the growth." This subdivision certainly doesn't conform to the traffic requirement.

In regard to lot sizes the following should be considered. Lots 1-9 average 9,998 sq. ft.. Take out the dimensions of lot 5 (12,975 sq. ft.) and that goes down to 9,625 sq. ft.. 60% of those lots are below 10,000 sq. ft.. Lots 10-29 average 8017 sq. ft.. However, by allowing averaging this results in 75% of those lots being under 8,000 sq. ft.. Of course, lot 16 with 11,370 sq. ft., skews this whole figure. By playing with figures the developer follows the averaging rules of reducing lot sizes, but fails in the "spirit" of the rules and also fails to be a good neighbor.

An email dated April 18, 2014 from Kelly Moosbrugger to the PPNA Land Use Chair Debbie Fuller in regard to the Engineering Plans: "Kennedy Jenks reviews the application to insure it is complete before we process it. Because the deadline was missed, we deemed the application complete without Kennedy Jenks weigh in on it". This appears that there is no attention or value being placed on some deadlines, while others may be strictly enforced. Can you tell me if I had not turned this letter in on or before the required date could it still be considered? I'll bet the City Attorney would tell you it could not be considered.

In conclusion I would like to state there seems to be a troublesome trend in Oregon City. The builders purchase property and then try to reduce the zoning. We all know this is to enable them to build more homes on the same amount of land. In the case of this subdivision such downsizing of the lots is adversely impacting the adjacent homeowners lives. I am asking you, the citizen Planning Commission to consider the impact your decision may have on some of your fellow citizens. It has been said the Planning Commissioners are not supposed to give consideration to some kinds of testimony. There is a big difference between "not supposed to" and "can't" As Commissioners it is your responsibility to protect the citizens interests. In that context I cannot see you doing anything but denying this request for a zone change.

Most Sincerely;

Bob La Salle

Recv Feb 3rd, 2014

C. R. H. - G.

PARK PLACE NEIGHBORHOOD ASSOCIATION

16298 S. Oaktree Terrace, Oregon City, Oregon 97045

January 31, 2014

TO: Oregon City Planning Department

Comments
were submitted
prior to notice
period.

This letter is in regard to the proposed zoning change for the proposed development at 14450 Ames Street.

During the Park Place Neighborhood Association steering committee meeting of January 20, 2014 the following questions and concerns were discussed with the developer representative Rick Givens and representatives from Icon Construction. There were 45 residents in attendance.

Several people expressed concern of the narrow width of Ames Street where it intersects Swan Ave. Mr. Givens stated they would not have to do anything about that as it is outside of the development area. *Note: Ames Street is less than 20 feet wide at that point and already experiences serious congestion, especially during school bus loading and unloading.*

Several people expressed shock that the developer was trying to get a street at the southwest corner of the development connected to School Street. They expressed extreme concern over safety issues at that very congested area, especially when children are starting and ending the school day. There is already serious backup during these times. *NOTE: Since there are limited sidewalks in the Park Place neighborhood leading to the school many parents choose to drive their children to and from school.* Mr. Givens said they are working with the school district about getting an easement to allow street connection and didn't address the safety concerns.

Neighbors were concerned that heavy construction vehicles would destroy the existing street. No answer was given to that concern.

It was asked if Holcomb Elementary School has enough capacity for the anticipated increase in attendance figures. Erin Fernald, Holcomb PTA Chair, stated there was not. The school is already full.

It was asked if the required traffic study had been completed. The answer was no.

Concerns about additional traffic on Swan Street, Forsythe Road and Holcomb Blvd. were expressed. When asked what the additional estimation of traffic was the answer was that is "not in my field".

Many neighbors are concerned about reduction of their property values if zoning is changed in any way from R-10. R-10 is the condition of which they bought their homes and any reduction in lot sizes is not acceptable. They like the rural feel and many rejected buying in other areas because that was near or adjacent to smaller density property. By changing to smaller lot sizes you would be changing their conditions and reasons for purchasing as they did.

When asked what the real reason was for asking for a reduction in lot sizes it was admitted, after the question had been asked several times, part of it was economics.

In conclusion, the neighbors in attendance of at least two meeting in regard to this zone changing are in opposition to any changes. They realize development is inevitable but wish it to maintain the current zoning of R-10 to allow the rural feel of their pleasant neighborhood to remain.

Attached are copies of the attendance sheets for this meeting.

Most Sincerely;

A handwritten signature in cursive script that reads "Bob La Salle".

Bob La Salle

Chair-Park Place Neighborhood Assoc.

PARK PLACE NEIGHBORHOOD ASSOCIATION

SIGN IN SHEET

DATE: Jan 20, 2014

NAME	ADDRESS	PHONE	E-MAIL
Debbie Marge Skudlarski	14491 S Ames	503 557-8627	LILSLVERDude@aol.com
Carolyn Draeger	14511 Ames St.	503-656-0447	carolyn.draeger@gmail.com
Bob Schell	16248 S. Oak Tree Ter.	503-718-7969	jeanbob06@comcast.net
Gary Martin	15813 Altova Ln	503 881 4750	marting1@comcast.net
Wendy & Susan Berends	15880 Swan Av	503 655 2798	suebe52@hotmail.com
Debbie & Bill Finner	15981 AMES ST	503-888-1972	gramyx3@gmail.com
John Anderson	16179 Wideman Ct.	503-850-4651	
JAY + LAURA OVEREN	15911 ALTUNA LANE	503-310-9899	JAYOVEREN@COMCAST.NET
PARRIS GISSDORF	1742 19 th ST West Linn	503-481-4450	
RICK & Chris D'Angelo	15912 Altuna LN OC	503 307 1537	RADRIK1@hotmail.com
FRANK & Diane DURKEE	15817 PASTURE WAY	503 816-3038	durkee4@gmail.com
Todd & Pauline Barrett	15834 Pasture Way	503-830-3568	pauline.todd@gmail.com
Jerry & Molly Bruck	14456 Ames St	503-722-9354	mollybruck@gmail.com
Tim & Barbara Hart	15850 Pasture Way	503-857-9007	
Ron & Janice VanDornen	15831 Stables Pl	503-655-1740	vandornen666@comcast.net
Jim & Jennifer REEVES	15849 PASTURE WAY	503-577-7192	SPANKY3474@gmail.com
Erin Fernald	14850 Smithfield Drive	503-545-2851	epfernald@yahoo.com

PARK PLACE NEIGHBORHOOD ASSOCIATION

SIGN IN SHEET

DATE:

January 2012014

NAME

ADDRESS

PHONE

E-MAIL

Tom Veff

14415 Ames St. OC,
OR, 97045

503-657-1800

~~Tom Veff~~ TomVeff@Comcast.NET

Vonnie Martin

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Tim & Allison Hart

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MARK HANDRIS

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Evelyn Mast

15916 Ames St.

503-659-2932

masteka@yahoo.com

PARK PLACE NEIGHBORHOOD ASSOCIATION

SIGN IN SHEET

DATE: _____

E: January 20, 2014

[illegible]

Duane & Wanda Shearer

14462 Ames St.

Oregon City, OR 97045

April 21, 2014

2014 MAY -1 PM 2:15
RECEIVED
CITY OF OREGON CITY

Oregon City Planning Commission

221 Molalla Ave.

Oregon City, OR 97045

RE: File # ZC 14-01: Zone Change from "R-10" to "R-8" Single Family Dwelling District

TP 14-01: 29 Lot Subdivision

Applicant: ICON

Dear Sirs,

We don't feel you should change the Zoning from "R-10" to "R-8", because of safety concerns. Ames St. is a narrow and dead end street. We do not have sidewalks the full length of Ames St. The added traffic is a major concern. The children who presently live in our neighborhood ride their bikes and skateboards on Ames St. With the added traffic from this new subdivision will take this away from them.

We have lived here since 1971 and our property is 1 acre. We have all ready watched zoning go from 1/4 acre to R-10. There is limited on street parking on Ames St.

Holcomb school is at capacity now. With 29 more homes there are bound to be more children.

We have drainage problems in this area also, which builders have a tendency to ignore--more homes can only make it worse.

Respectfully yours,

Mr & Mrs Duane R. Shearer

Duane & Wanda Shearer

April 21, 2014

Oregon City Planning Commission
221 Molalla Avenue
Oregon City, OR 97045

Re: ZC 14-01 Proposal of Zone Change

All,

I am writing in regards to the subdivision at 14550 Ames St. and 14591 Holcomb Blvd. proposal by Icon Construction, who is seeking approval for a zone change from "R-10" to "R-8". I am in the Park Place Neighborhood and have lived on Ames Street for almost 40 years on a half-acre of property. My wife and I have seen many changes over the years in our neighborhood. We have known that change will come, and we have been accepting of the R-10 zoning around us.

Ames Street is a one-way in and one-way out and dead ends basically, at the City boundary line. There is a large nursery owner that has many acres in nursery stock at the outlying property, which is County.

I have a couple of concerns about this proposed development. On Pasture Way, there is a retention pond that is supposed to hold the run-off water for those existing properties. Water is draining from the sloped nursery property and draining into the retention pond. In the few years these houses have been built, I have been visiting a neighbor north of this subdivision and have seen the water and mud rushing out of the retention pond and down a ditch alongside Carl and Shirley Patton's property. This occurs when we have heavy rain. It comes out with so much force that the Patton's fence has been eroded along their property line. This water flows through a culvert that then goes to the Clackamas River. Environmentally, this mud should be of concern. If another subdivision is allowed to be built with 29 homes, where will the water be routed to?

The second concern is if the zone change from "R-10" to "R-8" is approved, then that means that all of the larger properties currently on Ames Street have the ability to partition into many smaller lots. We are a small neighborhood and everyone knows one another. It is because of this that the zone change is not acceptable to the neighbors currently living here. What happened to the "quality of life" that we were looking for when we moved to this area with large lots and livability for our children to play and grow up in a neighborhood where we knew who our neighbors are?

The corner of Ames Street and Swan Ave. is less than 20' feet wide and it is already a corner that drivers have to be careful turning onto. The sides of the road have ditches, no sidewalks and no street improvements have even been considered in this plan by Icon. I know that SDC's are collected for the subdivision, but those funds are not dedicated funds to improve the road and add sidewalks on Ames Street. As far as I can tell, the traffic study that was completed for the development did not completely consider the traffic at Ames Street and Swan Ave. traveling in and out of the subdivision, other than at Pasture Way and Stables Place (which only 11 homes are impacted). We have lots of walkers, children riding and playing in this street. By adding traffic for an additional 29 homes and cars that will cut through the neighborhood will be unsafe and these drivers will not be aware of the current neighbor's concerns.

We urge you to not approve the requested zone change. Thank you for accepting this letter to the file.

Leroy Staudenmier
Marge Staudenmier

Leroy and Marge Staudenmier
14491 Ames Street
Oregon City, OR 97045

2014 MAY -1 PM 2:15
RECEIVED
CITY OF OREGON

CITY OF OREGON CITY

**ENGINEERING POLICY 00-01
Guidelines for Development**

EFFECTIVE: April 10, 2000

PREPARED BY

PUBLIC WORKS DEPARTMENT

625 Center Street

Post Office Box 3040

Oregon City, Oregon 97045-0304

Telephone: (503) 657-0891

Development Services Division

Applicability. This policy applies to applicants for land use decisions and site plan reviews with regard to providing public improvements and submittal of documentation. The following sections outline some of the important requirements and helpful hints for those unfamiliar with providing public improvements as required by the Oregon City Municipal Code and Oregon City Public Works Standards. This is not an all-inclusive list of City requirements and does not relieve the applicant from meeting [the Conditions of Approval](#) and all applicable City Code and Public Works Standards.

Availability of Codes and Standards. Copies of these City Codes and Standards are available [online at www.orcity.org](#) and at City Hall in hard copy or CD-ROM for a nominal price. Some engineering firms in the local metropolitan area already own these Codes and Standards to enable them to properly plan, design, and construct City projects.

General

- Applicants shall design and construct all required public works improvements to City Standards. These Standards include the latest version in effect at the time of application of the following list of documents: Oregon City Municipal Code, Water Master Plan, Transportation System Plan, Sanitary Sewer Master Plan, Drainage Master Plan, [and any adopted individual Drainage Basin Plans](#). It includes the Public Works Design Standards, which is comprised of Sanitary Sewer, Water Distribution System, Stormwater and Grading, and Erosion Control. This list also includes the Street Work Drawings and the Site Traffic Impact Study Procedures. It may also include the City of Oregon City Review Checklist of Subdivision and Partition Plats when the development is a Subdivision, Partition, or Planned Unit Development.

Water (Water Distribution System Design Standards)

- The applicant shall provide water facilities for their development. This includes water mains, valves, fire hydrants, blow-offs, service laterals, and meters.
- All required public water system improvements shall be designed and constructed to City standards.
- The Fire Marshall shall determine the number of fire hydrants and their locations. All hydrants to be completed, installed, and operational before beginning structural framing. Hydrants shall be painted with Rodda All-Purpose Equipment Enamel (1625 Safety Orange Paint) and all chains shall be removed from the fire hydrants.
- Backflow prevention assemblies are required on all domestic lines for commercial buildings, all fire service lines, and all irrigation lines [and require a plumbing permit issued by the City's Building Division](#). Backflow prevention assemblies are also required on residential domestic lines greater than or equal to 2-inch diameter. These assemblies are also required where internal plumbing is greater than 32 feet above the water main. The type of backflow prevention device required is dependent on the degree of hazard. City Water Department personnel, certified as cross connection inspectors, shall determine the type of device to be installed in any specific instance. All backflow prevention devices shall be located on the applicant's property and are the property owner's responsibility to test and maintain in accordance with manufacturer's recommendations and Oregon statutes.
- The applicant shall verify that there are no wells on site, or if any wells are on the site prior to connecting to the public water system; the applicant shall:
 - Abandon the well per Oregon State requirements and provide copies of the final approval of well abandonment to the City; or

- Disconnect the well from the home and only use the well for irrigation. In this case, the applicant shall [obtain a plumbing permit from the City's Building Division](#) to install a back flow preventor on the public service line. The applicant shall also coordinate with the City water department to provide a cross connection inspection before connecting to the public water system.
- [New water line system must be flushed, filled to test for bacteria and pressure tested; and City Water Division will obtain two bacteriological testing results within 24 hours, and contractor shall obtain City Water Division approval before final connection to existing water line system.](#)

Sanitary Sewer (Sanitary Sewer Design Standards)

- The applicant shall provide sanitary sewer facilities to their development. This includes gravity mains, manholes, stub outs, and service laterals.
- All required public sanitary sewer system improvements shall be designed and constructed to City standards.
- Applicant must process and obtain sanitary sewer system design approval from DEQ.
- Any existing septic system on site shall be abandoned and certification documentation provided from Clackamas County [to the City Development Services Division](#) before recording the plat or obtaining a certificate of occupancy.
- If the Land Use application involves a restaurant, deli, or the like, it will require a private grease interceptor installation which can be quite costly. The Applicant should look into this with their engineer/architect for proper location, installation, and cost estimate as part of their due diligence in deciding to do the project. There are also periodic maintenance costs as well.

Stormwater (Stormwater and Grading Design Standards)

- The applicant shall provide stormwater and detention facilities for their development. This includes the stormwater mains, inlets, manholes, service laterals for roof and foundation drains, detention system if necessary, control structure if necessary, inflow and outflow devices if necessary, energy dissipaters if necessary, and landscaping when directed by the Public Works Stormwater and Grading Standards.
- [The applicant must design, construct, and complete the entire stormwater system, including the pond and it's landscaping prior to recording of the plat or obtaining a certificate of occupancy permit. The City will not accept a surety for the pond landscaping unless Staff determines that an adequate planting season is not available prior to submission of the final plat. Even if this is the case, Staff will still require a minimum of an adequate application of hydro seeding/erosion blanket, sod, or other means to ensure the pond performs adequately to meet turbidity regulations within the City's Erosion Control regulations.](#)
- The applicant shall design and construct required public stormwater system improvements to City standards and it shall be completed before building permits are issued. Each project is to coordinate with the City Drainage Master Plan, the Public Works Stormwater and Grading Standards, and the appropriate individual Basin Master Plan (as adopted) and incorporate recommendations from them as directed.
- The applicant shall design the stormwater system to detain any increased runoff created through the development of the site, as well as convey any existing off-site surface water entering the site from other properties.

- The applicant shall submit hydrology/detention calculations to the City Development Services Division for review and approval before approval of construction plans. The applicant shall provide documentation to verify the hydrology and detention calculations. The applicant shall show the 100-year overflow path and shall not design the flow to cross any developed properties.

Dedications and Easements

- The applicant shall obtain and record all off-site easements required for the project before City approval of construction plans.

Streets

- The applicant shall provide street facilities to their site including within the site and on the perimeter of the site where it borders on existing public streets. This includes half- and full-street width pavement as directed, curbs, gutters, planter strips or tree wells as directed, street trees, sidewalks, and bicycle lanes (when required by the type of street classification). This also includes city utilities (water, sanitary and storm drainage facilities), [handicap access ramps at intersections and mid-block as directed](#), traffic control devices, centerline/[intersection](#) monumentation in monument boxes, and street lights in compliance with the City Code for Oregon City and its various Master Plans. Half-street improvements include an additional 10-foot wide pavement past the centerline subject to City review of existing conditions. [This provides the required improvement on the applicant's portion of the roadway, and allows the opposing travel way to have safe passage on the new gradient.](#)
- All street names shall be reviewed and approved by the City ([Planning and Building Divisions 722-3789](#)) prior to approval of the final plat to ensure [names meet current Planning Division Street Name criteria and that](#) no duplicate names are proposed in Oregon City or the 9-1-1 Service Area.
- All street improvements shall be completed and street name and traffic control signs shall be installed before issuance of building permits.
- The applicant is responsible for all sidewalks in their development. The applicant may transfer the responsibility for the sidewalks adjacent to the right-of-way as part of the requirement for an individual building permit on local streets. However, failure to do so does not waive the applicant's requirement to construct the sidewalks. Applicant shall complete sidewalks on each residential or industrial/commercial lot in accordance with the Land Division (or Project) Compliance Agreement for the project (e.g.; subdivision, partition, or Planned Unit Development) or prior to the final sign off of a building permit.
- Applicant shall install sidewalks along any tracts within their development, any pedestrian/bicycle accessways within their development, along existing homes or industrial/commercial buildings within the development's property boundaries, and all handicap access ramps required in their development [at the time of street construction.](#)
- Street lights shall typically be owned by the City of Oregon City under PGE [Option "B"](#) and installed at the expense of the applicant. The applicant shall submit a street light plan, subject to City and PGE approval, prepared by a qualified electrical contractor. Streetlights shall be placed at street intersections and along streets at property lines. The required lights shall be installed by a qualified electrical contractor.
- Streetlights are to be spaced and installed per recommendations of the Illuminating Engineering Society of North America as published in their current issue of IES, RP-8 to provide adequate lighting for safety of drivers, pedestrians, and other modes of transportation. Streetlights for local streets shall be 100-watt high-pressure sodium fixtures

mounted on [direct-bury](#) fiberglass poles with a 25-foot mounting height unless otherwise specified. Streetlights for arterial, collector, and neighborhood collector streets shall be [200-watt](#) high-pressure sodium fixtures mounted on [base-mounted](#) brushed aluminum poles with a 30-foot mounting height unless otherwise specified. The applicant shall dedicate any necessary electrical easements on the final plat. All streetlight fixtures, mastheads, and poles shall be constructed of material approved by PGE for maintenance by PGE.

- [Street lights along certain designated traffic corridors such as Molalla Avenue require specially-approved non PGE approved lights. These systems are owned and operated by the City and require design by an Oregon-licensed Professional Electrical Engineer who shall stamp the appropriate street light plans. The design shall include the provision of either extending power from an existing City light system or providing a new meter for the power. Provisions to extend these light systems shall be provided.](#)

Grading And Erosion Control

- The applicant's engineer shall submit rough grading plan with construction plans. The engineer shall certify completed rough grading elevations to +/- 0.1 feet. For single family residential developments, a final residential lot-grading plan shall be based on these certified grading elevations and approved by the City Engineer before issuance of a building permit. If significant grading is required for the residential lots due to its location or the nature of the site, rough grading shall be required of the developer before the acceptance of the public improvements. (See Geotechnical section for cut and fill certification issues on building lots or parcels) There shall not be more than a maximum grade differential of two (2) feet at all site boundaries. Final grading shall in no way create any water traps, or create other ponding situations.
- Applicants shall obtain a DEQ 1200c permit when their site clearing effort is over one (1) acre, as modified by DEQ. Applicant shall provide a copy of their DEQ 1200c permit to the City before any clearing efforts are started.
- An Erosion Prevention and Sedimentation Control Plan shall be submitted for City approval. Applicant shall obtain an Erosion Control permit before any work on site.
 - Dewatering excavations shall not be allowed unless the discharge water meets turbidity standards (see next bullet) or is adequately clarified before it enters on-site wetlands, drainage courses, and before it leaves the site. Discharge from man-made, natural, temporary, or permanent ponds shall meet the same standard.
 - Construction activities shall not result in greater than 10 percent turbidity increase between points located upstream and downstream of construction activities.
 - Effective erosion control shall be maintained after site work is complete and throughout building permit issuance.
 - Plans shall document erosion prevention and control measures that will remain effective and be maintained until all construction is complete and permanent vegetation has been established on the site.
 - Responsible party (site steward) for erosion control maintenance throughout construction process shall be shown on the Erosion Control Plan.
 - Staff encourages applicant to select high performance erosion control alternatives to minimize the potential for water quality and fish habitat degradation in receiving waters.

Geotechnical

- Any structural fill to accommodate public improvements shall be overseen and directed by a geotechnical engineer. The geotechnical engineer shall provide test reports and certification that all structural fill has been placed as specified and provide a final summary report to the City certifying all structural fill on the site before City approval and acceptance of public improvements.
- Any cut or fill in building lots or parcels beyond the rough grading shall be subject to the Building Division's requirements for certification under the building permit.

Engineering Requirements

- Design engineer shall schedule a pre-design meeting with the City of Oregon City Development Services Division before submitting engineering plans for review.
- Street Name/Traffic Control Signs. Approved street name signs are required at all street intersections with any traffic control signs/signals/stripping.
- Bench Marks. At least one benchmark based on the City's datum shall be located within a subdivision.
- Other Public Utilities. The applicant shall make necessary arrangements with utility companies for the installation of underground lines and facilities. The City Engineer may require the applicant to pay these utility companies to use trenchless methods to install their utilities in order to save designated and marked trees when the utility crosses within a dripline of a tree marked, or identified, to be saved. Applicant to bear any additional costs that this may incur.
- Technical Plan Check and Inspection Fees. The current Technical Plan Check and Inspection Fee shall be paid before approval of the final engineering plans for the required site improvements. The fee is the established percentage of a City-approved engineer's cost estimate or actual construction bids as submitted by the applicant. Half of the fee is due upon submitting plans [to Development Services](#); the other half is due upon approval of the final plans.
- It is the City's policy that the City will only provide spot check inspection for non public-funded improvements, and the applicant's engineer shall provide inspection and surveying services necessary to stake and construct the project and prepare the record (as-built) drawings when the project is complete.
- [The Applicant's inspector and contractor shall follow the City's Minimum Guidelines for Public Works Construction \(available on the City website\).](#)
- Applicant shall submit two (2) sets of final engineering plans for initial review by the City Development Services Division to include the drainage report (wet signed by the responsible engineer), and the cost estimate with half of the Technical Plan Check fee. The engineering plans shall be blackline copies, 22" x 34" or 24" x 36". Blueline copies are not acceptable.
- For projects such as subdivisions, partitions, and Planned Unit Developments, the applicant shall submit a completed copy of the City's latest final subdivision and partition plat checklist, the plat review fee, and a paper copy of the preliminary plat.
- Two (2) copies of any revised documents (in response to redlined comments) will be required for subsequent reviews, if necessary.
- The applicant shall submit, for the final City approval, seven (7) copies of the plans with two full sets wet signed in blue over the engineer's Professional Engineer Oregon stamp.
- Minimum Improvement Requirements. Applicant shall provide a surety on developments for uncompleted work including landscaping before a plat is recorded or a building sign off as required by a Compliance Agreement (available in hard copy or electronic version from City Development Services or on the City website). This occurs if the

applicant wishes to record the final plat before completion of all required improvements or occupy the new development prior to completion of the public improvements including landscaping. Surety shall be an escrow account, construction set-aside, performance guaranty, or in a form that is acceptable to the City Attorney (no bonds are allowed).

- Upon conditional acceptance of the public improvements by the City, the applicant shall provide a two-year maintenance guarantee as described in the Compliance Agreement. This Maintenance Guarantee shall be for fifteen (15) percent of the engineer's cost estimate or actual bids for the complete public improvements.
- The applicant shall submit a paper copy of the record (as-built) drawings, of field measured facilities, to the City Engineer for review before building permits are issued beyond the legal limit. Upon approval of the paper copy by the City Engineer, applicant shall submit a bond copy set and two 4-mil mylar record drawings sets as directed.
- The applicant shall submit one full set of the record (as-built) drawings, of field measured facilities, on AutoCAD files on CD-ROM, in a format acceptable to the City Engineer, and include all field changes.
- One AutoCAD file of the preliminary plat, if applicable, shall be furnished by the applicant to the City Addressing staff (in the Building Division) for addressing purposes. A sample of this format may be obtained from the City Geographical Information System Division. This information, and documents, shall be prepared at the applicant's cost.
- The applicant's surveyor shall also submit, at the time of recordation, a copy of the plat on a CD-ROM to the City in a format that is acceptable to the City's Geographic Information System Division.
- The City reserves the right to accept, or reject, record drawings that the City Engineer deems incomplete or unreadable that are submitted to meet this requirement. The applicant shall be responsible for all costs associated with meeting this condition. The applicant shall ensure their engineer submits the record drawings before the City will release final surety funds or residential building permits beyond the legal limit.
- Final Plat Requirements, if applicable. The final plat shall comply with ORS 92.010 through 92.190, and City Code. In addition the following requirements shall be required:
 - The applicant, and their surveyor, shall conform to the City's submittal and review procedures for the review and approval of plats, easements, agreements, and other legal documents associated with the division of this parcel.
 - Show the City Planning File Number on the final plat, preferably just below the title block.
 - A blackline copy of the final plat illustrating maximum building envelopes shall be submitted to the Planning Division concurrently with submittal of the plat to ensure setbacks and easements do not conflict.
 - Use recorded City control surveys for street centerline control, if applicable.
 - Show state plane coordinates on the Point of Beginning.
- The civil construction drawings, once approved by the City Development Services Division, shall have an approval period of one year in which to commence with construction. The plans and drawings shall be valid, once the City Engineer holds the preconstruction conference and construction activity proceeds, for as long as the construction takes. If the construction drawings expire before construction commences, the applicant shall ensure the civil construction documents and plans conform to the latest Standards, Specifications, and City Codes that are in place at the time of the update. The applicant shall bear the cost associated with bringing them into conformance, including additional technical plan check and review costs. [The applicant is reminded that the City Code requires that the final plat be submitted to the Development Services Division within two years after land use decision.](#)

- The applicant shall include a statement in proposed Conditions, Covenants, and Restrictions (CC & R's), plat restrictions, or some other means acceptable to the City Attorney for:
 - Maintaining surface runoff patterns established for each lot,
 - Maintaining any proposed private storm lines or detention, and
 - Conformance by individual lot owner to the City's erosion control standards when establishing or renovating landscaping.
 - The applicant shall submit the proposed method and statement to the Planning staff for review and approval, before final plat approval.
- Construction vehicles and other vehicles associated with the development shall only use the entrance as approved by the City Development Services Division to enter their site and these vehicles shall park or wait on the construction site. The applicant should provide a specified area of off street parking for the site's construction workers which meets the erosion/sedimentation control measures. Supplier vehicles and trailers (hauling vehicles) and actual construction vehicles shall not park, or wait, in such a manner that would block or hinder access for emergency vehicles. This includes private vehicles belonging to construction workers, supplier vehicles and trailers, and actual construction vehicles.
- Site construction activity is to only occur between 7:00 AM and 6:00 PM on Monday through Friday; between 9:00 AM and 6:00 PM on Saturday. No site improvement construction activity is allowed on Sunday. Construction activity includes all field maintenance of equipment, refueling, and pick up and delivery of equipment as well as actual construction activity.
- The applicant shall ensure that all applicable outside agencies are contacted and any appropriate approvals obtained for the construction of the project. The applicant shall supply copies of approvals to the City. Failure to do so shall be a justification for the City to prevent the issuance of a construction or building permit or to revoke an issued permit for this project.
- The applicant shall be responsible for paying all fees associated with the recording of documents such as non-remonstrance agreements, easements, and dedications.
- Should the applicant, or any assigns or heirs, fail to comply with any of the conditions set forth here, the City may take the appropriate legal action to ensure compliance. The applicant shall be responsible for any City legal fees and staff time associated with enforcing these conditions of approval.

I:\Engineering\Policy\EP00-01v6.doc

Pete Walter

From: Rick Givens [rickgivens@gmail.com]
Sent: Thursday, February 06, 2014 2:34 PM
To: Pete Walter
Subject: FW: Holcomb Elementary School Capacity

Hi Pete,

FYI, I'm forwarding you the reply I received from Ted Thonstad about school enrollment at Holcomb Elementary. It looks like there isn't any problem.

Rick Givens

-----Original Message-----

From: Ted Thonstad [<mailto:Ted.Thonstad@orecity.k12.or.us>]
Sent: Thursday, February 06, 2014 1:48 PM
To: Rick Givens
Subject: RE: Holcomb Elementary School Capacity

Hi Rick,

Holcomb has a preferred capacity (25 students per classroom) of 750 students. The current enrollment is 540 which means there is room for 210 additional students. Hence, we should be able to accommodate the 25 you are estimating.

FYI, our PSU Enrollment forecast indicates that the district actually gets about .48 students K-12 per single family dwelling.

You need to know that there is some internal push back to dedicating the piece of road without getting something in exchange from the developer. The conversation has not generated the "what," but I would guess it will in the near future. One idea I had was some assistance with the walking path.

Thanks,

Ted

-----Original Message-----

From: Rick Givens [<mailto:rickgivens@gmail.com>]
Sent: Wednesday, February 05, 2014 1:47 PM
To: Ted Thonstad
Subject: Holcomb Elementary School Capacity

Hi Ted,

At the neighborhood meeting on the Sunnybrook 2 subdivision several neighbors raised concerns about capacity at Holcomb Elementary School. While this isn't really an approval criterion, I was wondering if you could shed some light on this issue. Is the school at or near capacity and, if so, are there plans to address this issue?

The most recent planning data I've seen suggests that single-family homes generate about 0.8 elementary students, 0.3 junior high school students and 0.2 senior high school students per household. The subdivision proposes 29 single-family lots so we'd expect about 25 new elementary school students at full build-out.

Thanks for your help.

Rick Givens
Planning Consultant
18680 Sunblaze Drive.
Oregon City, OR 97045
PH: (503) 479-0097
Cell: (503) 351-8204
email: rickgivens@gmail.com

Sunnybrook II - ZC 14-01/ TP 14-01 Preliminary Plat Lot Calculations

<u>Lot</u>	<u>Size (sf)</u>	<u>Width (ft)</u>	<u>Depth (ft)</u>
R-10 Lots			
1	9061	80	106
2	9017	84	107
3	9143	87	107
4	9620	65	148
5	12952	89	148
6	9833	96	110
7	10118	107	87
8	10018	100	100.8
9	10248	102	100.8
Avg	10001	90	113
Min	9017	65	87
Max	12952	107	148
R-8 lots			
10	7466	74.6	101
11	7706	77	101
12	7706	77	101
13	7706	77	101
14	7706	77	101
15	7339	73.33	101
16	11370	100.8	115
17	9770	65	135
18	7266	65	105
19	7300	73	100
20	7340	75	100
21	8391	76	110
22	7930	72	110
23	7941	72	110
24	8073	74	108
25	7918	65	118
26	7788	66	118
27	7788	66	118
28	7788	66	118
29	8043	65	118
Avg	8017	73	109
Min	7266	65	100
Max	11370	101	135

Summary

Avg	8633	78	110
Min	7266	65	87
Max	12952	107	148



Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE, Ste C

Salem, OR 97301-1266

(503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org



December 10, 2013

Ms. Kelly Moosbrugger
City of Oregon City Planning
PO Box 3040
Oregon City, OR 97045

RE: SHPO Case No. 13-1737

Oregon City community planning
Mixed: Cell tower, subdivision
City of Oregon City
Multiple, Oregon City, Clackamas County

Dear Ms. Moosbrugger:

I have recently received a request from your office to review the five projects referenced above for any known cultural resources. Your letter provided basic locational information on projects PA 13-32 thru 38. Our office believes that the potential future development of areas 13-32 thru 34 and PA 13-37 will have no effect on any known archaeological resources. However, project PA 13-38 has at least one known site with the proposed area (35CL236) and another in close proximity. It is important that you consult with a professional archaeologist before conducting any ground disturbing activities to insure that all known sites can be avoided. If you have additional information on the exact portion of the PA 13-38 project area to be developed our office would be happy to consult further with you regarding potential adverse effects. But to address the area as a whole, a professional archaeologist will need to be consulted.

If you have any questions about the above review or your project in general please feel free to contact us at your convenience. If during later project development within the approved project area, cultural resources are discovered (i.e., either prehistoric or historic artifacts), all work should stop immediately and a professional archaeologist contacted to assess the discovery. In order to help us track your project accurately, please be sure to reference the SHPO case number above in all correspondence.

Sincerely,

Dennis Griffin, Ph.D., RPA

State Archaeologist

(503) 986-0674

dennis.griffin@state.or.us



TRANSMITTAL FOR COMPLETENESS

February 6, 2014

IN-HOUSE DISTRIBUTION

- ✓ BUILDING OFFICIAL
- ✓ ENGINEER/CITY ENGINEER
- ✓ PUBLIC WORKS DIRECTOR
- ✓ TECHNICAL SERVICES (GIS)
- ✓ PARKS MANAGER
- ✓ ADDRESSING
- ✓ POLICE

MAIL-OUT DISTRIBUTION

- ✓ CCFD #1
- ✓ REPLINGER & ASSOCIATES (TRAFFIC)
- DAVID EVANS AND ASSOCIATES (WATER RESOURCES)
- ✓ KENNEDY / JENKS CONSULTANTS
- ✓ OREGON CITY SCHOOL DISTRICT
- ✓ TRIMET
- ✓ CLACKAMAS COUNTY TRANSP. & PLANNING
- ✓ ODOT – Division Review
- ✓ CRW – Clackamas River Water

FOR COMPLETENESS PURPOSES ONLY

DEADLINE: 03/07/14 – Please notify planner as early as possible of missing information
IN REFERENCE TO: ZC 14-01 Zone Change R-10 to R-8
TP 14-01: 29-Lot Subdivision
ZONING: [Chapter 17.08 - R-10 SINGLE-FAMILY DWELLING DISTRICT](#)
APPLICANT: ICON Construction and Development
REVIEWING PLANNER: Pete Walter, AICP, Phone: (503) 496-1568, Email: pwalter@orc.org
REPRESENTATIVE: Rick Givens, Planning Consultant
REQUEST: Zone Change R-10 to R-8 with 29-Lot Subdivision
LOCATION: 14591 Holcomb Blvd, No Address, and 14550 Ames St, Oregon City, OR 97045
Clackamas County Map 22E28AB01600, 22E21DC01300, 22E21DC01600

Per OCMC [17.50.070 Completeness review and one hundred twenty-day rule](#). This application material is referred to you for your information, study and official comments. Upon submission, the community development director shall date stamp the application form and verify that the appropriate application fee has been submitted. The community development director will then review the application and all information submitted with it and evaluate whether the application is complete enough to process. Within thirty days of receipt of the application, the community development director shall complete this initial review and issue to the applicant a written statement indicating whether the application is complete enough to process, and if not, what information must be submitted to make the application complete. Please determine if any additional issues need to be addressed for a complete application. This transmittal is for completeness purposes only. Please retain the information enclosed.

Please See Attached CRW Comments

Signed
Title

Bethy Apler
Engineering Associate



Date: February 11, 2014 **SENT VIA EMAIL**

To: Pete Walter
City of Oregon City

From: Betty Johnson, Engineering Associate
Clackamas River Water

Subject: Completeness Review: **File:** ZC 14-01& TP 14-01

Applicant: Mark Handris
Icon Construction & Development, LLC
1980 Willamette Falls Dr., Suite 200
West Linn, Oregon 97068

Site Address: 14591 Holcomb Blvd & 14550 Ames St, Oregon City, Oregon 97045

Legal Description: 22E28AB01600, 22E21DC01300 & 22E21DC01600

Completeness Review Comments:

1. Parcels 22E21DC01600 & 22E28AB01600 are currently within the Clackamas River Water District service boundary and within the city limits of Oregon City.
2. There are no available Clackamas River Water waterlines to serve these parcels. It is recommended that the parcels be served by Oregon City water infrastructure.
3. If the City requires this development to undergo an annexation process for city services the District would like to be included as part of the process to withdraw the parcels from the District's Service Boundary.

CRW has no objections to this application, however these comments are introductory and may change based on the preliminary/final design.

For further information regarding application please contact Betty Johnson, 503-723-2571.

cc: Applicant
file



NOTICE OF PUBLIC HEARING

Notice Mailed: March 27, 2014

HEARING DATES:	On Monday, May 12, 2014 , the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, June 4, 2014 , the City of Oregon City – City Commission will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 615 Center Street, Oregon City 97045 on the following Type IV Applications. Any interested party may testify at the public hearings or submit written testimony at or prior to the close of the City Commission hearing.
FILE NUMBER:	ZC 14-01: Zone Change from “R-10” to “R-8” Single Family Dwelling District TP 14-01: 29-Lot Subdivision
APPLICANT:	ICON Const. and Dev., 1980 Willamette Falls Dr., Ste. 200, West Linn, OR 97068
REPRESENTATIVE:	Rick Givens, 18680 Sunblaze Dr., Oregon City, OR 97045
OWNERS:	Renee and Terry Voss, 14550 Ames St, Oregon City, Oregon 97045 Steven Jones, 14591 Holcomb Blvd, Oregon City, Oregon 97045
REQUEST:	The applicant is seeking approval for a Zone Change from “R-10” Single-Family Dwelling District to “R-8” Single-Family Dwelling District, and a 29-Lot subdivision.
LOCATION: (SEE MAP ON OTHER SIDE)	2-2E-21DC-01600 / NO SITUS ADDRESS, 2-2E-21DC-01300 / 14550 AMES ST, and 2-2E-28AB-01600 / 14591 HOLCOMB BLVD
CONTACT PERSON:	Peter Walter, AICP, Associate Planner (503) 496-1568
NEIGHBORHOOD:	Park Place Neighborhood Association
REVIEW CRITERIA:	<ul style="list-style-type: none">• 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 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 17.08 - R-10 SINGLE-FAMILY DWELLING DISTRICT• Chapter 17.10 - R-8 SINGLE-FAMILY DWELLING DISTRICT• Chapter 17.41 - TREE PROTECTION STANDARDS• Chapter 17.47 - EROSION AND SEDIMENT CONTROL• Chapter 17.50 - ADMINISTRATION AND PROCEDURES• Chapter 17.54 - SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS• Chapter 17.68 - ZONING CHANGES AND AMENDMENTS <p>The City Code Book is available on-line at www.oregoncity.org.</p>

This application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 221 Molalla Avenue, Suite 200 from 8:00 AM-5:00 PM, Monday - Thursday. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Any interested party may testify at the public hearing and/or submit written testimony at or prior to the close of the City Commission hearing. Written comments must be received by close of business at City Hall 10 days before the scheduled hearing to be included in the staff report. Written comments received within 10 days of the hearing will be provided to the Commission at the hearing. The public record will remain open until the City Commission closes the public hearing. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the City Commission hearing, in person or by letter, with sufficient specificity to afford the Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Parties with standing may appeal the decision of the City Commission to the Land Use Board of Appeals. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

A city-recognized neighborhood association requesting an appeal fee waiver following issuance of a land use decision pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.



6605 SE Lake Road, Portland, OR 97222
PO Box 22109, Portland, OR 97269-2109
Phone: 503-684-0360 Fax: 503-620-3433
E-mail: legals@commnewspapers.com

AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS
I, Charlotte Allsop, being the first duly sworn, depose
and say that I am Accounting Manager of *Clackamas
Review/Oregon City News and Estacada News*, a
newspaper of general circulation, published at
Clackamas, in the aforesaid county and state, as
defined by ORS 193.010 and 193.020, that

City of Oregon City
Notice of Public Hearing/ ZC14-01; TP14-01
CLK13027

a copy of which is hereto annexed, was published in
the entire issue of said newspaper for

1

week in the following issue:

April 2, 2014

Charlotte Allsop

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this
April 2, 2014.

Pete R. Muller

NOTARY PUBLIC FOR OREGON

My commission expires

Sept-11, 2016

PO: Pete Walter

Acct #500291

Attn: Pete Walter

City of Oregon City

PO Box 3040

Oregon City, OR 97045-0304

Size: 2 x 9"

Amount Due: \$213.30*

*Please remit to address above.



NOTICE OF PUBLIC HEARING

HEARING DATES: On Monday, May 12, 2014, the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, June 4, 2014, the City of Oregon City – City Commission will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 615 Center Street, Oregon City 97045 on the following Type IV Applications. Any interested party may testify at the public hearings or submit written testimony at or prior to the close of the City Commission hearing.

FILE NUMBER: ZC 14-01: Zone Change from "R-10" to "R-8" Single Family Dwelling District
TP 14-01: 29-Lot Subdivision

APPLICANT: ICON Const. and Dev., 1980 Willamette Falls Dr., Ste. 200, West Linn, OR 97068

REPRESENTATIVE: Rick Givens, 18680 Sunblaze Dr., Oregon City, OR 97045

OWNERS: Renee and Terry Voss, 14550 Ames St, Oregon City, Oregon 97045

Steven Jones, 14591 Holcomb Blvd, Oregon City, Oregon 97045

REQUEST: The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, and a 29-Lot subdivision.

LOCATIONS:

Clackamas Map 2-2E-21DC-01600 / NO SITUS ADDRESS, 2-2E-21DC-01300 / 14550 AMES ST, and 2-2E-28AB-01600 / 14591 HOLCOMB BLVD

CONTACT PERSON: Peter Walter, AICP, Associate Planner (503) 496-1568

NEIGHBORHOOD: Park Place Neighborhood Association

REVIEW CRITERIA: Oregon City Municipal Code

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 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 17.08 - R-10 SINGLE-FAMILY DWELLING DISTRICT

Chapter 17.10 - R-8 SINGLE-FAMILY DWELLING DISTRICT

Chapter 17.41 - TREE PROTECTION STANDARDS

Chapter 17.47 - EROSION AND SEDIMENT CONTROL

Chapter 17.50 - ADMINISTRATION AND PROCEDURES

Chapter 17.54 - SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS

Chapter 17.68 - ZONING CHANGES AND AMENDMENTS

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

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A city-recognized neighborhood association requesting an appeal fee waiver following issuance of a land use decision pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

Publish 04/02/2014.

CHARTER 12.04 CLK13027

Pete Walter

From: Pete Walter
Sent: Monday, April 07, 2014 2:02 PM
To: 'Wes Rogers'; '(Chairman@HamletOfBeavercreek.org)'; Aleta Froman-Goodrich; 'allen.taylor@ieee.org'; baldwinb@tri-met.org; 'Betty Johnson'; Bob George; 'Boll, Heather'; Mike Boumann; 'Central Point/Leland Road CPO (johnbev@aracnet.com)'; 'Central Point/Leland Road CPO (militante@att.net)'; Chris Dunlop; Chris Wadsworth; Dawn (Haase) Hickson (dhaase@clackamas.us); Deana Mulder (deanam@co.clackamas.or.us); Denise Kai; Don Kemp (donk@co.clackamas.or.us); Gordon Munro; James Band; John Replinger (replinger-associates@comcast.net); Kattie Riggs; Kent, Ken; Mike Riseling (mike.riseling@orecity.k12.or.us); Samantha Vandagriff; Scott Archer; Tim Finlay (timfin@co.clackamas.or.us); Todd Martinez; Ugo DiLullo (ugodil@co.clackamas.or.us); 'Wes Rogers, OC School District'; Bob La Salle; Debbie Fuller
Subject: ZC 14-01 / TP 14-01 Transmittal for Comment
Attachments: ZC 14-01 Transmittal.pdf; ZC 14-01 Notice.pdf

COMMENTS DUE BY: **5:00 PM, May 2, 2014 (FOR INCLUSION IN STAFF REPORT)**

THE LAND USE RECORD WILL REMAIN OPEN UNTIL THE CLOSE OF THE CITY COMMISSION PUBLIC HEARING.

HEARING DATE: Planning Commission: May 12, 2014
City Commission: June 4, 2014
___ Staff Review; XX PC; XX CC

FILE NUMBER(s): ZC 14-01: Zone Change from "R-10" to "R-8" Single Family Dwelling District
TP 14-01: 29-Lot Subdivision

WEBSITE: <http://www.orecity.org/planning/landusecase/zc-14-01-tp-14-01-zone-change-and-29-lot-subdivision-between-ames-st-and-holcomb>

APPLICANT: ICON Const. and Dev., 1980 Willamette Falls Dr., Ste. 200, West Linn, OR 97068

REPRESENTATIVE: Rick Givens, 18680 Sunblaze Dr., Oregon City, OR 97045

OWNERS: Renee and Terry Voss, 14550 Ames St, Oregon City, Oregon 97045
Steven Jones, 14591 Holcomb Blvd, Oregon City, Oregon 97045

REQUEST: The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, and a 29-Lot subdivision.

LOCATIONS: Clackamas Map 2-2E-21DC-01600 / NO SITUS ADDRESS, 2-2E-21DC-01300 / 14550 AMES ST, and 2-2E-28AB-01600 / 14591 HOLCOMB BLVD

REVIEWING PLANNER: Peter Walter, AICP, Associate Planner (503) 496-1568 pwalter@orecity.org



Pete Walter, AICP, Associate Planner
pwalter@orecity.org
Community Development Department
Planning Division
221 Molalla Avenue, Ste. 200
Oregon City, Oregon 97045
503-496-1568 Direct
503-722-3789 Front Desk
503-722-3880 Fax



Website: www.orcity.org

Hours: Counter/Walk-in: 8-5 Mon-Thurs.

Friday: Phone, Email and Appointment Only.

Need Zoning and other Tax Lot Information? - [Generate a Property Report](#)

Online Mapping is available at [OCWebMaps](#)



Please consider the environment before printing

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.



LAND USE APPLICATION TRANSMITTAL

March 24, 2014

IN-HOUSE DISTRIBUTION

- ☐ BUILDING OFFICIAL
- ✓ DEVELOPMENT SERVICES ENGINEERING
- ✓ PUBLIC WORKS DIRECTOR
- ✓ CITY ENGINEER
- ☐ TECHNICAL SERVICES (GIS)
- ☐ PARKS MANAGER
- ☐ ADDRESSING
- ✓ POLICE

TRAFFIC ENGINEER

- ✓ REPLINGER AND ASSOCIATES

Mailed Notice to County CPO's

- ✓ Central Pt-New Era-Leland / Holcomb-Outlook/Beavercreek

Mailed Notice

- ✓ Within 300'

MAIL-OUT DISTRIBUTION

- ✓ CITIZEN INVOLVEMENT COUNCIL (CIC)
- ✓ NEIGHBORHOOD ASSOCIATION: *PARK PLACE*
 - ✓ N.A. CHAIR
 - ✓ N.A. LAND USE CHAIR
- ☐ CLACKAMAS COUNTY TRANSP. & PLANNING
- ✓ CLACKAMAS FIRE DISTRICT #1
- ✓ ODOT – Division Review
- ✓ OREGON CITY SCHOOL DISTRICT
- ☐ TRI-MET
- ☐ METRO
- ☐ OREGON CITY POSTMASTER
- ☐ DLCD
- ☐ CITY ATTORNEY
- ☐ OTHER: _____

COMMENTS DUE BY:

5:00 PM, May 2, 2014

HEARING DATE:

Planning Commission: May 12, 2014

City Commission: June 4, 2014

____ Staff Review; XX PC; XX CC

FILE NUMBER(s):

ZC 14-01: Zone Change from "R-10" to "R-8" Single Family Dwelling District
TP 14-01: 29-Lot Subdivision

APPLICANT:

ICON Const. and Dev., 1980 Willamette Falls Dr., Ste. 200, West Linn, OR 97068

REPRESENTATIVE:

Rick Givens, 18680 Sunblaze Dr., Oregon City, OR 97045

OWNERS:

Renee and Terry Voss, 14550 Ames St, Oregon City, Oregon 97045

Steven Jones, 14591 Holcomb Blvd, Oregon City, Oregon 97045

REQUEST:

The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District, and a 29-Lot subdivision.

LOCATIONS:

Clackamas Map 2-2E-21DC-01600 / NO SITUS ADDRESS, 2-2E-21DC-01300 / 14550 AMES ST,
and 2-2E-28AB-01600 / 14591 HOLCOMB BLVD

REVIEWING PLANNER:

Peter Walter, AICP, Associate Planner (503) 496-1568 pwalter@orc.org

This application material is referred to you for your information, study and official comments. If extra copies are required, please contact the Planning Department. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return the attached copy of this form to facilitate the processing of this application and ensure prompt consideration of your recommendations. **Please check the appropriate spaces below.**

The proposal does not conflict with our interests.

The proposal conflicts with our interests for the reasons stated below.

The proposal would not conflict our interests if the changes noted below are included.

The following items are missing and are needed for review:

Signed _____

Title _____

PLEASE RETURN YOUR COPY OF THE APPLICATION AND MATERIAL WITH THIS FORM.



City of Oregon City

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

Staff Report

File Number: PC 14-041

Agenda Date: 5/12/2014

Status: Agenda Ready

To: Planning Commission

Agenda #:

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:

L 14-01: Sign Code Update

RECOMMENDED ACTION (Motion):

Staff requests the Planning Commission recommend approval of Planning file L 14-01 for the Sign Code Update to the City Commission for their consideration at the July 16, 2014 hearing.

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 and the first public hearing was held on April 14, 2014. A City Commission hearing was held on May 7, 2014 and a work session is scheduled with the City Commission on June 10, 2014.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:

STAFF REPORT AND RECOMMENDATION*May 5, 2014*

FILE NO.: Legislative File: L 14-01
Amendments to the Oregon City Sign Code Chapter 15.28 (Ord. 14-1003)

APPLICANT: Oregon City Planning Division
221 Molalla Ave, Suite 200
Oregon City, Oregon 97045

REQUEST: Adopt amendments to Chapter 15.28 (Signs) of the Oregon City Municipal Code.

LOCATION: City-wide.

RECOMMENDATION: Staff recommends approval of this application based on the satisfaction of all required criteria for a Legislative action.

REVIEWERS: Laura Terway, AICP, Planner
Tony Konkol, Community Development Director

17.50.170 - Legislative hearing process.

A. Purpose. Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use must begin with a public hearing before the planning commission.

B. Planning Commission Review.

- 1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The community development director shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.*
- 2. The community development director's Report. Once the planning commission hearing has been scheduled and noticed in accordance with Section 17.50.090(C) and any other applicable laws, the community development director shall prepare and make available a report on the legislative proposal at least seven days prior to the hearing.*
- 3. Planning Commission Recommendation. At the conclusion of the hearing, the planning commission shall adopt a recommendation on the proposal to the city commission. The planning commission shall make a report and recommendation to the city commission on all legislative proposals. If the planning commission recommends adoption of some form of the proposal, the planning commission shall prepare and forward to the city commission a report and recommendation to that effect.*

C. City Commission Review.

- 1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the*

hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.

2. Notice of Final Decision. Not later than five days following the city commission final decision, the community development director shall mail notice of the decision to DLCD in accordance with ORS 197.615(2).

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

A. BACKGROUND/PROPOSED PROJECT

Oregon City's sign code is located in Chapter 15.28 of the Oregon City Municipal Code (OCMC). The code regulates the location, number and size of signs in Oregon City. The sign code governs when a sign permit is required, specifies prohibited signs, and exempts various types of signs from review. A majority of Oregon City's current sign code was adopted in 1994 (Ord. 94-1027). A minor amendment in 2005 added OCMC 15.28.075 – *Signs for listed conditional uses in residential zones* (Ord. 05-1002).

Goal 3 of the 2013-2015 Goals and Priorities of the Oregon City, City Commission was to “Enhance the Livability of the Community” (Exhibit 1). Under this goal, the City Commission identified a need to initiate an aggressive public involvement campaign to update the Oregon City Sign Code. More specifically the goal included the following tasks:

- Complete RFP for public outreach facilitator
- Review, revise, and adopt associated code amendments

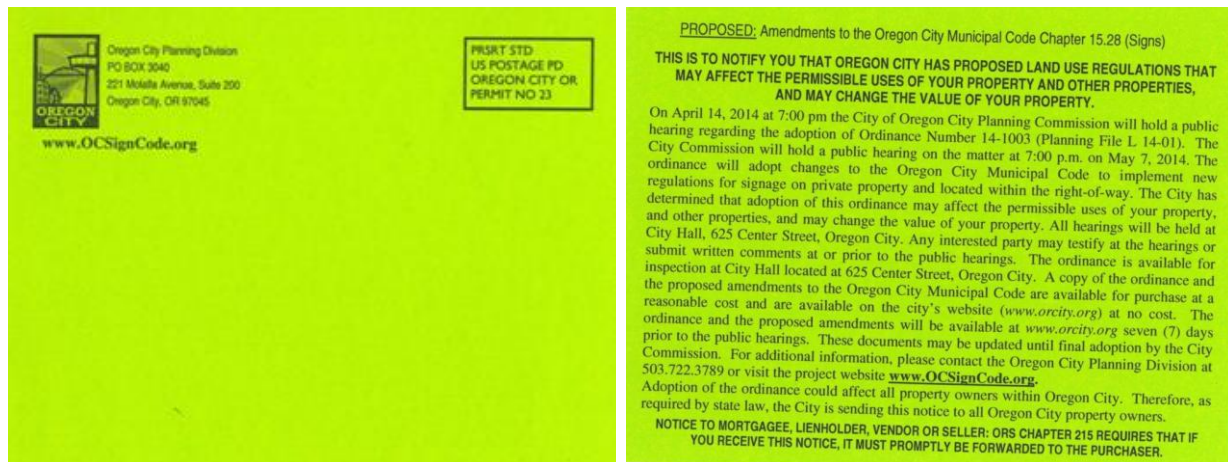
The City has proposed a comprehensive rewrite of the City's sign code to create new sign standards that are safe, clear, fair and reflect Oregon City values. A draft Ordinance (14-1003) may be found in Exhibit 2 and the draft code can be found in Exhibit 3.

B. LOCATION

City-wide. Legislative actions involve the adoption or amendment of the city's land use regulations that affect the entire city or large portions of it.

C. PUBLIC NOTICE

The Legislative application for the Sign Code Update was submitted on February 24, 2014 and determined to be complete on March 10, 2014. Notice of the application was sent to the Department of Land Conservation and Development (DLCD), neighborhood associations, the Citizen Involvement Council (CIC), and over 10,700 green post cards were mailed to property owners within Oregon City and the abutting Urban Growth Boundary. The application was also posted online at www.orcity.org as well as on a project website (www.OCSignCode.org).



D. DECISION-MAKING CRITERIA:

CHAPTER 17.68 ZONING CHANGES AND AMENDMENTS

17.68.010 *Initiation of the amendment.*

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

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

All requests for amendment or change in this title shall be referred to the planning commission.

Finding: Complies. The Oregon City Planning Commission has proposed this Legislative application for amendments to Chapter 15.28 of the Oregon City Municipal Code in response to the 2013-2015 Goals and Priorities of the Oregon City, City Commission.

17.68.020 *Criteria.*

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

17.68.020.A. *The proposal shall be consistent with the goals and policies of the Oregon City Comprehensive Plan.*

Applicable Comprehensive Plan Goals and Policies

Section 1: Citizen Involvement

- **Goal 1.1 Citizen Involvement Program-** *Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decision making process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.*
 - **Policy 1.1.1-** *Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*
- **Goal 1.2 Community and Comprehensive Planning -** *Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.*

- Policy 1.2.1- *Encourage citizens to participate in appropriate government functions and land-use planning.*
- Goal 1.3 Community Education- *Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.*
- Goal 1.4 Community Involvement- *Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.*
 - Policy 1.4.1 *Notify citizens about community involvement opportunities when they occur.*
- Goal 1.5 Government/Community Relations - *Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities*

Finding: Complies. As described in the Community Advisory Team report, beginning in July 2012 the City conducted a variety of meetings and open houses to engage the public throughout the development of the sign code amendments. All comments submitted throughout the Sign Code Update process are provided in Exhibit 4.

In addition, City staff sent a request to speak with all neighborhood associations and met with nearly each neighborhood as well as with the Chamber of Commerce, Main Street Oregon City, Citizen Involvement Committee, Natural Resources Committee, Historic Review Board, and the Transportation Advisory Committee. Further, multiple Open Houses were held throughout the process and a Community Advisory Team (CAT) was appointed to advise staff. The CAT participants were appointed by the Mayor to represent a variety of interests and met four times in open meetings advertised to the public. All information, materials and documents created during the community outreach process was posted to the project website (www.OCSignCode.org) for public review and comment (Exhibit 5).

Section 2: Land Use

- Goal 2.2 Downtown Oregon City - *Develop the Downtown area, which includes the Historic Downtown Area, the “north end” of the Downtown, Clackamette Cove, and the End of the Oregon Trail area, as a quality place for shopping, living, working, cultural and recreational activities, and social interaction. Provide walkways for pedestrian and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.*
 - Policy 2.2.5- *Encourage the development of a strong and healthy Historic Downtown retail, office, cultural, and residential center.*
 - Policy 2.3.1- *Ensure planning for transit corridors includes facilities and access management, aesthetics (including signage and building facade improvements), infill and redevelopment opportunities, high-density residential development, and business assistance to existing businesses.*
- Goal 2.4 Neighborhood Livability- *Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.*
- Goal 2.5 Retail and Neighborhood Commercial - *Encourage the provision of appropriately scaled services to neighborhoods.*
 - Policy 2.5.1- *Encourage the redevelopment of linear commercial corridors in ways that encourage expansion of existing businesses and infill development, and at the same time reduces conflicting traffic movements, improves the aesthetic character of these commercial areas, and encourages trips by transit, bicycling and walking.*
 - Policy 2.5.3 - *Review design standards and the sign code to ensure compatibility with existing neighborhoods.*

Finding: Complies. The proposed signage standards will provide a variety of signage opportunities while balancing neighborhood livability. The proposed code will support downtown Oregon City businesses

and other entities because the community input suggested expanded sign types for businesses and other users in the downtown area. In addition, the sign code will be beneficial to a variety of users and tailored to recognize the different needs of various neighborhoods throughout the City. The standards were developed through a comprehensive public planning process including inclusion by a wide variety of the public such as neighborhood associations, the Citizen involvement Committee, Main Street Oregon City, signage businesses, the Chamber of Commerce, those within the signage industry, and etc.

Section 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

- *Goal 5.2 Scenic Views and Scenic Sites - Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.*
 - *Policy 5.2.2 - Maximize the visual compatibility and minimize the visual distraction of new structures or development within important viewsheds by establishing standards for landscaping, placement, height, mass, color, and window reflectivity.*
- *Goal 5.3 Historic Resources - Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.*
 - *Policy 5.3.1- Encourage architectural design of new structures in local Historic Districts, and the central Downtown area to be compatible with the historic character of the surrounding area.*

Finding: Complies. One of the purposes of the proposed Sign Code is to “Maintain and enhance the scenic and other aesthetic qualities of the city,” and input from a variety of citizens and groups informed the implementation of the sign code criteria to achieve this goal. In addition, the amended regulations included provisions to ensure maintenance of the integrity of historic areas within the City.

Section 9: Economic Development

- *Goal 9.1 Improve Oregon City’s Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.*
- *Goal 9.2 Cooperative Partnerships - Create and maintain cooperative partnerships with other public agencies and business groups interested in promoting economic development.*
 - *Policy 9.2.1 -Seek input from local businesses when making decisions that will have a significant economic impact on them.*
 - *Policy 9.2.2- Carefully consider the economic impacts of proposed programs and regulations in the process of implementing the City’s Comprehensive Plan*
- *Goal 9.3 Retention of Existing Employers- Retain existing employers, both public and private, and encourage them to expand their operations within the City.*

Finding: Complies. One of the purposes of the Sign Code is to “Support the economic development of Oregon City businesses.” The development of the sign code included input from a variety of business owners that resulted in provisions to allow a variety of signage types for businesses.

Goal 11.1 Provision of Public Facilities

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

Finding: Complies. The proposed Sign Code includes standards to allow signs to be placed in the right-of-way including limitations on the number, size and placement of signs. The proposed code allows the adequate use of the right-of-way for automobiles, bicyclists and pedestrians in addition to limited signage.

Goal 11.6 Transportation Infrastructure

Optimize the City’s investment in transportation infrastructure.

Finding: Complies. The proposed Sign Code includes standards to allow signs to be placed in the right-of-way including limitations on the number, size and placement of signs. The proposed code allows the adequate use of the right-of-way for automobiles, bicyclists and pedestrians in addition to limited signage. Allowing an additional use for the right-of-way will maximize the investment in such infrastructure.

Goal 12.3 Multi-Modal Travel Options

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

Finding: Complies. The proposed Sign Code includes standards to allow signs to be placed in the right-of-way including limitations on the number, size and placement of signs. The proposed code does not limit mobility for automobiles, bicyclists or pedestrians.

Goal 12.6 Capacity

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

Finding: Complies. The proposed Sign Code includes standards to allow signs to be placed in the right-of-way including limitations on the number, size and placement of signs. The proposed code does not decrease the capacity of the right-of-way for automobiles, bicyclists or pedestrians.

17.68.020.B. *That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed 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.*

Finding: Not Applicable. No changes to the public facilities or the zoning designations of property, which affect the demand on utilities, are proposed at this time.

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

Finding: Complies. The signage regulations proposed do not limit the capacity, function or level of service of the transportation system. The signage proposed within the right-of-way will maintain compliance with the Americans with Disabilities Act.

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

Finding: Not Applicable. The Oregon City Comprehensive Plan addresses the Statewide Planning goals.

E. RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of proposed amendments to Chapter 15.28 of the Oregon City Municipal Code to the City Commission as included in Exhibit 3 for their consideration.

F. EXHIBITS

1. 2013-2015 Goals and Priorities of the City Commission
2. Draft Ordinance 14-1003
3. Proposed Amendments to Chapter 15.28 of the Oregon City Municipal Code with Comments (dated May 12, 2014)
4. Comments Received Since Submittal of Legislative Application

5. Report from the Community Advisory Team (CAT)
6. Applicant's Submittal



2013 - 2015 GOALS AND PRIORITIES

City Commission



OREGON CITY

City Commission of Oregon City

Mayor and Commissioners

Mayor Doug Neeley

Commission President Kathy Roth

Commissioner Rocky Smith, Jr.

Commissioner Carol Pauli

Commissioner Betty Mumm



City of Oregon City

Vision and Mission Statements

Vision: Celebrate Oregon City's historic role as a regional hub.

Mission: Build a sustainable, healthy community that promotes safety, economic opportunity, livability, environment, and uniqueness.

GOAL 1

Implement Economic Development Strategy and Maintain an Environment for Success

Cove Project

- Finalize a Disposition and Development Agreement for the Cove project

Oregon City Market Place Project (Rossman landfill)

- Continue to work with property owners and developers

Downtown

- Continue interface with the City and Main Street

Incorporating and Incentivizing Industrial Land

- Identify focus area and type of development
- Begin discussions with property owners
- Plan for site(s) development and preparation



GOAL 2 Address Critical Facility Needs

Library

- Site acquisition
- Bond election held
- Architect selection and preliminary site design plans
- Site dedication

Public Works

- Site acquisition in 2013
- Design concepts and financing in 2014

Campus Facility

- Clarify a location for a City campus facility

Police Station

- Conduct public opinion poll
- Determine financing for new police station

Ermatinger House

- Continue seeking grants to reach funding goal
- Determine maintenance and operations
- Full restoration by end of 2014

End of the Oregon Trail Interpretive Center

- Vision and programming for the site
- Consider other partners
- Plan for building repair and maintenance

GOAL 3 Enhance the Livability of the Community

South End Concept Planning Process

- Complete and adopt the South End concept plan and associated code amendments to implement the plan

Beavercreek Road Concept Plan

- Complete the adoption process for the Beavercreek Road concept plan once all appeals have been addressed

Willamette Falls Site

- Continue in due diligence for safety and stability
- Investigate a process to master plan the property
- Determine City's commitment to the property

Promenade, Municipal Elevator and Carnegie Center National Register Nomination

- Complete RFP for nomination package and hire consultant
- Submit nomination to the State of Oregon for consideration

Police Staffing

- Increase tax rates to fund and hire three or four new police officers

Sign Code

- Complete RFP for public outreach facilitator
- Review, revise, and adopt associated code amendments

GOAL 4 **Seek Opportunities to Maintain Communications with Citizens and Facilitate Citizen Participation**

Revitalize Arts Commission

- Review goals and implementation options at a Work Session in 2013



GOAL 5 Maintain Fiscal Health & Long Term Stability

2014 Water Rate Rollback

- Prepare for May 2013 ballot measure
- Document strategic planning timeline for master plan updates and rate studies for all Oregon City Public Works utilities

Parks Maintenance Utility Fee

- Consider implementing PMUF
- Consider incorporation of fees for police and public spaces

Effective Management of the City's Rights-of-Way

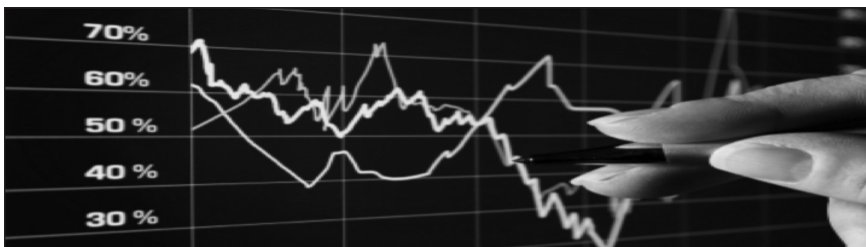
- Develop and adopt master utility ROW ordinance
- Determine effect to current utility users of ROW
- Hire new FTE for ROW and risk management, contingent on available funding

Review City Charter

- Develop detailed statement of changes, expectations, and required resources

Enhance Financial Reporting & Stewardship

- Implement a biennial budget for 2013 – 2015
- Develop five-year financial forecasts for the General Fund and major operating funds
- Adopt financial management policies
- Design the adopted budget to obtain the Distinguished Budget Presentation Award from GFOA and obtain the award within the next two cycles
- Develop Popular Annual Financial Report for Oregon City residents





City of Oregon City | PO Box 3040 | 625 Center Street | Oregon City, OR 97045
Ph (503) 657-0891 www.orcity.org

ORDINANCE NO. 14-1003

**AN ORDINANCE AMENDING TITLE 15: BUILDINGS AND CONSTRUCTION,
CHAPTER 15.28 SIGNS OF THE OREGON CITY MUNICIPAL CODE**

WHEREAS, the City of Oregon City has adopted a sign ordinance to limit and review the amount of signage allowed within the City;

WHEREAS, the Oregon City Municipal Code may be amended and updated as necessary with the appropriate approval;

WHEREAS, the proposed chapter 15.28 will replace the existing chapter 15.28 of the Oregon City Municipal Code;

WHEREAS, as demonstrated in the staff report and findings for Legislative file L 14-01, the proposed code is consistent with state statutes and the goals and policies of the Oregon City Comprehensive Plan;

WHEREAS, the Oregon City Planning Commission and City Commission held a series of publicly noticed work sessions and hearings to review the proposed chapter 15.28;

WHEREAS, based on the oral and written testimony received at the public hearings, the Planning and City Commission voted to approve the proposed changes to the Oregon City Municipal code;

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. Chapter 15.28 of the Oregon City Municipal Code as identified in Exhibit 1, is hereby adopted based on the findings contained in Exhibit 2, all of which are incorporated herein by reference.

Read for the first time at a regular meeting of the City Commission held on the ____ day of _____, 2014, and the City Commission finally enacted the foregoing ordinance this ____ day of _____, 2014.

DOUG NEELEY, Mayor

Attested to this ____ day of _____ 2014:

Approved as to legal sufficiency:

Nancy Ide, City Recorder

City Attorney

Exhibits:

Exhibit 1 – Chapter 15.28 of the Oregon City Municipal Code

Exhibit 2 - Staff Report and findings for Legislative File L 14-01

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

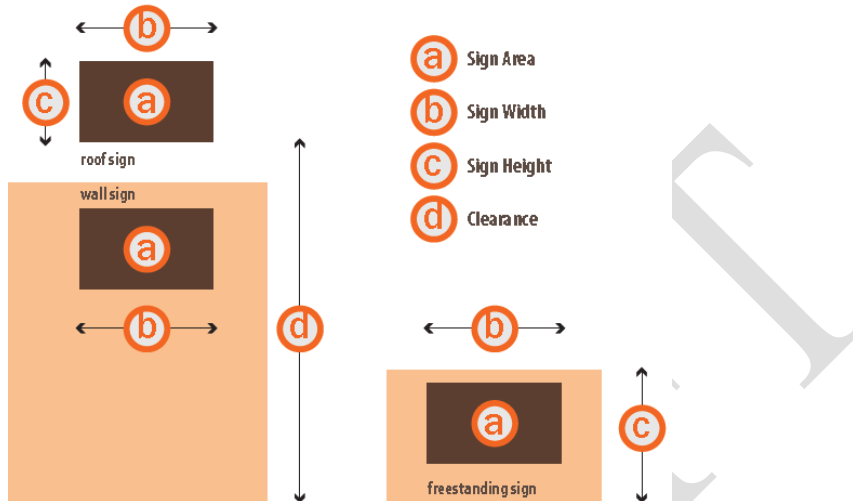
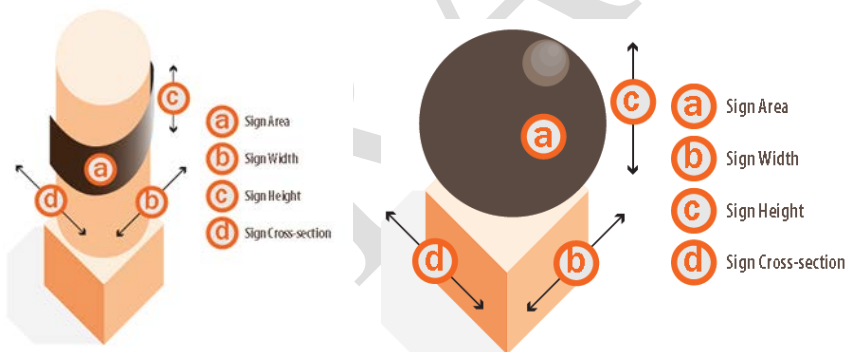


Figure 15.28.050.B Three Dimensional, Round or Irregular Signs



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 a 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

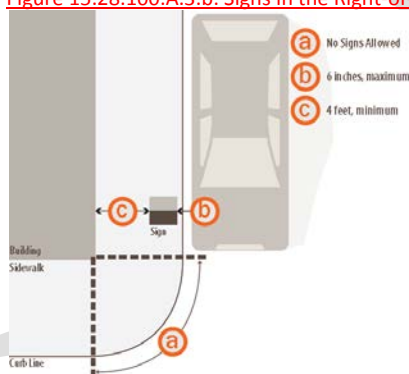
This standard applies to all signage within the City of Oregon City right-of-way, except signs exempted from this section under Section 15.28.030.

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

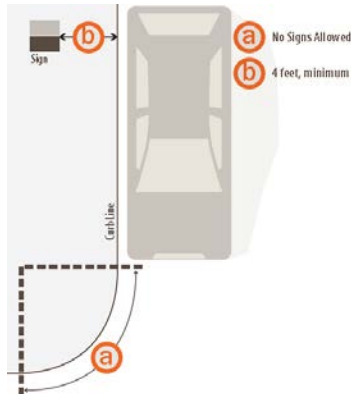
¹⁸ The Community Advisory Team does not believe this is fair for multi-tenant properties and suggested it is changed to allow one per adjacent business or entrance. Staff believes one sign per frontage is appropriate given the number of potential signs that may be placed within the right-of-way if a 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 ~~(e.g., 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~~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.



April 21, 2014

Mayor Doug Neeley
Commission President Kathy Roth
Commissioner Rocky Smith
Commissioner Carol Pauli
Commissioner Betty Mumm
City of Oregon City
625 Center Street
Oregon City, OR 97045

RE: COMMENTS FOR CONSIDERATION – SIGN CODE UPDATE

For years Clackamas Community College has been aware that the necessary information and exciting events taking place inside our campus are not well communicated to our students, neighbors and the members of our district who drive by our Molalla and Beaver Creek entrances. Many months ago we began to investigate installing electronic signage that could tell our neighbors what's going on inside CCC. Our discussions with the city informed us that Oregon City was going through a Sign Code update and our involvement and comments would be much appreciated.

Knowing that our input was crucial to the process, I attended several of the Community Advisory Team (CAT) meetings. I read a letter to the CAT members discussing our needs and asked for consideration that electronic message centers (EMCs) be allowed into the new sign code. At the November 18th open house the community was invited to respond to several questions concerning signage in the city. Question #9 asked if electronic message centers should be permitted. Of the 25 dots placed on the response board, 8 were placed under "yes", 15 were placed on "yes with planning commission review" and only 2 dots were placed on the "no" response. Question #10 asked how often the EMC message should be allowed to change. Of the 24 dots placed on the response, 8 were placed under the 'once per day' response and 15 were placed in the once every 10-minutes to once every 8-seconds lines.

I feel the public who attended the open house not only supports EMCs but showed some favor on allowing the EMC's message change frequently. The CAT's recommendation to the Planning and City commissions showed that they were split on if EMCs should be allowed for condition uses and if conditional uses would be required to allow the sign type.

I would like to keep our request for EMCs with frequent message changes alive both with the Planning and City Commissions. We are requesting language in the new sign code that would allow the college to place an EMC at both our Molalla and Beaver Creek entrances with the ability to change messages frequently (for example, every 8-seconds). With such approval

19600 South Molalla Avenue,
Oregon City, Oregon 97045
503-657-6958



April 21, 2014

Oregon City Planning Commissioners

Zachary Henkin

Damon Mabee

Bob Mahoney

Tom Geil

Charles Kidwell

Paul Espe

Denyse McGriff

City of Oregon City

625 Center Street

Oregon City, OR 97045

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19600 South Molalla Avenue,
Oregon City, Oregon 97045
503-657-6958

I would like to keep our request for EMCs with frequent message changes alive both with the Planning and City Commissions. We are requesting language in the new sign code that would allow the college to place an EMC at both our Molalla and Beaver Creek entrances with the ability to change messages frequently (for example, every 8-seconds). With such approval from the City, we would be able to effectively communicate with our students, neighbors and district members the many events going on inside the campus.

For our students or potential students

When is the first day to register for classes?
When is the first day of school?
When is the last day to add/drop a class?
When are scholarship applications due?
When is a special speaker or event on campus?

For our neighbors and local residents

What plays are happening at the Niemeyer performing art center?
When are the student stand-up comedy and theater improvisational nights?
When are the jazz or choir competition and festivals?
What events are planned for the Environmental Learning Center?

For the sports minded

When are cross-county, track and wrestling meets?
When are softball, baseball, basketball and volley ball games?
When are high school tournaments and dance and martial competitions?
When are youth sports camps and community recreation opportunities?

Other things that happen on our campus

When are career and benefit fairs?
Is the college closed for weather or other emergency?
What opportunities may be available for our local veterans?

We are excited to have Sign Code language that will allow EMCs that will greatly aid Clackamas Community College in informing our community what goes on inside the CCC campus. I thank you and look forward to your continued support during this Sign Code update.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bob Cochran', with a stylized, flowing script.

Bob Cochran, P.E.
Dean of Campus Services
Clackamas Community College

Cc: Laura Terway, Planner

19600 South Molalla Avenue,
Oregon City, Oregon 97045
503-657-6958

File L 14-01

Comments to enter into the record at the 4.14.2014 Planning Commission hearing.

From: Laura Terway
To: ["marketmanager@orcifyfarmersmarket.com"; John M. Lewis](mailto:marketmanager@orcifyfarmersmarket.com)
Subject: RE: Signage
Date: Tuesday, April 08, 2014 3:35:00 PM

Jackie,

John Lewis is now working on addressing banners on light posts. The latest draft of the code will still allow A-frames in the right-of-way and cross-street banners.

John,

Can you contact Jackie when you have a moment?

Thanks

From: marketmanager@orcifyfarmersmarket.com [mailto:marketmanager@orcifyfarmersmarket.com]
Sent: Tuesday, April 08, 2014 3:23 PM
To: Laura Terway
Subject: Signage

Hi Laura, I was wondering if you have made any headway about the banner predicament? I'm just leaving for our annual vendor meeting but will be back in the office tomorrow.
Thanks.

Jackie Hammond-Williams
Market Manager.
Oregon City Farmers Market.
503.734.0192

From: Laura Terway
To: ["Bob Cochran"](#)
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report
Date: Tuesday, April 08, 2014 3:15:00 PM
Attachments: [image003.png](#)

Bob,

I would recommend you attend the June 10th or July 16th City Commission rather than the May 7th. The May 7th is going to be a continuance so there will likely be very little discussion on the sign code. All of the meetings are open to the public though.

-Laura

From: Bob Cochran [mailto:bobc@clackamas.edu]
Sent: Tuesday, April 08, 2014 3:14 PM
To: Laura Terway
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Thanks Laura and wow...that is a lot of future meetings.

Can I safely assume that I would only attend the first "Hearing" of each Commission?

That meaning the Planning Commission on April 14th and City Commission on May 7th. Not that I wouldn't enjoy each and every meeting but wow, that is a lot of meetings.

And I guess, is the work session on June 10th a public hearing event too?

Thanks

BC



Bob Cochran, P.E.
Dean of Campus Services



Clackamas Community College
Lewelling Building 107
19600 Molalla Avenue
Oregon City, Oregon 97045

Voice: 503.594.6790 | Fax: 503.594.6798 | Email: BobC@clackamas.edu

From: Laura Terway [mailto:ltterway@ci.oregon-city.or.us]
Sent: Tuesday, April 08, 2014 3:02 PM
To: Bob Cochran
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Bob,

The latest hearing schedule for the sign code is attached. As we move forward, we are not anticipating many changes to the schedule. We do anticipate the code may be amended throughout the adoption process. The next draft version of the code will be in the May 12 Planning Commission agenda.



Laura Terway, AICP
Planner
Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Phone: 503.496.1553
Fax: 503.722.3880
lterway@orc.org

Please note the Planning Division is available from 8am - 5pm Monday - Thursday and by appointment on Friday.



Please consider the environment before printing

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Bob Cochran [<mailto:bobc@clackamas.edu>]

Sent: Tuesday, April 08, 2014 9:12 AM

To: Laura Terway

Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Good Morning Laura: I am trying to track the progress of the sign code revisions. I have on the schedule you provided last month, a meeting with City Commission tonight. When reviewing their agenda, I noticed that sign code updates is not listed. Is that correct?

There is not an agenda for other future meetings so can I assume my next chance to address the Planning Commission will be on April 14th?

Thanks in advance and please let me know of any current status and changes to the draft schedule so I can present the college's need for EMS.

BC



Bob Cochran, P.E.
Dean of Campus Services



Clackamas Community College
Lewelling Building 107
19600 Molalla Avenue
Oregon City, Oregon 97045

Voice: 503.594.6790 | Fax: 503.594.6798 | Email: BobC@clackamas.edu

From: Laura Terway [<mailto:lterway@ci.oregon-city.or.us>]
Sent: Thursday, March 13, 2014 11:35 AM
To: Bob Cochran
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Bob,

The meeting on March 24th is a work session intended to explain the proposed sign code to the Planning Commission prior to the first hearing and get their initial feedback. The first actual public hearing is on April 14, 2014 at 7pm at City Hall. Attached you will find a draft schedule of the anticipated hearings. You (or another person from the college) may testify at the work session or any of the public hearings or submit written documentation which we will pass along to the commissioners.



Laura Terway, AICP
Planner
Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Phone: 503.496.1553
Fax: 503.722.3880
lterway@city.oregon-city.or.us

Please note the Planning Division is available from 8am - 5pm Monday - Thursday and by appointment on Friday.



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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Bob Cochran [<mailto:bobc@clackamas.edu>]
Sent: Tuesday, March 11, 2014 2:41 PM
To: Laura Terway
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Good Afternoon Laura:

Thank you for the update on the CAT. I see that there is a split vote by the CAT on the electronic message board signs. Unfortunately, I was unable to attend

the planning commission workshop last night as I was involved in a interview panel for a vice president of the college. In addition, I noticed that the next workshop is on Monday, March 24th. This meeting falls on spring break and I have scheduled vacation time and will be unable to attend this workshop too.

I want to make sure that the college's sign needs (specifically electronic message centers) stay in the discussion. Would I be able to write a letter and either have you or one of my staff read this into the record next meeting?

Thanks in advance Laura.

Bob Cochran



Bob Cochran, P.E.
Dean of Campus Services



Clackamas Community College
Lewelling Building 107
19600 Molalla Avenue
Oregon City, Oregon 97045

Voice: 503.594.6790 | Fax: 503.594.6798 | Email: BobC@clackamas.edu

From: Laura Terway [<mailto:lterway@ci.oregon-city.or.us>]

Sent: Monday, March 10, 2014 5:51 PM

To: zhenkin9000@gmail.com; dwinand@pmar.org; guttmcg@msn.com; emahoney240@msn.com; tom.geil@rocketmail.com; pespe@ci.oswego.or.us; ckidwell@leebarc.com; edmica3@yahoo.com; mike.k.mitchell@gmail.com; tom.obrien4@comcast.net; pastor@catalystcc.org; comprehensivetx@aol.com; ethan.downtownoc@gmail.com; maizeemae@aol.com; lavenderhillcottageoc@gmail.com; retrorevivaloc@gmail.com; lindaxoxo@molalla.net; scarpenter@bctonline.com; sean@nebbiolowinebar.com; levi.manselle@clackamasfcu.org; jill@nvvboutique.co; jerry.herrman@birdlink.net; shirleyanne4557@yahoo.com; info@christmasatthezoo.com; jessebuss@gmail.com; gordon@gkwphoto.com; blues_rae@msn.com; kimberlywalch@yahoo.com; christinehermann@clearchannel.com; danieldhruva@clearchannel.com; Bob Cochran; brian.martin@greshamoregon.gov; maraleesdance@live.com; zksc7@yahoo.com; sandiburley@clearchannel.com; oregoncityicehouse@hotmail.com; AmyD1122@Gmail.com; kayp@clackamas.us

Subject: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Good Afternoon,

Oregon City staff is pleased to announce that the staff recommendations and the final report from the Sign Code Update Community Advisory Team (CAT) are available for your review [here](http://www.OCSignCode.org)! Please feel free to contact me at (503) 496-1553. Thank you

www.OCSignCode.org



Planner

Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Phone: 503.496.1553
Fax: 503.722.3880
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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

April 11, 2014

Charles Kidwell, Chairman
Oregon City Planning Commission
City of Oregon City
625 Center Street
Oregon City, Oregon 97045

Re: Proposed Sign Regulation Revisions – Chapter 15.28 of the Oregon Municipal Code

Dear Chairman Kidwell and Fellow Commissioners,

On behalf of the more than 6,000 members of the Portland Metropolitan Association of Realtors® (PMAR), I applaud the Oregon City planning department, specifically Ms. Laura Terway, and the Planning Commission in their efforts to establish a workable and mutually beneficial sign code for its citizenry, local businesses and those who conduct business within your city.

At the invitation of Mayor Neeley, PMAR participated in the Oregon City Sign Code Update Community Advisory Team (CAT). The identified purpose of the CAT was to engage interested parties who live and/or work within the city in discussions to identify possible changes to the standards for temporary signs within the Oregon City Sign Regulations. **This opportunity was very much appreciated by PMAR.**

Every day, individuals and families are buying and selling homes in Oregon City. In 2011 and 2012, Realtors® helped sell more than **\$142 million and \$162 million** worth of property in the City, respectively. In 2013, Realtors® were part of transactions totaling more than **\$236 million**. And year to date 2014, Realtors® have been part of transactions totaling more than **\$56.5 million** in your city. [Source RMLSTTM].

One of the key tools Realtors® use in their business is a sign. Realtors® place signs on a property to communicate with potential buyers. They use signs to assist people in finding homes within your community that are for sale. And, their clients (Oregon City's citizens) ask them to use, and want them to use, signage to market their home. Our comments with respect to the *Oregon City Sign Code Staff Recommendation* draft dated March 10, 2014 are as follows:

Section 15.28.040 Permit Required

PMAR supports inclusion of the proposed language to allow the use of both free standing and A-Frame signs on private property **without permit**.

Comment: The sale of property is a temporary event, the location of which can change from day to day or week to week. A sign on a property for sale or lease should not be treated in code the same as a stationary business such as a coffee house or gas station.

PMAR urges the Planning Commission to include language within this section to exempt A-Frame signs within the public right-of-way from any permit and/or fee requirement.

Comment: There are currently eight (8) cities within the Metropolitan region that allow this type of sign in the right-of-way within residential zones, **without permit**. These are allowed on weekends and/or Tuesdays in order to guide potential homebuyers and future citizens to the property for immediate

viewing. These cities include Oregon City's neighbor cities of West Linn, Lake Oswego and Wilsonville. Not all properties are conducive for a visual of an A-Frame Open House Sign placed on private property due to existing fencing and/or landscaping and the only way in which this sign could/would be seen by a potential buyer is if it were placed within the right-of-way.

Section 15.28.060 Signs in Residential Zones

PMAR urges the planning commission to also include language in this Section to allow for the two additional Ancillary Signs on private property **without permit**.

Comment: The limiting of signs on private property is a concern for PMAR in that there needs to be sufficient allowance for marketing of properties within your city to benefit both your current and future citizens.

Section 15.28.100(4)(b) Signs within the Right-of-Way

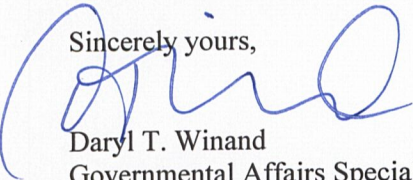
PMAR supports the proposed language in Section 15.28.100(4)(b) which provides for the use of A-Frames within the public Right-of-Way within residential zones with the recommended time limitations.

Comment: The a-frame, a-board or sandwich board style of sign within the industry are known as "Open Signs" and are simply a four-sided sign with a message on two sides. These portable/temporary signs advise the public that in addition to being available For Sale, the property is also currently open for immediate public viewing. Open houses are commonly held for a limited amount of time on weekends, and perhaps one day during the week.

Helping to maintain the vitality of a city—a community—is what Realtors® do. Realtors® are business people who serve the community; assist the residents and taxpayers of the city. Realtors® help people realize the American Dream of homeownership. PMAR's resources are available to Oregon City to assist in its efforts to establish a workable and mutually beneficial sign code for the citizenry, local businesses and those who conduct business within the city of Oregon City.

If you have any immediate questions or wish to discuss this matter further, please do not hesitate to contact me at 503-459-2162.

Sincerely yours,



Daryl T. Winand
Governmental Affairs Specialist
Portland Metropolitan Association of Realtors®

Cc: Commissioners: Zachary Henkin, Damon Mabee, Bob Mahoney, Tom Geil, Paul Espe, Denyse McGriff
Tony Konkol, Community Development Director
Laura Terway, Planner
PMAR Governmental Affairs Committee
Dorian Barnhart, 2014 PMAR President
Michele Gila, 2014 PMAR Vice President Governmental Affairs
Jane Leo, PMAR Governmental Affairs Director
Kathy Querin, PMAR Chief Executive Officer

From: Laura Terway
To: ["jameshbean@msn.com"](mailto:jameshbean@msn.com)
Subject: Proposed Amendments to the Oregon City Sign Code
Date: Wednesday, March 12, 2014 12:10:00 PM
Attachments: [Existing Sign Code Chapter 15.28.pdf](#)
[3.10.14 Draft Sign Code Chapter 15.28.pdf](#)

Thank you for your request for the proposed sign code. Enclosed you will find a copy of the existing signage standards as well as proposed draft code. To learn more about the project, please visit the [project website](#) and to learn more about the notice that was sent to you, please click [here](#). Please feel free to call me at 503.496.1553 with any additional questions or concerns.

www.OCSignCode.org



Laura Terway, AICP
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Oregon City Sign Code Staff Recommendation

March 10, 2014 DRAFT

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:

1. Allows signs compatible with the character and uses allowed in the zoning district in which they are located;
2. Maintains the effectiveness of traffic control signs throughout the city;
3. 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;
4. Maintains and enhances the scenic and other aesthetic qualities of the city; and
5. 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 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.

“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.

"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.

"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, and changing light bulbs.

"Natural materials" means metal, wood, stone, brick and rock or any combination thereof.

"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, executed by hand directly upon, or affixed directly to an exterior wall of a building, where the original, two-dimensional 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.

"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 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, where the sign complies with the City's Street Standards 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.

¹ Note that highways and freeways are considered frontages.

² CAT suggested projecting signs should be signs projecting more than four (4) inches.

"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, 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:

1. 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;
2. Signs inside a building, except for strobe lights or floating lights visible from the right-of-way or other private property;
3. Signs carved into or part of materials that are an integral part of a building.
4. Signs attached to, or carried by a person;
5. Signs required by law or legal action;
6. Government owned signs within the right-of-way;
7. Government owned signs within government-designated parks, Metro-designated open space and at stormwater facilities;
8. Public murals as defined in 15.28.090 existing prior to adoption of this code; and
9. Traffic control signs and devices.

Proposed Changes to the Existing Code – Scope of Sign Regulations

- All government owned signs are no longer exempt.
- Items 4-9 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. Changes of copy whereby the sign size and material are not changing but the message is changing do not require a sign permit.
 2. Freestanding 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).
- 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 commission. The application shall include all plans and

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.

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 no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety 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 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.

- 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 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 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 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

- 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.

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 (with a maximum of three (3)). 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 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 (with a maximum of three (3)) is allowed.
 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 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.
- 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.

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.
- 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.

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 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.

- 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 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 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 structure.⁶
- 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 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 structure.⁷
- 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.
 - d. Banners are prohibited within an 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.

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.

- 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 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. 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.¹⁰
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.¹¹

B. Freestanding signs. The following standards apply to freestanding signs in office, commercial, mixed use and industrial zones:

1. One freestanding sign¹² 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 allowed¹³. 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 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.
 - b. Where the street frontage is greater than fifty (50) feet 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.

¹⁰ The Community Advisory Team suggested wall signs do not project from the building face no more than 4 inches.

¹¹ The Community Advisory Team suggested a minimum.

¹² The CAT suggested allowing an additional sign of any type for each freestanding sign allowed but not constructed.

¹³ Note that a second freestanding sign is allowed for large frontages on arterial roads.

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.
 - b. Where the street frontage is greater than fifty (50) feet 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:
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.¹⁴

¹⁴ The Community Advisory Team suggested a minimum.

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 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.
- F. Ancillary Signs¹⁵. 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 year¹⁶
 - 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 lineal 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.
- 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

¹⁵ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

¹⁶ Members were split on this element of the recommendation.

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 natural materials.
- 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. Approval Process.** No person shall commence creation of any public mural without first obtaining approval from the Oregon City Arts Commission, and agreeing to donate the public mural to the City's public art collection. Murals that are created without approval from the Oregon City Arts Commission that are not otherwise exempt pursuant to this chapter or are inconsistent with the conditions of approval from the Oregon City Arts Commission shall not be deemed public murals.
- C. 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.
 - 2. All public murals on locally designated historic structures shall be approved by the Historic Review Board prior to installation.
 - 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.
 - 4. No part of the public mural shall exceed the height of the structure to which it is tiled, painted, or affixed.
 - 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 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.
 10. The proposal has architectural, geographical, socio-cultural and historical relevance.
 11. The proposal is unique.
 12. The proposed design is feasible in regards to budget, timeline and experience.
 13. The public mural will last a minimum of five years, resistance to vandalism and weather; commitment to repair mural surface as necessary before painting and to use acceptable graffiti/UV coating, as needed, on finished mural.
 14. The scale is appropriate to the structure and surrounding neighborhoods.
 15. 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.
- D. Approval Process. Public murals shall be approved by the Oregon City Arts Commission in a Type III.

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.¹⁷
 - 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.

¹⁷ 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.

- 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.
 - 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 day¹⁸.
 - 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 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.
- 3. Cross street banner construction shall be in accordance with the banner construction standards adopted by the Public Works Division.

¹⁸ 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.

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; or
 - c. Be a traffic hazard.
- 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 approval of the abutting property owner is required.¹⁹
- D. Right-of-Way Sign Permit Process
 1. An annual permit is required for signs on the ground within the right-of-way²⁰. 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 signs²¹.
 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 5.04²².
 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 insured's for the sign placement and include any other facility owners if applicable (e.g., 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 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

It is unlawful for the following signs to be constructed or maintained except as otherwise provided in this chapter:

¹⁹ The Community Advisory Team suggested requiring approval of the adjacent property owner.

²⁰ The City will create a form and approve over the counter.

²¹ The Community Advisory Team suggested that permits should not be required in residential and mixed-use zones.

²² Political signs, etc may not require a business.

- 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 chapter 10.32 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 day²³, 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.²⁴
- L. Signs on fences or fencing.²⁵
- M. Banners unless otherwise allowed by this chapter.
- N. Abandoned signs.

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.
- 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

²³ 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.

²⁴ 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.

²⁵ The Community Advisory Team had a split decision on this. Staff defaulted to our current code.

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.
- 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 commission and on file with the 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 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 Conflict and 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, 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.

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Chapter 15.28 SIGNS

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Sections:

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[15.28.020 Definitions.](#)

[15.28.030 Permit required.](#)

[15.28.040 Variances.](#)

[15.28.050 Prohibited signs.](#)

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[15.28.070 Signs in residential zones.](#)

[15.28.075 Signs for listed conditional uses in residential zones.](#)

[15.28.080 Signs in office, commercial and industrial zones.](#)

[15.28.090 Nonconforming signs and their removal.](#)

[15.28.100 Conflict and severability.](#)

[15.28.110 Violation—Penalty.](#)

15.28.010 Purpose and scope.

This chapter regulates the erection placement and maintenance of signs to protect and enhance public health, safety, welfare and property, more specifically to:

A. Purpose.

1. Allow those signs compatible with the character and uses allowed in the zoning district in which they are located;
2. Maintain the effectiveness of traffic signs;
3. Prohibit certain signs or portions thereof, which conflict with the safe movement of people and emergency services, constitute a public nuisance or hazard, are of unsafe construction, or which demand attention by their dominating size or appearance of motion;
4. Maintain and enhance the scenic and other aesthetic qualities of the city.

B. Scope. All signs, including sign structures and display areas or building walls with lettering on them shall be erected and maintained only as provided by this chapter, except for the following:

1. Signs not visible from either a public right-of-way or property of different ownership, provided such signs shall be erected and maintained in accordance with applicable law;
2. Signs owned and maintained by governmental agencies;
3. Signs lawfully erected in the public right-of-way in accordance with applicable state and local laws and regulations;
4. Signs inside a building, except for strobe lights or floating lights visible from a public right-of-way, private road or other private property; and

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5. Signs carved into or part of materials which are an integral part of a building.

(Ord. 94-1027 §1 (part), 1994)

15.28.020 Definitions.

For the purposes of this chapter:

"Abandoned sign" means a sign that does not have copy on the display surface for a period of six months or more, including an obsolete sign.

"Billboard" means a sign with a display surface area of three hundred square feet or more.

"Display surface area" means the total area of a sign that is available for displaying advertising or an informational message, subject to the provisions of this chapter.

"Erect" or "erected" means to construct, build, assemble, alter, place, affix, attach, create, recreate, paint, draw or in any way bring into being or establish.

"Free-standing sign" means a sign supported from the ground by its own structure.

"Fence" and "fencing" mean any barrier or section thereof, other than a wall, designed to delimit a boundary or provide a visual screen.

"Frontage" means the continuous distance along one street right-of-way line of one premises, provided such street is improved for public travel.

"Grade" means the level of the nearest sidewalk or road pavement.

"Incidental sign" means a sign identifying or advertising associated goods, products, services or facilities available on the premises, including but not limited to, trading stamps, credit cards accepted, brand names or price signs.

"Maintain," "maintained" or "maintaining" means activities, such as upkeep and repair of signs or sign structures and the replacement of sign messages or advertisement displayed on a sign, and an activity by which a sign or sign structure are permitted to exist.

"Natural materials" means wood, stone, brick and rock or any combination thereof.

"Obsolete sign" means a sign that calls attention to a business or other activity or a profession, commodity, product, service or entertainment no longer carried on, produced, sold or offered.

"Premises" means a lot or number of lots on which are situated a business, or a building or group of buildings designed as a unit.

"Projecting sign" means a sign projecting more than one foot from the wall of a building.

"Roof sign" means a sign erected 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, device, figure, painting, 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.

"Sign face" means the total of display surface area visible from one side of a sign.

"Sign official" is 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.

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"Temporary sign" means a sign that will become obsolete after the occurrence of an event or series of events. Temporary signs include, but are not limited to, for sale and lease signs, garage sale signs and political campaign signs.

"Traffic control sign or device" means an official route marker, guide sign, warning sign or sign directing or regulating traffic or pedestrians which has been erected by or under order of the city of Oregon City, the state or federal governments.

"Wall" means a masonry structure.

"Wall sign" means a sign erected on a wall.

(Ord. 94-1027 §1 (part), 1994)

15.28.030 Permit required.

- A. Permit Required. No sign shall be erected or maintained 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 and signs existing on the date of adoption of the ordinance codified in this chapter which shall be subject to subsection D of this section.
- B. 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 for it to be processed by the city. The amount of the fee shall be proportionate to the value of the sign proposed and shall be calculated according to a permit fee schedule adopted by resolution of the 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 erected and maintained in compliance with city code, and the applicant did not misrepresent or falsify any information supplied in the application. Any permit issued under this chapter shall be void if no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety days following the date of its issuance. Any permit issued under this chapter shall remain in effect as long as the sign is maintained in compliance with any permit conditions and all applicable provisions of this chapter.

- C. Appeals. Any person 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 recorder no later than ten days after the date the challenged is final. The appropriate appeal fee established by resolution of the city 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 commission review of planning commission decisions involving conditional use permits.
- D. Permits for Signs Existing on the Effective Date of These Regulations. Signs existing on the effective date of these regulations shall also be required to obtain a permit within one hundred twenty days of the date these regulations become effective. No fee shall be charged for such permit and the sign official shall, within sixty days of the effective date of these regulations, give written notice of the requirement for permits and shall provide permit forms on request. Any such existing sign for which a permit has not been obtained within one hundred twenty days of the effective date of these regulations shall be deemed an unlawful use.

(Ord. 94-1027 §1 (part), 1994)

15.28.040 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:

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1. Exceptional or extraordinary circumstances apply to the property that do not apply generally to other properties in the same area or vicinity. Such conditions may be the result of an unusual location or orientation of the applicant's building, topography, vegetation or other circumstance over which the applicant has no control;
 2. The variance is necessary for the preservation of a right of the applicant substantially the same as is possessed by the owners of other property in the area or vicinity;
 3. The authorization of the requested variance will not be materially detrimental to, or conflict with, the purposes of this chapter or be injurious to the use and enjoyment of other property in the area or vicinity, or the public way, in which the property is located; and
 4. The variance requested is the minimum variance necessary, to alleviate the identified hardship.
- 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 commission and on file with the 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.

(Ord. 94-1027 §1 (part), 1994)

15.28.050 Prohibited signs.

It is unlawful for the following signs to be erected or to be maintained except as otherwise provided in this chapter:

- A. Billboards;
- B. A sign that interferes in any way with a traffic control sign or device or prevents clear and unobstructed view of official traffic control signs or devices or approaching or merging traffic;
- C. 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. This subsection does not apply to traffic control signs or devices;
- D. A sign with lighting which 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, 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 or otherwise to interfere with the operations thereof;
- E. A sign located upon a tree, or painted or drawn upon a natural feature;
- F. An obsolete sign;
- G. Portable signs, A-frame signs, sandwich boards, tent signs, streamers, strings of lights, balloons, hulas, banners or pennants, excepting traditional holiday decorations; and except as provided in [Section 15.28.010\(B\)](#);
- H. 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;
- I. A sign erected or maintained on public property or within the public right-of-way without permission of the public body having jurisdiction;
- J. 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;
- K. A sign not maintained in a safe, neat, clean and attractive condition and in good repair;
- L. Any sign larger than four square feet on an undeveloped lot or parcel of property;

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M. 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;

N. Signs on fences or fencing.

(Ord. 94-1027 §1 (part), 1994)

15.28.060 Signs not requiring a permit.

In any zoning district, the following signs may be erected and maintained without a permit, so long as they comply with all applicable provisions of this chapter and are not illuminated;

- A. One temporary sign per street frontage of property under a single ownership provided such a sign does not cause a public safety hazard or nuisance, has no more than two faces, and that no sign face exceeds four square feet in area;
- B. Signs carved into a building or which are part of materials that are an integral part of the building not exceeding ten square feet in area. This subsection does not include signs painted on the sides of buildings;
- C. A single sign where the display surface area does not exceed two square feet;
- D. Window signs situated on the indoor-side of a window or door;
- E. Flags, limited to two per premises;
- F. Signs attached to, or carried by, a person;
- G. Signs required by law or legal action, including but not limited to, signs warning of hazardous or dangerous conditions on a premises and land use application and hearing notice signs.

(Ord. 94-1027 §1 (part), 1994)

15.28.070 Signs in residential zones.

- A. Signs Allowed. In the R-10, R-8, R-6, RC-4, R-6/MH and RA-2 zoning districts, the following signs are allowed:
 - 1. All signs allowed without permit as provided by this chapter so long as the requirements of this subsection are met;
 - 2. Permitted signs so long as a permit is first obtained as required by this chapter, and the requirements of this subsection are met.
- B. Display Requirements. All signs in the residential zones listed in this section must comply with the following requirements:
 - 1. Not more than one wall sign or free-standing sign to be visible from each frontage, with no more than three frontages. Wall signs shall be measured by the outer limits of the lettering, illustration or other display;
 - 2. Maximum twenty square feet of area per sign face;
 - 3. Not to exceed ten feet in length;
 - 4. Five feet maximum height above grade;
 - 5. Primarily constructed of natural materials;
 - 6. Sign shall be setback from the street as determined by the sign official, but not more than ten feet from the street right-of-way;

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7. 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 structure.

(Ord. 94-1027 §1 (part), 1994)

15.28.075 Signs for listed conditional uses in residential zones.

- A. For conditional uses in residential zones, a sign that meets the following standards shall be allowed provided a permit is first obtained as required by this chapter:
 1. One wall sign per frontage is allowed. Additionally, one free-standing sign per conditional use is allowed;
 2. Maximum thirty-two square feet of area per sign face;
 3. Not to exceed ten feet in length;
 4. Eight feet maximum height above grade;
 5. Primarily constructed of natural materials or similar products, such as wood, stone, brick or metal;
 6. 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 structure.

(Ord. 05-1002, 2005)

15.28.080 Signs in office, commercial and industrial zones.

- A. Signs Allowed. In the LOC, LO, NC, HC, LC, C, CBD, M-1 and M-2 zoning districts, the following signs are allowed:
 1. All signs allowed without permit as provided by this chapter, so long as the requirements of this subsection are met;
 2. Wall signs, so long as a permit is first obtained as required by this chapter and the display surface area is no larger than two square feet for each lineal foot of the wall on which the sign is erected;
 3. Free-standing signs, so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. One free-standing sign shall be permitted for each street frontage of a premises, provided minimum subdivision lot frontage of thirty feet is met. No free-standing sign shall be permitted on the same frontage where there is a projecting or roof sign. Free-standing signs on the same premises but on different frontages shall be separated by a minimum of fifty feet distance.
 - b. Area. Where the street frontage is less than fifty feet, the maximum display surface area shall not exceed fifty square feet, with twenty-five square feet maximum area per sign face. Where the street frontage is greater than fifty feet but less than two hundred feet, surface display area shall not exceed one hundred square feet, with fifty square feet maximum area per sign face. Where the street frontage is two hundred feet or greater, the surface display area shall not exceed three hundred square feet, with a maximum area of one hundred fifty square feet per sign face. In no case shall any sign have a surface display area in excess of three hundred square feet.
 - c. Projection. Free-standing signs shall not project over a public right-of-way.

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- d. Clearance. A minimum clearance of ten feet from grade shall be maintained over pedestrian or vehicular areas, fourteen feet over areas of truck access.
- e. Horizontal Dimension. The greatest horizontal dimension shall not exceed twenty feet for any free-standing sign.
- f. Height. The height of any free-standing sign shall not exceed 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.

The following table summarizes free-standing sign area and height limits:

Street Frontage (in feet)	Maximum Display Surface Area (square feet)	Maximum Area of Any One Sign Face (square feet)	Maximum Height (in feet)
Up to 50	50	25	25
50 —200	100	50	25
201+	101—300	51 —150	30

- 4. Roof Signs. Roof signs are allowed so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. Maximum one roof sign is permitted for each premises, and shall be permitted instead of a projecting sign or free-standing sign.
 - b. Area, projection, clearance, horizontal dimension and height shall be within the limits set for free-standing signs. Stamped approval of a licensed civil or structural engineer may be required due to stresses put on the building. No roof sign shall be erected without approval of the fire marshal after a finding that the size, type and location of the sign will not substantially interfere with fire fighting;
- 5. Projecting Signs. Projecting signs are allowed so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. One projecting sign may be permitted for each business frontage. No projecting sign shall be permitted for the same business frontage where there is a free-standing or roof sign.
 - b. Area. Sign area shall not exceed sixteen square feet per sign face, with total area of all faces not to exceed thirty-two square feet.
 - c. Projection. Maximum projection from a building wall shall be four feet. No sign shall project within two feet of the curb line.
 - d. Vertical dimension. The greatest vertical dimension of a projecting sign shall not exceed four feet; provided, however, for any reduction in projection, the sign may be increased in height a like distance. The maximum projection above the wall on which the sign is erected shall be one foot, and the visible supporting structure shall be minimized to the greatest extent possible consistent with safe structural support.

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.28 SIGNS

- e. Clearance. A minimum clearance of ten feet from grade shall be maintained over pedestrian or vehicular areas, fourteen feet over areas of truck access.
 - f. Separation. The minimum distance from another projecting sign shall be twenty feet in the same horizontal plane.
 - g. Projecting signs on other project structures: awnings, marquees, canopies, false fronts and wall extensions, safely constructed and approved by the building code official, may extend beyond the limits for projecting signs. Projecting signs on such structure, shall not exceed the limits as to number, area, projection, vertical dimension, clearance and separation as provided for any projecting sign. The only exception shall be for those instances in which a projecting structure would prohibit a projecting sign within sight of pedestrians; in these instances, the clearance under the marquee or other permanent structure may be reduced to eight feet;
6. Incidental Signs. One additional sign is allowed per premises, so long as a permit is first obtained as required by this chapter, is allowed. An incidental sign may be a free-standing or wall sign, but in either case, shall meet all provisions for such signs, excepting area. The surface display area of an incidental sign shall not exceed thirty-two square feet, and no sign face shall exceed sixteen square feet.

(Ord. 94-1027 §1 (part), 1994)

15.28.090 Nonconforming signs and their removal.

- A. Signs lawfully erected and maintained as of the date of the adoption of this chapter, but which do not meet the requirements of this chapter, shall be regarded as nonconforming signs which shall be lawful if a permit for the same is obtained under [Section 15.28.030](#) and may be continued for a period not to exceed ten years from the date of adoption of this chapter for the purpose of amortization of investment. Relief from this provision may be sought from the planning commission by following the procedures of [Section 15.28.040](#) for a longer amortization period, upon a showing that the applicant requires a longer period in which to amortize its investment in the sign in question. In the case of an application for a longer amortization period for an alleged nonconforming billboard, the applicant must prove, at a minimum, that the sign structure cannot reasonably be used for a sign with an area smaller than three hundred square feet.
- B. Signs located on premises annexed into the city after the effective date of the ordinance codified in this section and which signs do not comply with the provisions of the ordinance codified in this section, shall be brought into compliance with the ordinance codified in this section within a period of time not to exceed six months after the effective date of annexation; provided, however, that a landowner may, within thirty days of annexation, request a variance as provided in subsection A of this section.
- C. Any sign which is structurally altered, relocated or replaced shall immediately be brought into compliance with all applicable provisions of this chapter; provided, however, that a landowner may, within thirty days of annexation, request a variance as provided in [Section 15.28.040](#)
- D. All existing signs or portions thereof prohibited in [Section 15.28.050](#), except subsection A, shall be removed or altered to comply within six months from the date of adoption of this chapter.
- E. Within one year from the date of adoption of this chapter, the sign official or an authorized representative may inspect any sign regulated hereunder. The sign official shall have right of reasonable entry onto private premises to enforce the provisions of this chapter. After inspection, a notice shall be issued to the owner of the sign or property that lists the signs and identifies those signs which, in the opinion of the sign official, need repair or modification to bring them into compliance with this chapter and those which are in violation of the provisions of this chapter and must be removed, including the expiration of the grace period for the particular sign. The sign official

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.28 SIGNS

may repeat such on-site inspections, with reasonable notice, from time to time as deemed necessary to enforce the provisions of this chapter.

- F. Any sign regulated under this chapter found to be in violation of this chapter shall be deemed a nuisance. Violation of the provisions of this chapter shall constitute a civil infraction, subject to the code enforcement procedures of Chapters [1.16](#) and [1.20](#)

(Ord. 94-1027 §1 (part), 1994)

15.28.100 Conflict and 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, 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.

(Ord. 94-1027 §1 (part), 1994)

15.28.110 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](#).

(Ord. 99-1004 §27, 1999; Ord. 94-1027 §1 (part), 1994)

March 25, 2014

Oregon City Planning Commission
221 Mollala Ave., Suite 200
Oregon City, OR 97045

Dear Planning Commissioners:

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1. Permitting billboards only along state routes (Interstate 205, Highway 213 and Highway 99E) in billboard districts.
2. Allowing electronic message centers, or EMCs, which are LED-lit signs that allow owners to change information and messages.

Regarding the location of billboards, the majority of open house and CAT survey respondents felt that billboards should be allowed only along the state routes (Interstate 205, Highway 213, and Highway 99E). Although the CAT met four times for a total of more than ten hours, the committee only focused on billboards for approximately a half hour towards the end of the last meeting. Several issues related to billboards were mentioned and voted on at the fourth CAT meeting, however, some CAT members expressed confusion as to exactly what they were voting on and resulted in votes which were contradictory to the results of the survey of CAT members and open house responses.

Clear Channel Outdoor operates sixteen billboards in Oregon City and is currently the only entity with this type of non-conforming signs in the city. In my role as a CAT member, I submitted a proposal to the city that capped the total number of billboards in Oregon City at sixteen and required removal of billboards from the historic areas of the city to relocate them to the proposed billboard corridors. Although I expressed that this proposal was a starting point for open, collaborative discussion on sign code changes that would benefit the community, the proposal was not discussed at the CAT meetings.

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Similar to the recommendation on billboards, the staff recommendation on electronic message centers did not follow the majority recommendations of the open house respondents and CAT survey responses. Although the majority of CAT and open house survey respondents felt that EMCs should be allowed with conditional use approval and they expressed a preference to allow messages to change every eight seconds, the Staff Recommendation Draft does not include a provision for EMCs. As a result, Oregon City is missing an opportunity to update their sign code to permit the latest technology and benefit businesses, residents, students and the community by quickly and efficiently directing traffic from the highways to local businesses and community events, by providing up to the minute information about conditions at local schools and churches, and by enhancing public safety.

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EMCs using LED technology have a proven track record here in Oregon and around the country of supporting local, state and national law enforcement agencies in keeping the public safe. Clear Channel Outdoor has a national agreement with the FBI and U.S. Marshals Service to aid them in searching for and capturing dangerous fugitives. The FBI has credited digital signs with helping catch 51 fugitives. Another critical public safety benefit is supporting Amber Alerts. We give the Department of Justice and National Center for Missing & Exploited Children top priority when a child goes missing because nothing is as important as our children.

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I am making a plea to you, the members of the Oregon City Planning Commission, to thoughtfully consider all facets of these issues and to update the draft sign code to allow billboard corridors and EMCs so that businesses, schools, citizens, churches and other community groups and public agencies in Oregon City can benefit from the latest LED technology on electronic message boards.

Sincerely,

Sandi Burley
Community Advisory Team Member

Copies: Oregon City Commissioners
Bob Cochran, Dean of Campus Services, Clackamas Community College
Amber Holveck, Executive Director, Oregon City Chamber of Commerce
Laura Terway, Planner, Oregon City Planning Division

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The Year-Round Oregon City Farmers Market (a 501c3 Corp) benefits the whole Oregon City community not just one segment. The market is not only a place to buy fresh produce from local farms, but incorporates programming that integrates the market into the fabric of the surrounding community.

Positives for all the residents of Oregon City:

Seniors :

The market is registered to accept DHS Senior Checks for fresh produce and has an annual Senior Day with info. on aging and remaining healthy. The market provides a regular gathering space, providing a sense of community to seniors who are often isolated in the home. The social interaction they get visiting the market and making friends with the vendors provides positive stimulation for them.

Youth.

Since 2011 the Market's nationally-recognized kids POP Club gives every child (5-12) \$2 every time they come to any OC farmers Market in wooden tokens to spend on fresh fruits, veggies and food plants. In addition the Market provides hands-on healthy-cooking demos, food growing classes, fruit and veggie tastings, cider-pressing, wheat-berry grinding (making pancakes from the flour ground) plus the OC Lions Club organizes a monthly physical activity course for the kids to participate in with prizes, and many more kids activities. Approx. 1500 kids enroll every year, resulting in approx. 4500-5000 kid shopping trips to the market.

The Market partners with Clackamas County Juvenile Dept. and provides free space for their youth farm to sell produce and coffee and smoothie drinks during the summer. Youth Offenders also assist the market in set up and take down throughout the year, providing them with a safe, healthy space to give back to the community and learn life-skills.

Families.

The market together with Clackamas County OSU Extension Master Food Preservers and Family Food Educators provides education for young families to learn about safe food preservation methods, and the Master Gardeners conduct 3 months of food-growing workshops at the Market on Saturdays every summer, in addition to having a table at the Market for customers gardening questions. The annual Homesteading Fair offers the community information on developing a life-style on an urban lot that is more sustainable, building resiliency for the community.

Low-Income

Over 50% of all Market debit-machine transactions are for the low-income SNAP Card shoppers. By being state-registered with DHS the OC Market allows Oregon City low-income shoppers access to fresh

healthy local foods year-round at the Market and, through grant funding, provides a (free) \$5 match to each SNAP shopper every time they come to a market. The Market holds healthy eating demos, partnering with Providence Willamette Falls, local doctors, Extension and local chefs.

The OC Market affects positive healthy changes for the whole OC Community.

Other aspects of the Market:

Market acts as the “town square” in a City with no center and has provided a community gathering space for many years, our 10th anniversary will be next year 2015. In addition to providing a sense of community the market allows up to **5 free spaces each market day for a variety of non-profit orgs.** including the following City and County governments:

Friends of The OC Library
CIC and City Neighborhoods
Water Environmental Services
Clackamas County Juvenile Dept.
Oregon City High School Band
OSU Extension
Clackamas County Soil and Water Conservation District
Clackamas Community College
Clackamas County Fire Dept
City Of Oregon City....including not only free booth space for many different City projects but also table space for City flyers.

The Market has been listed on the City’s web site for years.
The Market promotes other City-sponsored activities on it’s social media sites.

The City of Oregon City was at the table at the inception of the Market in 2005.
The Market has received not only grants from the City but also seed money to start the Downtown Markets .

The market manager conducts presentations in OC School District elementary and the high school yearly on healthy eating, supporting local farms and the seasonality of foods.

Portland conducted a study a few years ago about Farmers markets..these are some of the findings looking at other US cities:

‘These cities clearly want their markets to succeed, and have “signed on” to play a pivotal role as market partners’ and ‘city government support and assistance seems to be important whether the farmers markets are city-sponsored or organized independently’

Signage is the #2 form of assistance other cities offer their Farmers Market.

Portland study: <http://www.portlandoregon.gov/bps/article/236602>Public Agency Support for Farmers Markets Across the U.S.

From the study:

The accompanying table shows the results of a national search to inventory the various types of assistance (supportive policies and activities) currently offered to farmers markets or being considered by cities and other public agencies across the U.S. Categories of city / public agency support include:

- Facilities
- Transportation
- Technical assistance
- Marketing & promotions
- Management
- Funding

Farmers market systems were surveyed in five peer communities: Sacramento, San Francisco Bay area, Santa Monica, Seattle and St. Paul (MN). In all of these communities, farmers markets are well established and enjoy significant support from their city governments and also from other public agencies. **These cities clearly want their markets to succeed, and have “signed on” to play a pivotal role as market partners.** In some cities, full operation of the farmers markets is in the hands of the city. However, **city government support and assistance seems to be important whether the farmers markets are city-sponsored or organized independently.** The types of city assistance cited most frequently by market managers in the peer communities are shown below.

City Assistance to Farmers Markets in Peer Communities, listed in order of frequency

Free/affordable sites

Signage

Marketing

Trouble shooting

Management

Promote other direct market channels

Street closures

Site assessment

Provide market buildings

Parking

Waste/recycle/compost

Security

Funding/grantsmanship

Technical assistance

Inter-market coordination

Institutional purchases

Advising start-ups

From: marketmanager@orcifyfarmersmarket.com
To: [Laura Terway](#)
Subject: Market and the City
Date: Wednesday, April 02, 2014 1:05:25 PM
Attachments: [Market+City \(1\).docx](#)

Hi Laura, thanks for meeting with me on Monday, I am very glad I stopped by as I had no idea such drastic changes were on the table for the Market with the proposed Sign Code. Please find attached some thoughts about the Market and it's relationship to the City and the community of Oregon City. I understand the predicament the City is in, but I strongly believe continuing City support of the Market with signage is crucial for not only the continuing viability of all three year-round Markets, but also for both the health of the community and economic development.

We currently pay the City \$1435 per year to put up our banners. The A frames we put out on market day are removed within 24 hours.

As the City is such a strange shape, with several distinct areas and no center, the Market desperately needs the banners and A frame signage around town for it's continuing success. The fact that we change locations between seasons (summer and winter) and have two markets operating during the week in two separate sites during the summer, plus the fact that both market sites are tucked away and not in a central or easily visible location, makes the banners and A frames so crucial.

Every time we conduct a customer survey with both the local residents and tourists it proves that the most effective way to drive people to our Markets are the banners and A frames.

Please let me know if you have any questions. I would be very willing to join a group discussion about this with City staff anytime.

Thank you.

Jackie Hammond-Williams
Market Manager.
Oregon City Farmers Market.
503.734.0192

From: [Tony Konkol](#)
To: [Laura Terway](#)
Subject: FW: Sign Code Letter
Date: Friday, March 28, 2014 1:26:35 PM
Attachments: [SKMBT_C55214032810240.pdf](#)

FYI – for the record.

Thanks,
tk

From: Kelly Burgoyne
Sent: Friday, March 28, 2014 11:29 AM
To: Pete Walter
Cc: Tony Konkol; David Frasher
Subject: Sign Code Letter

Hello,

FYI.

Attached is a letter from a member of the Sign Code Committee addressed to the Planning Commission and sent to the City Commission regarding the current sign code amendments.

Thank you and have a nice weekend.

Kelly

From: donotreply@orcite.org [<mailto:donotreply@orcite.org>]
Sent: Friday, March 28, 2014 11:24 AM
To: Kelly Burgoyne
Subject: Message from KMBT_C552

March 25, 2014

Oregon City Planning Commission
221 Mollala Ave., Suite 200
Oregon City, OR 97045

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Sandi Burley
Community Advisory Team Member

Copies:

Oregon City Commissioners

Bob Cochran, Dean of Campus Services, Clackamas Community College
Amber Holveck, Executive Director, Oregon City Chamber of Commerce
Laura Terway, Planner, Oregon City Planning Division

From: [Pete Walter](#)
To: [Laura Terway](#)
Subject: FW: Sign Code Letter
Date: Friday, March 28, 2014 11:58:46 AM
Attachments: [SKMBT_C55214032810240.pdf](#)

From: Kelly Burgoyne
Sent: Friday, March 28, 2014 11:29 AM
To: Pete Walter
Cc: Tony Konkol; David Frasher
Subject: Sign Code Letter

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Thank you and have a nice weekend.

Kelly

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Sent: Friday, March 28, 2014 11:24 AM
To: Kelly Burgoyne
Subject: Message from KMBT_C552

From: [Kathy Griffin](#)
To: [Laura Terway](#)
Cc: ["John Anderson"](#); [John M. Lewis](#)
Subject: FW: New Sign Code Section for Public R-O-W
Date: Friday, March 21, 2014 3:15:31 PM

From: rlajka@comcast.net [mailto:rlajka@comcast.net]
Sent: Friday, March 21, 2014 3:01 PM
To: Kathy Griffin
Cc: John M. Lewis
Subject: New Sign Code Section for Public R-O-W

Hi Kathy, please pass my e-mail below along to Laura Terway.

Hi Laura,

Thanks for the TAC presentation on the draft of Chapter 15.28.100 of the revised Sign Code. The draft Sign Code code has been discussed and analyzed by staff, professionals and our City's Neighborhood Organization, but perhaps not with the same "set of eyes" as the TAC who's focus was strictly on the NEW Chapter 15.28.100 dealing with signs in the Public R-O-W.

As I mentioned at the TAC meeting Tuesday I am very concerned about the ability of the City to implement and sustain a CITY WIDE roll out of Chapter 15.28.100. Moreover, I do not think that Public Works should be designated as the department to administer this section of the code, but rather it should fall under Code Enforcement. If Public Works is assigned as the administering department Public Works must be involved in modeling the expected cost of administering this totally new section of the sign code

I understand the desire of the City to develop a sign code ordinance that deals with signs in the R-O-W by regulating them. I am not opposed to such regulation. I simply feel that it is not prudent to roll out the start up and administration of a totally new permitting and regulatory program on a City wide basis. Perhaps a less ambitious beginning would be prudent. That might take the form of phasing in the new R-O-W section of the sign code in two commercial sections of town such as the downtown and Molalla Ave.

I am not clear whether your presentation on Tuesday was strictly for information, or whether the TAC is expected to make formal comments or a recommendation to the Planning Commission and/or City Commission. For that reason I am sending my thoughts to you as an individual member of the TAC. That said, I believe other members of the TAC share my concerns.

John Anderson
TAC Committee Member

From: Laura Terway
To: ["BURLEY, SANDI"](#)
Subject: RE: Planning Commission Work Session #1 - Legislative adoption schedule
Date: Thursday, March 13, 2014 1:53:00 PM
Attachments: [image001.png](#)

Afternoon,

Yes, all work sessions and hearings are open to the public. The Planning Commission may choose if they would like to hear testimony from the public at the work session.

-Laura

From: BURLEY, SANDI [mailto:sandiburley@clearchannel.com]
Sent: Thursday, March 13, 2014 1:22 PM
To: Laura Terway
Subject: RE: Planning Commission Work Session #1 - Legislative adoption schedule

Hey Laura – Quick question for you.

The planning commission work session that is scheduled for March 24th is that open to the public, and if so, will there be opportunities to testify?



Sandi Burley
Real Estate Representative - Portland

715 NE Everett St
Portland, Oregon 97232

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From: BURLEY, SANDI
Sent: Monday, March 10, 2014 11:52 AM
To: Laura Terway (lterway@ci.oregon-city.or.us)
Subject: Planning Commission Work Session #1 - Legislative adoption schedule

Good morning, Laura – I hope this email finds you and your little one well.

I am just checking in with you regarding tonight's Planning Commission work session meeting. I went online and did not see the sign code as an item on the planning commission meeting agenda. Was there a delay, has it been re-scheduled for a different date or am I missing something? Also, would this session be open to the public or is it private?

Thanks, talk to you soon!



Sandi Burley

Real Estate Representative - Portland

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From: [Jonathan Stone](#)
To: [Laura Terway](#)
Subject: Sign Code Comments
Date: Friday, March 21, 2014 7:20:06 AM

Laura, per our discussion on the phone the other day I wanted to raise two concerns about the sign code as proposed. Please share these with the planning commission for consideration during their review.

1. Property delineation is an inconsistent metric for spacing of A-frame signs. For example the 5 primary business entrances of the Busch Weinhard building would only be able to share 1 sign where as the same size street frontage on the opposite side of 8th would be allowed to have 4. The proposed a-frame size is relatively small and it is unlikely that every business owner would want or need an a-frame sign or go through the trouble to have one permitted. Please consider an alternative measurement that is fairer to multiple storefront buildings. A simple approach is "primary business entrance" but there may be other ways that don't rely on tax-lot.
2. Many of the murals downtown are in disrepair. Grandfathering the existing murals as non-conforming may be a missed opportunity to incentivize their repair and restoration. Regardless of how the code addresses existing murals, their needs to be a collective effort to restore and/or maintain the existing murals or to promote their removal.

Thank you Laura for passing these comments along!

Best,

Jonathan

--

Jonathan Stone
Executive Director

Main Street Oregon City Inc.
816 Main Street
Oregon City, OR 97045

jon@downtownoregoncity.org
[Download Contact File](#)
Phone (971) 202-1604

fb.com/downtownoc
downtownoregoncity.org

From: Laura Terway
To: ["Bob Cochran"](#)
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report
Date: Thursday, March 13, 2014 11:35:00 AM
Attachments: [Sign Code Draft Adoption Schedule.pdf](#)
[image005.png](#)

Bob,

The meeting on March 24th is a work session intended to explain the proposed sign code to the Planning Commission prior to the first hearing and get their initial feedback. The first actual public hearing is on April 14, 2014 at 7pm at City Hall. Attached you will find a draft schedule of the anticipated hearings. You (or another person from the college) may testify at the work session or any of the public hearings or submit written documentation which we will pass along to the commissioners.



Laura Terway, AICP
Planner
Planning Division
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Oregon City, Oregon 97045
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Iterway@orc.org

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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Bob Cochran [<mailto:bobc@clackamas.edu>]
Sent: Tuesday, March 11, 2014 2:41 PM
To: Laura Terway
Subject: RE: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Good Afternoon Laura:

Thank you for the update on the CAT. I see that there is a split vote by the CAT on the electronic message board signs. Unfortunately, I was unable to attend the planning commission workshop last night as I was involved in a interview panel for a vice president of the college. In addition, I noticed that the next workshop is on Monday, March 24th. This meeting falls on spring break and I have scheduled vacation time and will be unable to attend this workshop too.

I want to make sure that the college's sign needs (specifically electronic message centers) stay in the discussion. Would I be able to write a letter and either have you or one of my staff read this into the record next meeting?

Thanks in advance Laura.

Bob Cochran



Bob Cochran, P.E.
Dean of Campus Services



Clackamas Community College
Lewelling Building 107
19600 Molalla Avenue
Oregon City, Oregon 97045

Voice: 503.594.6790 | Fax: 503.594.6798 | Email: BobC@clackamas.edu

From: Laura Terway [<mailto:literway@ci.oregon-city.or.us>]

Sent: Monday, March 10, 2014 5:51 PM

To: zhenkin9000@gmail.com; dwinand@pmar.org; guttmcg@msn.com; emahoney240@msn.com; tom.geil@rocketmail.com; pespe@ci.oswego.or.us; ckidwell@leebarc.com; edmica3@yahoo.com; mike.k.mitchell@gmail.com; tom.obrien4@comcast.net; pastor@catalystcc.org; comprehensivetx@aol.com; ethan.downtownoc@gmail.com; maizeemae@aol.com; lavenderhillcottageoc@gmail.com; retrorevivaloc@gmail.com; lindaxoxo@molalla.net; scarpenter@bctonline.com; sean@nebbiolowinebar.com; levi.manselle@clackamasfcu.org; jill@nvvboutique.co; jerry.herrman@birdlink.net; shirleyanne4557@yahoo.com; info@christmasatthezoo.com; jessebuss@gmail.com; gordon@gkwphoto.com; blues_rae@msn.com; kimberlywalch@yahoo.com; christinehermann@clearchannel.com; danieldhruva@clearchannel.com; Bob Cochran; brian.martin@greshamoregon.gov; maraleesdance@live.com; zksc7@yahoo.com; sandiburley@clearchannel.com; oregoncityicehouse@hotmail.com; AmyD1122@Gmail.com; kayp@clackamas.us

Subject: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Good Afternoon,

Oregon City staff is pleased to announce that the staff recommendations and the final report from the Sign Code Update Community Advisory Team (CAT) are available for your review [here](http://www.OCSignCode.org)! Please feel free to contact me at (503) 496-1553. Thank you

www.OCSignCode.org



Laura Terway, AICP

Planner

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Oregon City Sign Code Update

Draft

Legislative Adoption Schedule



Planning Commission Work Session #1	February 24, 2014
Planning Commission Work Session #2	March 24, 2014
City Commission Work Session #1	April 8, 2014
Planning Commission Hearing #1	April 14, 2014
Planning Commission Hearing #2	April 28, 2014
City Commission Hearing #1	May 7, 2014
City Commission Hearing #2	May 21, 2014
City Commission Hearing #3	June 4, 2014

Public report comments due February 26th. To be posted online in March.

Learn more about the project at www.OCSignCode.org.

From: [Zach Henkin](#)
To: [Laura Terway](#)
Subject: Re: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report
Date: Thursday, March 13, 2014 8:33:34 AM

How strange! Everything clicks through fine now using the same computer and browser as yesterday afternoon.

Glad it was a non issue :)

Thanks,
-Zach

On Wed, Mar 12, 2014 at 12:34 PM, Laura Terway <lterway@ci.oregon-city.or.us> wrote:

I am not getting them on my end, I will look into it. Which browser are you using? I have uploaded it to the [City website](#) as well.

The draft adoption schedule is:

Planning Commission Work Session #1	February 24, 2014
Planning Commission Work Session #2	March 24, 2014
City Commission Work Session #1	April 8, 2014
Planning Commission Hearing #1	April 14, 2014
Planning Commission Hearing #2	April 28, 2014
City Commission Hearing #1	May 7, 2014
City Commission Hearing #2	May 21, 2014
City Commission Hearing #3	June 4, 2014

From: Zach Henkin [mailto:zhenkin9000@gmail.com]
Sent: Wednesday, March 12, 2014 12:20 PM
To: Laura Terway
Subject: Re: Oregon City Sign Code: Staff Recommendation and Community Advisory Team Report

Hi Laura,

I'm getting several dead links on the OCSignCode website, and I'm fairly certain they aren't because of user error.

The "Proposed Draft Code", and "Process for Approval" links for instance lead to a "Page Not Found" error.

Hope its something simple.

-Zach

On Mon, Mar 10, 2014 at 5:50 PM, Laura Terway <lterway@ci.oregon-city.or.us> wrote:



Good Afternoon,

Oregon City staff is pleased to announce that the staff recommendations and the final report from the Sign Code Update Community Advisory Team (CAT) are available for your review [here](#)! Please feel free to contact me at (503) 496-1553. Thank you

www.OCSignCode.org



Laura Terway, AICP

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Zach Henkin

zhenkin9000@gmail.com

--

Zach Henkin

zhenkin9000@gmail.com

From: Laura Terway
To: ["Oregoncitydc@opusnet.com"](mailto:Oregoncitydc@opusnet.com)
Subject: FW: New sign ordinance
Date: Wednesday, March 12, 2014 12:48:00 PM
Attachments: [3.10.14 Draft Sign Code Chapter 15.28.pdf](#)
[Existing Sign Code Chapter 15.28.pdf](#)

Good Afternoon,
The proposed sign code is attached for your review.

The standards for signage for your property are identified in OCMC 15.28.080. If you sign no longer complies with these standards the proposed sign code (attached) states in OCMC 15.28.120 "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".

Unless you have never had a sign permit, a new permit is not needed. Sign permits are valid for the life of the sign (with the exception of new proposed code now allowing temporary banners and signs within the right-of-way).

Please let me know if you have any additional questions or concerns.



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-----Original Message-----

From: Sandi Smith [<mailto:shadyforestfarm@BCTonline.com>]
Sent: Tuesday, March 11, 2014 8:25 PM
To: Laura Terway
Subject: New sign ordinance

Dear Ms. Terway:

This email is sent from my wife's email address, my office email is Oregoncitydc@opusnet.com, please respond to my office email address if possible. I am just checking to determine if my understanding is correct

regarding my existing sign at 357 Warner Milne road. That understanding is in regards to the necessity of obtaining and applying for a new sign permit for my existing sign. If this understanding is correct when will these applications be available?

Thank you for your help,

Maurice Smith, DC

Chapter 15.28 SIGNS

Sections:

[15.28.010 Purpose and scope.](#)

[15.28.020 Definitions.](#)

[15.28.030 Permit required.](#)

[15.28.040 Variances.](#)

[15.28.050 Prohibited signs.](#)

[15.28.060 Signs not requiring a permit.](#)

[15.28.070 Signs in residential zones.](#)

[15.28.075 Signs for listed conditional uses in residential zones.](#)

[15.28.080 Signs in office, commercial and industrial zones.](#)

[15.28.090 Nonconforming signs and their removal.](#)

[15.28.100 Conflict and severability.](#)

[15.28.110 Violation—Penalty.](#)

15.28.010 Purpose and scope.

This chapter regulates the erection placement and maintenance of signs to protect and enhance public health, safety, welfare and property, more specifically to:

A. Purpose.

1. Allow those signs compatible with the character and uses allowed in the zoning district in which they are located;
2. Maintain the effectiveness of traffic signs;
3. Prohibit certain signs or portions thereof, which conflict with the safe movement of people and emergency services, constitute a public nuisance or hazard, are of unsafe construction, or which demand attention by their dominating size or appearance of motion;
4. Maintain and enhance the scenic and other aesthetic qualities of the city.

B. Scope. All signs, including sign structures and display areas or building walls with lettering on them shall be erected and maintained only as provided by this chapter, except for the following:

1. Signs not visible from either a public right-of-way or property of different ownership, provided such signs shall be erected and maintained in accordance with applicable law;
2. Signs owned and maintained by governmental agencies;
3. Signs lawfully erected in the public right-of-way in accordance with applicable state and local laws and regulations;
4. Signs inside a building, except for strobe lights or floating lights visible from a public right-of-way, private road or other private property; and

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.28 SIGNS

5. Signs carved into or part of materials which are an integral part of a building.

(Ord. 94-1027 §1 (part), 1994)

15.28.020 Definitions.

For the purposes of this chapter:

"Abandoned sign" means a sign that does not have copy on the display surface for a period of six months or more, including an obsolete sign.

"Billboard" means a sign with a display surface area of three hundred square feet or more.

"Display surface area" means the total area of a sign that is available for displaying advertising or an informational message, subject to the provisions of this chapter.

"Erect" or "erected" means to construct, build, assemble, alter, place, affix, attach, create, recreate, paint, draw or in any way bring into being or establish.

"Free-standing sign" means a sign supported from the ground by its own structure.

"Fence" and "fencing" mean any barrier or section thereof, other than a wall, designed to delimit a boundary or provide a visual screen.

"Frontage" means the continuous distance along one street right-of-way line of one premises, provided such street is improved for public travel.

"Grade" means the level of the nearest sidewalk or road pavement.

"Incidental sign" means a sign identifying or advertising associated goods, products, services or facilities available on the premises, including but not limited to, trading stamps, credit cards accepted, brand names or price signs.

"Maintain," "maintained" or "maintaining" means activities, such as upkeep and repair of signs or sign structures and the replacement of sign messages or advertisement displayed on a sign, and an activity by which a sign or sign structure are permitted to exist.

"Natural materials" means wood, stone, brick and rock or any combination thereof.

"Obsolete sign" means a sign that calls attention to a business or other activity or a profession, commodity, product, service or entertainment no longer carried on, produced, sold or offered.

"Premises" means a lot or number of lots on which are situated a business, or a building or group of buildings designed as a unit.

"Projecting sign" means a sign projecting more than one foot from the wall of a building.

"Roof sign" means a sign erected 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, device, figure, painting, 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.

"Sign face" means the total of display surface area visible from one side of a sign.

"Sign official" is 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.

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Chapter 15.28 SIGNS

"Temporary sign" means a sign that will become obsolete after the occurrence of an event or series of events. Temporary signs include, but are not limited to, for sale and lease signs, garage sale signs and political campaign signs.

"Traffic control sign or device" means an official route marker, guide sign, warning sign or sign directing or regulating traffic or pedestrians which has been erected by or under order of the city of Oregon City, the state or federal governments.

"Wall" means a masonry structure.

"Wall sign" means a sign erected on a wall.

(Ord. 94-1027 §1 (part), 1994)

15.28.030 Permit required.

- A. Permit Required. No sign shall be erected or maintained 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 and signs existing on the date of adoption of the ordinance codified in this chapter which shall be subject to subsection D of this section.
- B. 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 for it to be processed by the city. The amount of the fee shall be proportionate to the value of the sign proposed and shall be calculated according to a permit fee schedule adopted by resolution of the 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 erected and maintained in compliance with city code, and the applicant did not misrepresent or falsify any information supplied in the application. Any permit issued under this chapter shall be void if no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety days following the date of its issuance. Any permit issued under this chapter shall remain in effect as long as the sign is maintained in compliance with any permit conditions and all applicable provisions of this chapter.

- C. Appeals. Any person 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 recorder no later than ten days after the date the challenged is final. The appropriate appeal fee established by resolution of the city 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 commission review of planning commission decisions involving conditional use permits.
- D. Permits for Signs Existing on the Effective Date of These Regulations. Signs existing on the effective date of these regulations shall also be required to obtain a permit within one hundred twenty days of the date these regulations become effective. No fee shall be charged for such permit and the sign official shall, within sixty days of the effective date of these regulations, give written notice of the requirement for permits and shall provide permit forms on request. Any such existing sign for which a permit has not been obtained within one hundred twenty days of the effective date of these regulations shall be deemed an unlawful use.

(Ord. 94-1027 §1 (part), 1994)

15.28.040 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:

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.28 SIGNS

1. Exceptional or extraordinary circumstances apply to the property that do not apply generally to other properties in the same area or vicinity. Such conditions may be the result of an unusual location or orientation of the applicant's building, topography, vegetation or other circumstance over which the applicant has no control;
 2. The variance is necessary for the preservation of a right of the applicant substantially the same as is possessed by the owners of other property in the area or vicinity;
 3. The authorization of the requested variance will not be materially detrimental to, or conflict with, the purposes of this chapter or be injurious to the use and enjoyment of other property in the area or vicinity, or the public way, in which the property is located; and
 4. The variance requested is the minimum variance necessary, to alleviate the identified hardship.
- 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 commission and on file with the 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.

(Ord. 94-1027 §1 (part), 1994)

15.28.050 Prohibited signs.

It is unlawful for the following signs to be erected or to be maintained except as otherwise provided in this chapter:

- A. Billboards;
- B. A sign that interferes in any way with a traffic control sign or device or prevents clear and unobstructed view of official traffic control signs or devices or approaching or merging traffic;
- C. 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. This subsection does not apply to traffic control signs or devices;
- D. A sign with lighting which 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, 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 or otherwise to interfere with the operations thereof;
- E. A sign located upon a tree, or painted or drawn upon a natural feature;
- F. An obsolete sign;
- G. Portable signs, A-frame signs, sandwich boards, tent signs, streamers, strings of lights, balloons, hulas, banners or pennants, excepting traditional holiday decorations; and except as provided in [Section 15.28.010\(B\)](#);
- H. 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;
- I. A sign erected or maintained on public property or within the public right-of-way without permission of the public body having jurisdiction;
- J. 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;
- K. A sign not maintained in a safe, neat, clean and attractive condition and in good repair;
- L. Any sign larger than four square feet on an undeveloped lot or parcel of property;

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M. 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;

N. Signs on fences or fencing.

(Ord. 94-1027 §1 (part), 1994)

15.28.060 Signs not requiring a permit.

In any zoning district, the following signs may be erected and maintained without a permit, so long as they comply with all applicable provisions of this chapter and are not illuminated;

- A. One temporary sign per street frontage of property under a single ownership provided such a sign does not cause a public safety hazard or nuisance, has no more than two faces, and that no sign face exceeds four square feet in area;
- B. Signs carved into a building or which are part of materials that are an integral part of the building not exceeding ten square feet in area. This subsection does not include signs painted on the sides of buildings;
- C. A single sign where the display surface area does not exceed two square feet;
- D. Window signs situated on the indoor-side of a window or door;
- E. Flags, limited to two per premises;
- F. Signs attached to, or carried by, a person;
- G. Signs required by law or legal action, including but not limited to, signs warning of hazardous or dangerous conditions on a premises and land use application and hearing notice signs.

(Ord. 94-1027 §1 (part), 1994)

15.28.070 Signs in residential zones.

- A. Signs Allowed. In the R-10, R-8, R-6, RC-4, R-6/MH and RA-2 zoning districts, the following signs are allowed:
 - 1. All signs allowed without permit as provided by this chapter so long as the requirements of this subsection are met;
 - 2. Permitted signs so long as a permit is first obtained as required by this chapter, and the requirements of this subsection are met.
- B. Display Requirements. All signs in the residential zones listed in this section must comply with the following requirements:
 - 1. Not more than one wall sign or free-standing sign to be visible from each frontage, with no more than three frontages. Wall signs shall be measured by the outer limits of the lettering, illustration or other display;
 - 2. Maximum twenty square feet of area per sign face;
 - 3. Not to exceed ten feet in length;
 - 4. Five feet maximum height above grade;
 - 5. Primarily constructed of natural materials;
 - 6. Sign shall be setback from the street as determined by the sign official, but not more than ten feet from the street right-of-way;

Chapter 15.28 SIGNS

7. 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 structure.

(Ord. 94-1027 §1 (part), 1994)

15.28.075 Signs for listed conditional uses in residential zones.

- A. For conditional uses in residential zones, a sign that meets the following standards shall be allowed provided a permit is first obtained as required by this chapter:
 1. One wall sign per frontage is allowed. Additionally, one free-standing sign per conditional use is allowed;
 2. Maximum thirty-two square feet of area per sign face;
 3. Not to exceed ten feet in length;
 4. Eight feet maximum height above grade;
 5. Primarily constructed of natural materials or similar products, such as wood, stone, brick or metal;
 6. 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 structure.

(Ord. 05-1002, 2005)

15.28.080 Signs in office, commercial and industrial zones.

- A. Signs Allowed. In the LOC, LO, NC, HC, LC, C, CBD, M-1 and M-2 zoning districts, the following signs are allowed:
 1. All signs allowed without permit as provided by this chapter, so long as the requirements of this subsection are met;
 2. Wall signs, so long as a permit is first obtained as required by this chapter and the display surface area is no larger than two square feet for each lineal foot of the wall on which the sign is erected;
 3. Free-standing signs, so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. One free-standing sign shall be permitted for each street frontage of a premises, provided minimum subdivision lot frontage of thirty feet is met. No free-standing sign shall be permitted on the same frontage where there is a projecting or roof sign. Free-standing signs on the same premises but on different frontages shall be separated by a minimum of fifty feet distance.
 - b. Area. Where the street frontage is less than fifty feet, the maximum display surface area shall not exceed fifty square feet, with twenty-five square feet maximum area per sign face. Where the street frontage is greater than fifty feet but less than two hundred feet, surface display area shall not exceed one hundred square feet, with fifty square feet maximum area per sign face. Where the street frontage is two hundred feet or greater, the surface display area shall not exceed three hundred square feet, with a maximum area of one hundred fifty square feet per sign face. In no case shall any sign have a surface display area in excess of three hundred square feet.
 - c. Projection. Free-standing signs shall not project over a public right-of-way.

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- d. Clearance. A minimum clearance of ten feet from grade shall be maintained over pedestrian or vehicular areas, fourteen feet over areas of truck access.
- e. Horizontal Dimension. The greatest horizontal dimension shall not exceed twenty feet for any free-standing sign.
- f. Height. The height of any free-standing sign shall not exceed 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.

The following table summarizes free-standing sign area and height limits:

Street Frontage (in feet)	Maximum Display Surface Area (square feet)	Maximum Area of Any One Sign Face (square feet)	Maximum Height (in feet)
Up to 50	50	25	25
50 —200	100	50	25
201+	101—300	51 —150	30

4. Roof Signs. Roof signs are allowed so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. Maximum one roof sign is permitted for each premises, and shall be permitted instead of a projecting sign or free-standing sign.
 - b. Area, projection, clearance, horizontal dimension and height shall be within the limits set for free-standing signs. Stamped approval of a licensed civil or structural engineer may be required due to stresses put on the building. No roof sign shall be erected without approval of the fire marshal after a finding that the size, type and location of the sign will not substantially interfere with fire fighting;
5. Projecting Signs. Projecting signs are allowed so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. One projecting sign may be permitted for each business frontage. No projecting sign shall be permitted for the same business frontage where there is a free-standing or roof sign.
 - b. Area. Sign area shall not exceed sixteen square feet per sign face, with total area of all faces not to exceed thirty-two square feet.
 - c. Projection. Maximum projection from a building wall shall be four feet. No sign shall project within two feet of the curb line.
 - d. Vertical dimension. The greatest vertical dimension of a projecting sign shall not exceed four feet; provided, however, for any reduction in projection, the sign may be increased in height a like distance. The maximum projection above the wall on which the sign is erected shall be one foot, and the visible supporting structure shall be minimized to the greatest extent possible consistent with safe structural support.

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- e. Clearance. A minimum clearance of ten feet from grade shall be maintained over pedestrian or vehicular areas, fourteen feet over areas of truck access.
 - f. Separation. The minimum distance from another projecting sign shall be twenty feet in the same horizontal plane.
 - g. Projecting signs on other project structures: awnings, marquees, canopies, false fronts and wall extensions, safely constructed and approved by the building code official, may extend beyond the limits for projecting signs. Projecting signs on such structure, shall not exceed the limits as to number, area, projection, vertical dimension, clearance and separation as provided for any projecting sign. The only exception shall be for those instances in which a projecting structure would prohibit a projecting sign within sight of pedestrians; in these instances, the clearance under the marquee or other permanent structure may be reduced to eight feet;
6. Incidental Signs. One additional sign is allowed per premises, so long as a permit is first obtained as required by this chapter, is allowed. An incidental sign may be a free-standing or wall sign, but in either case, shall meet all provisions for such signs, excepting area. The surface display area of an incidental sign shall not exceed thirty-two square feet, and no sign face shall exceed sixteen square feet.

(Ord. 94-1027 §1 (part), 1994)

15.28.090 Nonconforming signs and their removal.

- A. Signs lawfully erected and maintained as of the date of the adoption of this chapter, but which do not meet the requirements of this chapter, shall be regarded as nonconforming signs which shall be lawful if a permit for the same is obtained under [Section 15.28.030](#) and may be continued for a period not to exceed ten years from the date of adoption of this chapter for the purpose of amortization of investment. Relief from this provision may be sought from the planning commission by following the procedures of [Section 15.28.040](#) for a longer amortization period, upon a showing that the applicant requires a longer period in which to amortize its investment in the sign in question. In the case of an application for a longer amortization period for an alleged nonconforming billboard, the applicant must prove, at a minimum, that the sign structure cannot reasonably be used for a sign with an area smaller than three hundred square feet.
- B. Signs located on premises annexed into the city after the effective date of the ordinance codified in this section and which signs do not comply with the provisions of the ordinance codified in this section, shall be brought into compliance with the ordinance codified in this section within a period of time not to exceed six months after the effective date of annexation; provided, however, that a landowner may, within thirty days of annexation, request a variance as provided in subsection A of this section.
- C. Any sign which is structurally altered, relocated or replaced shall immediately be brought into compliance with all applicable provisions of this chapter; provided, however, that a landowner may, within thirty days of annexation, request a variance as provided in [Section 15.28.040](#)
- D. All existing signs or portions thereof prohibited in [Section 15.28.050](#), except subsection A, shall be removed or altered to comply within six months from the date of adoption of this chapter.
- E. Within one year from the date of adoption of this chapter, the sign official or an authorized representative may inspect any sign regulated hereunder. The sign official shall have right of reasonable entry onto private premises to enforce the provisions of this chapter. After inspection, a notice shall be issued to the owner of the sign or property that lists the signs and identifies those signs which, in the opinion of the sign official, need repair or modification to bring them into compliance with this chapter and those which are in violation of the provisions of this chapter and must be removed, including the expiration of the grace period for the particular sign. The sign official

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may repeat such on-site inspections, with reasonable notice, from time to time as deemed necessary to enforce the provisions of this chapter.

- F. Any sign regulated under this chapter found to be in violation of this chapter shall be deemed a nuisance. Violation of the provisions of this chapter shall constitute a civil infraction, subject to the code enforcement procedures of Chapters [1.16](#) and [1.20](#)

(Ord. 94-1027 §1 (part), 1994)

15.28.100 Conflict and 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, 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.

(Ord. 94-1027 §1 (part), 1994)

15.28.110 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](#).

(Ord. 99-1004 §27, 1999; Ord. 94-1027 §1 (part), 1994)

Oregon City Sign Code Staff Recommendation

March 10, 2014 DRAFT

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:

1. Allows signs compatible with the character and uses allowed in the zoning district in which they are located;
2. Maintains the effectiveness of traffic control signs throughout the city;
3. 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;
4. Maintains and enhances the scenic and other aesthetic qualities of the city; and
5. 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 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.

“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.

"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.

"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, and changing light bulbs.

"Natural materials" means metal, wood, stone, brick and rock or any combination thereof.

"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, executed by hand directly upon, or affixed directly to an exterior wall of a building, where the original, two-dimensional 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.

"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 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, where the sign complies with the City's Street Standards 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.

¹ Note that highways and freeways are considered frontages.

² CAT suggested projecting signs should be signs projecting more than four (4) inches.

"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, 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:

1. 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;
2. Signs inside a building, except for strobe lights or floating lights visible from the right-of-way or other private property;
3. Signs carved into or part of materials that are an integral part of a building.
4. Signs attached to, or carried by a person;
5. Signs required by law or legal action;
6. Government owned signs within the right-of-way;
7. Government owned signs within government-designated parks, Metro-designated open space and at stormwater facilities;
8. Public murals as defined in 15.28.090 existing prior to adoption of this code; and
9. Traffic control signs and devices.

Proposed Changes to the Existing Code – Scope of Sign Regulations

- All government owned signs are no longer exempt.
- Items 4-9 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. Changes of copy whereby the sign size and material are not changing but the message is changing do not require a sign permit.
 2. Freestanding 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).
- 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 commission. The application shall include all plans and

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.

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 no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety 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 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.

- 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 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 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 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

- 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.

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 (with a maximum of three (3)). 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 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 (with a maximum of three (3)) is allowed.
 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 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.
- 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.

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.
- 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.

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 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.

- 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 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 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 structure.⁶
- 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 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 structure.⁷
- 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.
 - d. Banners are prohibited within an 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.

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.

- 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 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. 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.¹⁰
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.¹¹

B. Freestanding signs. The following standards apply to freestanding signs in office, commercial, mixed use and industrial zones:

1. One freestanding sign¹² 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 allowed¹³. 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 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.
 - b. Where the street frontage is greater than fifty (50) feet 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.

¹⁰ The Community Advisory Team suggested wall signs do not project from the building face no more than 4 inches.

¹¹ The Community Advisory Team suggested a minimum.

¹² The CAT suggested allowing an additional sign of any type for each freestanding sign allowed but not constructed.

¹³ Note that a second freestanding sign is allowed for large frontages on arterial roads.

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.
 - b. Where the street frontage is greater than fifty (50) feet 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:
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.¹⁴

¹⁴ The Community Advisory Team suggested a minimum.

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 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.
- F. Ancillary Signs¹⁵. 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 year¹⁶
 - 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 lineal 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.
- 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

¹⁵ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

¹⁶ Members were split on this element of the recommendation.

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 natural materials.
- 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. Approval Process.** No person shall commence creation of any public mural without first obtaining approval from the Oregon City Arts Commission, and agreeing to donate the public mural to the City's public art collection. Murals that are created without approval from the Oregon City Arts Commission that are not otherwise exempt pursuant to this chapter or are inconsistent with the conditions of approval from the Oregon City Arts Commission shall not be deemed public murals.
- C. 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.
 - 2. All public murals on locally designated historic structures shall be approved by the Historic Review Board prior to installation.
 - 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.
 - 4. No part of the public mural shall exceed the height of the structure to which it is tiled, painted, or affixed.
 - 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 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.
 10. The proposal has architectural, geographical, socio-cultural and historical relevance.
 11. The proposal is unique.
 12. The proposed design is feasible in regards to budget, timeline and experience.
 13. The public mural will last a minimum of five years, resistance to vandalism and weather; commitment to repair mural surface as necessary before painting and to use acceptable graffiti/UV coating, as needed, on finished mural.
 14. The scale is appropriate to the structure and surrounding neighborhoods.
 15. 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.
- D. Approval Process. Public murals shall be approved by the Oregon City Arts Commission in a Type III.

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.¹⁷
 - 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.

¹⁷ 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.

- 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.
 - 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 day¹⁸.
 - 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 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.
- 3. Cross street banner construction shall be in accordance with the banner construction standards adopted by the Public Works Division.

¹⁸ 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.

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; or
 - c. Be a traffic hazard.
- 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 approval of the abutting property owner is required.¹⁹
- D. Right-of-Way Sign Permit Process
 1. An annual permit is required for signs on the ground within the right-of-way²⁰. 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 signs²¹.
 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 5.04²².
 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 insured's for the sign placement and include any other facility owners if applicable (e.g., 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 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

It is unlawful for the following signs to be constructed or maintained except as otherwise provided in this chapter:

¹⁹ The Community Advisory Team suggested requiring approval of the adjacent property owner.

²⁰ The City will create a form and approve over the counter.

²¹ The Community Advisory Team suggested that permits should not be required in residential and mixed-use zones.

²² Political signs, etc may not require a business.

- 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 chapter 10.32 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 day²³, 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.²⁴
- L. Signs on fences or fencing.²⁵
- M. Banners unless otherwise allowed by this chapter.
- N. Abandoned signs.

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.
- 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

²³ 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.

²⁴ 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.

²⁵ The Community Advisory Team had a split decision on this. Staff defaulted to our current code.

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.
- 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 commission and on file with the 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 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 Conflict and 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, 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.

DRAFT

From: Laura Terway
To: "Sahadevi Johns"
Subject: RE: Signage ordinance
Date: Wednesday, March 12, 2014 11:44:00 AM
Attachments: [3.10.14 Draft Sign Code Chapter 15.28.pdf](#)
[Existing Sign Code Chapter 15.28.pdf](#)

Thank you for your request for the proposed sign code. Enclosed you will find a copy of the existing signage standards as well as proposed draft code. To learn more about the project, please visit the [project website](#) and to learn more about the notice that was sent to you, please click [here](#). Please feel free to call me at 503.496.1553 with any additional questions or concerns.

www.OCSignCode.org



Laura Terway, AICP
Planner
Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Phone: 503.496.1553
Fax: 503.722.3880
Iterway@orccity.org

Please note the Planning Division is available from 8am - 5pm Monday - Thursday and by appointment on Friday.



Please consider the environment before printing

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

-----Original Message-----

From: Sahadevi Johns [<mailto:sahajana@yahoo.com>]
Sent: Wednesday, March 12, 2014 10:33 AM
To: Laura Terway
Subject: Signage ordinance

To Oregon City Planning,

I am looking for information on the ordinance as it is and what changes are being proposed in the new regulations. No one living here in Oregon City would want to see the town's ascetic ruined with signs causing our property values to be reduced.

Please let me know where I can get more information about the changes proposed.

Thank you,
Cheryl

Chapter 15.28 SIGNS

Sections:

[15.28.010 Purpose and scope.](#)

[15.28.020 Definitions.](#)

[15.28.030 Permit required.](#)

[15.28.040 Variances.](#)

[15.28.050 Prohibited signs.](#)

[15.28.060 Signs not requiring a permit.](#)

[15.28.070 Signs in residential zones.](#)

[15.28.075 Signs for listed conditional uses in residential zones.](#)

[15.28.080 Signs in office, commercial and industrial zones.](#)

[15.28.090 Nonconforming signs and their removal.](#)

[15.28.100 Conflict and severability.](#)

[15.28.110 Violation—Penalty.](#)

15.28.010 Purpose and scope.

This chapter regulates the erection placement and maintenance of signs to protect and enhance public health, safety, welfare and property, more specifically to:

A. Purpose.

1. Allow those signs compatible with the character and uses allowed in the zoning district in which they are located;
2. Maintain the effectiveness of traffic signs;
3. Prohibit certain signs or portions thereof, which conflict with the safe movement of people and emergency services, constitute a public nuisance or hazard, are of unsafe construction, or which demand attention by their dominating size or appearance of motion;
4. Maintain and enhance the scenic and other aesthetic qualities of the city.

B. Scope. All signs, including sign structures and display areas or building walls with lettering on them shall be erected and maintained only as provided by this chapter, except for the following:

1. Signs not visible from either a public right-of-way or property of different ownership, provided such signs shall be erected and maintained in accordance with applicable law;
2. Signs owned and maintained by governmental agencies;
3. Signs lawfully erected in the public right-of-way in accordance with applicable state and local laws and regulations;
4. Signs inside a building, except for strobe lights or floating lights visible from a public right-of-way, private road or other private property; and

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.28 SIGNS

5. Signs carved into or part of materials which are an integral part of a building.

(Ord. 94-1027 §1 (part), 1994)

15.28.020 Definitions.

For the purposes of this chapter:

"Abandoned sign" means a sign that does not have copy on the display surface for a period of six months or more, including an obsolete sign.

"Billboard" means a sign with a display surface area of three hundred square feet or more.

"Display surface area" means the total area of a sign that is available for displaying advertising or an informational message, subject to the provisions of this chapter.

"Erect" or "erected" means to construct, build, assemble, alter, place, affix, attach, create, recreate, paint, draw or in any way bring into being or establish.

"Free-standing sign" means a sign supported from the ground by its own structure.

"Fence" and "fencing" mean any barrier or section thereof, other than a wall, designed to delimit a boundary or provide a visual screen.

"Frontage" means the continuous distance along one street right-of-way line of one premises, provided such street is improved for public travel.

"Grade" means the level of the nearest sidewalk or road pavement.

"Incidental sign" means a sign identifying or advertising associated goods, products, services or facilities available on the premises, including but not limited to, trading stamps, credit cards accepted, brand names or price signs.

"Maintain," "maintained" or "maintaining" means activities, such as upkeep and repair of signs or sign structures and the replacement of sign messages or advertisement displayed on a sign, and an activity by which a sign or sign structure are permitted to exist.

"Natural materials" means wood, stone, brick and rock or any combination thereof.

"Obsolete sign" means a sign that calls attention to a business or other activity or a profession, commodity, product, service or entertainment no longer carried on, produced, sold or offered.

"Premises" means a lot or number of lots on which are situated a business, or a building or group of buildings designed as a unit.

"Projecting sign" means a sign projecting more than one foot from the wall of a building.

"Roof sign" means a sign erected 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, device, figure, painting, 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.

"Sign face" means the total of display surface area visible from one side of a sign.

"Sign official" is 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.

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"Temporary sign" means a sign that will become obsolete after the occurrence of an event or series of events. Temporary signs include, but are not limited to, for sale and lease signs, garage sale signs and political campaign signs.

"Traffic control sign or device" means an official route marker, guide sign, warning sign or sign directing or regulating traffic or pedestrians which has been erected by or under order of the city of Oregon City, the state or federal governments.

"Wall" means a masonry structure.

"Wall sign" means a sign erected on a wall.

(Ord. 94-1027 §1 (part), 1994)

15.28.030 Permit required.

- A. Permit Required. No sign shall be erected or maintained 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 and signs existing on the date of adoption of the ordinance codified in this chapter which shall be subject to subsection D of this section.
- B. 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 for it to be processed by the city. The amount of the fee shall be proportionate to the value of the sign proposed and shall be calculated according to a permit fee schedule adopted by resolution of the 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 erected and maintained in compliance with city code, and the applicant did not misrepresent or falsify any information supplied in the application. Any permit issued under this chapter shall be void if no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety days following the date of its issuance. Any permit issued under this chapter shall remain in effect as long as the sign is maintained in compliance with any permit conditions and all applicable provisions of this chapter.

- C. Appeals. Any person 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 recorder no later than ten days after the date the challenged is final. The appropriate appeal fee established by resolution of the city 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 commission review of planning commission decisions involving conditional use permits.
- D. Permits for Signs Existing on the Effective Date of These Regulations. Signs existing on the effective date of these regulations shall also be required to obtain a permit within one hundred twenty days of the date these regulations become effective. No fee shall be charged for such permit and the sign official shall, within sixty days of the effective date of these regulations, give written notice of the requirement for permits and shall provide permit forms on request. Any such existing sign for which a permit has not been obtained within one hundred twenty days of the effective date of these regulations shall be deemed an unlawful use.

(Ord. 94-1027 §1 (part), 1994)

15.28.040 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:

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1. Exceptional or extraordinary circumstances apply to the property that do not apply generally to other properties in the same area or vicinity. Such conditions may be the result of an unusual location or orientation of the applicant's building, topography, vegetation or other circumstance over which the applicant has no control;
 2. The variance is necessary for the preservation of a right of the applicant substantially the same as is possessed by the owners of other property in the area or vicinity;
 3. The authorization of the requested variance will not be materially detrimental to, or conflict with, the purposes of this chapter or be injurious to the use and enjoyment of other property in the area or vicinity, or the public way, in which the property is located; and
 4. The variance requested is the minimum variance necessary, to alleviate the identified hardship.
- 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 commission and on file with the 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.

(Ord. 94-1027 §1 (part), 1994)

15.28.050 Prohibited signs.

It is unlawful for the following signs to be erected or to be maintained except as otherwise provided in this chapter:

- A. Billboards;
- B. A sign that interferes in any way with a traffic control sign or device or prevents clear and unobstructed view of official traffic control signs or devices or approaching or merging traffic;
- C. 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. This subsection does not apply to traffic control signs or devices;
- D. A sign with lighting which 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, 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 or otherwise to interfere with the operations thereof;
- E. A sign located upon a tree, or painted or drawn upon a natural feature;
- F. An obsolete sign;
- G. Portable signs, A-frame signs, sandwich boards, tent signs, streamers, strings of lights, balloons, hulas, banners or pennants, excepting traditional holiday decorations; and except as provided in [Section 15.28.010\(B\)](#);
- H. 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;
- I. A sign erected or maintained on public property or within the public right-of-way without permission of the public body having jurisdiction;
- J. 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;
- K. A sign not maintained in a safe, neat, clean and attractive condition and in good repair;
- L. Any sign larger than four square feet on an undeveloped lot or parcel of property;

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M. 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;

N. Signs on fences or fencing.

(Ord. 94-1027 §1 (part), 1994)

15.28.060 Signs not requiring a permit.

In any zoning district, the following signs may be erected and maintained without a permit, so long as they comply with all applicable provisions of this chapter and are not illuminated;

- A. One temporary sign per street frontage of property under a single ownership provided such a sign does not cause a public safety hazard or nuisance, has no more than two faces, and that no sign face exceeds four square feet in area;
- B. Signs carved into a building or which are part of materials that are an integral part of the building not exceeding ten square feet in area. This subsection does not include signs painted on the sides of buildings;
- C. A single sign where the display surface area does not exceed two square feet;
- D. Window signs situated on the indoor-side of a window or door;
- E. Flags, limited to two per premises;
- F. Signs attached to, or carried by, a person;
- G. Signs required by law or legal action, including but not limited to, signs warning of hazardous or dangerous conditions on a premises and land use application and hearing notice signs.

(Ord. 94-1027 §1 (part), 1994)

15.28.070 Signs in residential zones.

- A. Signs Allowed. In the R-10, R-8, R-6, RC-4, R-6/MH and RA-2 zoning districts, the following signs are allowed:
 - 1. All signs allowed without permit as provided by this chapter so long as the requirements of this subsection are met;
 - 2. Permitted signs so long as a permit is first obtained as required by this chapter, and the requirements of this subsection are met.
- B. Display Requirements. All signs in the residential zones listed in this section must comply with the following requirements:
 - 1. Not more than one wall sign or free-standing sign to be visible from each frontage, with no more than three frontages. Wall signs shall be measured by the outer limits of the lettering, illustration or other display;
 - 2. Maximum twenty square feet of area per sign face;
 - 3. Not to exceed ten feet in length;
 - 4. Five feet maximum height above grade;
 - 5. Primarily constructed of natural materials;
 - 6. Sign shall be setback from the street as determined by the sign official, but not more than ten feet from the street right-of-way;

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7. 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 structure.

(Ord. 94-1027 §1 (part), 1994)

15.28.075 Signs for listed conditional uses in residential zones.

- A. For conditional uses in residential zones, a sign that meets the following standards shall be allowed provided a permit is first obtained as required by this chapter:
 1. One wall sign per frontage is allowed. Additionally, one free-standing sign per conditional use is allowed;
 2. Maximum thirty-two square feet of area per sign face;
 3. Not to exceed ten feet in length;
 4. Eight feet maximum height above grade;
 5. Primarily constructed of natural materials or similar products, such as wood, stone, brick or metal;
 6. 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 structure.

(Ord. 05-1002, 2005)

15.28.080 Signs in office, commercial and industrial zones.

- A. Signs Allowed. In the LOC, LO, NC, HC, LC, C, CBD, M-1 and M-2 zoning districts, the following signs are allowed:
 1. All signs allowed without permit as provided by this chapter, so long as the requirements of this subsection are met;
 2. Wall signs, so long as a permit is first obtained as required by this chapter and the display surface area is no larger than two square feet for each lineal foot of the wall on which the sign is erected;
 3. Free-standing signs, so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. One free-standing sign shall be permitted for each street frontage of a premises, provided minimum subdivision lot frontage of thirty feet is met. No free-standing sign shall be permitted on the same frontage where there is a projecting or roof sign. Free-standing signs on the same premises but on different frontages shall be separated by a minimum of fifty feet distance.
 - b. Area. Where the street frontage is less than fifty feet, the maximum display surface area shall not exceed fifty square feet, with twenty-five square feet maximum area per sign face. Where the street frontage is greater than fifty feet but less than two hundred feet, surface display area shall not exceed one hundred square feet, with fifty square feet maximum area per sign face. Where the street frontage is two hundred feet or greater, the surface display area shall not exceed three hundred square feet, with a maximum area of one hundred fifty square feet per sign face. In no case shall any sign have a surface display area in excess of three hundred square feet.
 - c. Projection. Free-standing signs shall not project over a public right-of-way.

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- d. Clearance. A minimum clearance of ten feet from grade shall be maintained over pedestrian or vehicular areas, fourteen feet over areas of truck access.
- e. Horizontal Dimension. The greatest horizontal dimension shall not exceed twenty feet for any free-standing sign.
- f. Height. The height of any free-standing sign shall not exceed 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.

The following table summarizes free-standing sign area and height limits:

Street Frontage (in feet)	Maximum Display Surface Area (square feet)	Maximum Area of Any One Sign Face (square feet)	Maximum Height (in feet)
Up to 50	50	25	25
50 —200	100	50	25
201+	101—300	51 —150	30

- 4. Roof Signs. Roof signs are allowed so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. Maximum one roof sign is permitted for each premises, and shall be permitted instead of a projecting sign or free-standing sign.
 - b. Area, projection, clearance, horizontal dimension and height shall be within the limits set for free-standing signs. Stamped approval of a licensed civil or structural engineer may be required due to stresses put on the building. No roof sign shall be erected without approval of the fire marshal after a finding that the size, type and location of the sign will not substantially interfere with fire fighting;
- 5. Projecting Signs. Projecting signs are allowed so long as a permit is first obtained as required by this chapter and the following standards are met:
 - a. Number. One projecting sign may be permitted for each business frontage. No projecting sign shall be permitted for the same business frontage where there is a free-standing or roof sign.
 - b. Area. Sign area shall not exceed sixteen square feet per sign face, with total area of all faces not to exceed thirty-two square feet.
 - c. Projection. Maximum projection from a building wall shall be four feet. No sign shall project within two feet of the curb line.
 - d. Vertical dimension. The greatest vertical dimension of a projecting sign shall not exceed four feet; provided, however, for any reduction in projection, the sign may be increased in height a like distance. The maximum projection above the wall on which the sign is erected shall be one foot, and the visible supporting structure shall be minimized to the greatest extent possible consistent with safe structural support.

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- e. Clearance. A minimum clearance of ten feet from grade shall be maintained over pedestrian or vehicular areas, fourteen feet over areas of truck access.
 - f. Separation. The minimum distance from another projecting sign shall be twenty feet in the same horizontal plane.
 - g. Projecting signs on other project structures: awnings, marquees, canopies, false fronts and wall extensions, safely constructed and approved by the building code official, may extend beyond the limits for projecting signs. Projecting signs on such structure, shall not exceed the limits as to number, area, projection, vertical dimension, clearance and separation as provided for any projecting sign. The only exception shall be for those instances in which a projecting structure would prohibit a projecting sign within sight of pedestrians; in these instances, the clearance under the marquee or other permanent structure may be reduced to eight feet;
6. Incidental Signs. One additional sign is allowed per premises, so long as a permit is first obtained as required by this chapter, is allowed. An incidental sign may be a free-standing or wall sign, but in either case, shall meet all provisions for such signs, excepting area. The surface display area of an incidental sign shall not exceed thirty-two square feet, and no sign face shall exceed sixteen square feet.

(Ord. 94-1027 §1 (part), 1994)

15.28.090 Nonconforming signs and their removal.

- A. Signs lawfully erected and maintained as of the date of the adoption of this chapter, but which do not meet the requirements of this chapter, shall be regarded as nonconforming signs which shall be lawful if a permit for the same is obtained under [Section 15.28.030](#) and may be continued for a period not to exceed ten years from the date of adoption of this chapter for the purpose of amortization of investment. Relief from this provision may be sought from the planning commission by following the procedures of [Section 15.28.040](#) for a longer amortization period, upon a showing that the applicant requires a longer period in which to amortize its investment in the sign in question. In the case of an application for a longer amortization period for an alleged nonconforming billboard, the applicant must prove, at a minimum, that the sign structure cannot reasonably be used for a sign with an area smaller than three hundred square feet.
- B. Signs located on premises annexed into the city after the effective date of the ordinance codified in this section and which signs do not comply with the provisions of the ordinance codified in this section, shall be brought into compliance with the ordinance codified in this section within a period of time not to exceed six months after the effective date of annexation; provided, however, that a landowner may, within thirty days of annexation, request a variance as provided in subsection A of this section.
- C. Any sign which is structurally altered, relocated or replaced shall immediately be brought into compliance with all applicable provisions of this chapter; provided, however, that a landowner may, within thirty days of annexation, request a variance as provided in [Section 15.28.040](#)
- D. All existing signs or portions thereof prohibited in [Section 15.28.050](#), except subsection A, shall be removed or altered to comply within six months from the date of adoption of this chapter.
- E. Within one year from the date of adoption of this chapter, the sign official or an authorized representative may inspect any sign regulated hereunder. The sign official shall have right of reasonable entry onto private premises to enforce the provisions of this chapter. After inspection, a notice shall be issued to the owner of the sign or property that lists the signs and identifies those signs which, in the opinion of the sign official, need repair or modification to bring them into compliance with this chapter and those which are in violation of the provisions of this chapter and must be removed, including the expiration of the grace period for the particular sign. The sign official

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may repeat such on-site inspections, with reasonable notice, from time to time as deemed necessary to enforce the provisions of this chapter.

- F. Any sign regulated under this chapter found to be in violation of this chapter shall be deemed a nuisance. Violation of the provisions of this chapter shall constitute a civil infraction, subject to the code enforcement procedures of Chapters [1.16](#) and [1.20](#)

(Ord. 94-1027 §1 (part), 1994)

15.28.100 Conflict and 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, 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.

(Ord. 94-1027 §1 (part), 1994)

15.28.110 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](#).

(Ord. 99-1004 §27, 1999; Ord. 94-1027 §1 (part), 1994)

Oregon City Sign Code Staff Recommendation

March 10, 2014 DRAFT

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:

1. Allows signs compatible with the character and uses allowed in the zoning district in which they are located;
2. Maintains the effectiveness of traffic control signs throughout the city;
3. 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;
4. Maintains and enhances the scenic and other aesthetic qualities of the city; and
5. 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 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.

“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.

"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.

"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, and changing light bulbs.

"Natural materials" means metal, wood, stone, brick and rock or any combination thereof.

"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, executed by hand directly upon, or affixed directly to an exterior wall of a building, where the original, two-dimensional 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.

"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 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, where the sign complies with the City's Street Standards 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.

¹ Note that highways and freeways are considered frontages.

² CAT suggested projecting signs should be signs projecting more than four (4) inches.

"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, 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:

1. 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;
2. Signs inside a building, except for strobe lights or floating lights visible from the right-of-way or other private property;
3. Signs carved into or part of materials that are an integral part of a building.
4. Signs attached to, or carried by a person;
5. Signs required by law or legal action;
6. Government owned signs within the right-of-way;
7. Government owned signs within government-designated parks, Metro-designated open space and at stormwater facilities;
8. Public murals as defined in 15.28.090 existing prior to adoption of this code; and
9. Traffic control signs and devices.

Proposed Changes to the Existing Code – Scope of Sign Regulations

- All government owned signs are no longer exempt.
- Items 4-9 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. Changes of copy whereby the sign size and material are not changing but the message is changing do not require a sign permit.
 2. Freestanding 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).
- 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 commission. The application shall include all plans and

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.

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 no substantial physical action be taken, in accordance with any conditions of the permit and the applicable requirements of this chapter, within ninety 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 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.

- 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 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 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 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

- 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.

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 (with a maximum of three (3)). 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 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 (with a maximum of three (3)) is allowed.
 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 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.
- 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.

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.
- 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.

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 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.

- 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 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 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 structure.⁶
- 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 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 structure.⁷
- 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.
 - d. Banners are prohibited within an 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.

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.

- 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 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. 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.¹⁰
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.¹¹

B. Freestanding signs. The following standards apply to freestanding signs in office, commercial, mixed use and industrial zones:

1. One freestanding sign¹² 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 allowed¹³. 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 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.
 - b. Where the street frontage is greater than fifty (50) feet 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.

¹⁰ The Community Advisory Team suggested wall signs do not project from the building face no more than 4 inches.

¹¹ The Community Advisory Team suggested a minimum.

¹² The CAT suggested allowing an additional sign of any type for each freestanding sign allowed but not constructed.

¹³ Note that a second freestanding sign is allowed for large frontages on arterial roads.

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.
 - b. Where the street frontage is greater than fifty (50) feet 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:
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.¹⁴

¹⁴ The Community Advisory Team suggested a minimum.

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 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.
- F. Ancillary Signs¹⁵. 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 year¹⁶
 - 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 lineal 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.
- 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

¹⁵ The number of ancillary signs allowed was a split decision by the Sign Code Community Advisory Team.

¹⁶ Members were split on this element of the recommendation.

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 natural materials.
- 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. Approval Process.** No person shall commence creation of any public mural without first obtaining approval from the Oregon City Arts Commission, and agreeing to donate the public mural to the City's public art collection. Murals that are created without approval from the Oregon City Arts Commission that are not otherwise exempt pursuant to this chapter or are inconsistent with the conditions of approval from the Oregon City Arts Commission shall not be deemed public murals.
- C. 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.
 - 2. All public murals on locally designated historic structures shall be approved by the Historic Review Board prior to installation.
 - 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.
 - 4. No part of the public mural shall exceed the height of the structure to which it is tiled, painted, or affixed.
 - 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 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.
 10. The proposal has architectural, geographical, socio-cultural and historical relevance.
 11. The proposal is unique.
 12. The proposed design is feasible in regards to budget, timeline and experience.
 13. The public mural will last a minimum of five years, resistance to vandalism and weather; commitment to repair mural surface as necessary before painting and to use acceptable graffiti/UV coating, as needed, on finished mural.
 14. The scale is appropriate to the structure and surrounding neighborhoods.
 15. 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.
- D. Approval Process. Public murals shall be approved by the Oregon City Arts Commission in a Type III.

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.¹⁷
 - 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.

¹⁷ 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.

- 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.
 - 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 day¹⁸.
 - 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 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.
- 3. Cross street banner construction shall be in accordance with the banner construction standards adopted by the Public Works Division.

¹⁸ 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.

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; or
 - c. Be a traffic hazard.
- 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 approval of the abutting property owner is required.¹⁹
- D. Right-of-Way Sign Permit Process
 1. An annual permit is required for signs on the ground within the right-of-way²⁰. 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 signs²¹.
 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 5.04²².
 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 insured's for the sign placement and include any other facility owners if applicable (e.g., 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 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

It is unlawful for the following signs to be constructed or maintained except as otherwise provided in this chapter:

¹⁹ The Community Advisory Team suggested requiring approval of the adjacent property owner.

²⁰ The City will create a form and approve over the counter.

²¹ The Community Advisory Team suggested that permits should not be required in residential and mixed-use zones.

²² Political signs, etc may not require a business.

- 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 chapter 10.32 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 day²³, 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.²⁴
- L. Signs on fences or fencing.²⁵
- M. Banners unless otherwise allowed by this chapter.
- N. Abandoned signs.

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.
- 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

²³ 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.

²⁴ 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.

²⁵ The Community Advisory Team had a split decision on this. Staff defaulted to our current code.

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.
- 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 commission and on file with the 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 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 Conflict and 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, 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.

DRAFT

March 25, 2014

Oregon City Planning Commission
221 Mollala Ave., Suite 200
Oregon City, OR 97045

Dear Planning Commissioners:

I am writing to express my concerns about the proposed sign code amendments in the Oregon City Staff Recommendation Draft and the community engagement process for the sign code update. As a member of the Sign Code Update Community Advisory Team (CAT) representing the sign industry, an Oregon City resident and an employee of Clear Channel Outdoor, I feel that the Staff Recommendation Draft does not fairly and accurately reflect the community and CAT input on two key issues:

1. Permitting billboards only along state routes (Interstate 205, Highway 213 and Highway 99E) in billboard districts.
2. Allowing electronic message centers, or EMCs, which are LED-lit signs that allow owners to change information and messages.

Regarding the location of billboards, the majority of open house and CAT survey respondents felt that billboards should be allowed only along the state routes (Interstate 205, Highway 213, and Highway 99E). Although the CAT met four times for a total of more than ten hours, the committee only focused on billboards for approximately a half hour towards the end of the last meeting. Several issues related to billboards were mentioned and voted on at the fourth CAT meeting, however, some CAT members expressed confusion as to exactly what they were voting on and resulted in votes which were contradictory to the results of the survey of CAT members and open house responses.

Clear Channel Outdoor operates sixteen billboards in Oregon City and is currently the only entity with this type of non-conforming signs in the city. In my role as a CAT member, I submitted a proposal to the city that capped the total number of billboards in Oregon City at sixteen and required removal of billboards from the historic areas of the city to relocate them to the proposed billboard corridors. Although I expressed that this proposal was a starting point for open, collaborative discussion on sign code changes that would benefit the community, the proposal was not discussed at the CAT meetings.

Because so little time was spent informing CAT members and the community about the existing billboards, the proposal to cap the number of billboards in the city, recent changes to state and federal regulations, and the potential benefits to the community of allowing billboards with LED technology along the major highways, I feel that the Staff Recommendation Draft does not reflect thoughtful and informed community input and does not include these changes that will keep Oregon City safer, enhance its aesthetics, and increase revenues for local businesses. Instead, the staff chose to default to the existing code which is almost twenty years old that prohibits billboards, thereby defeating the purpose of updating the sign code to incorporate best practices and the latest technologies which would better meet the present and future needs of Oregon City.

Similar to the recommendation on billboards, the staff recommendation on electronic message centers did not follow the majority recommendations of the open house respondents and CAT survey responses. Although the majority of CAT and open house survey respondents felt that EMCs should be allowed with conditional use approval and they expressed a preference to allow messages to change every eight seconds, the Staff Recommendation Draft does not include a provision for EMCs. As a result, Oregon City is missing an opportunity to update their sign code to permit the latest technology and benefit businesses, residents, students and the community by quickly and efficiently directing traffic from the highways to local businesses and community events, by providing up to the minute information about conditions at local schools and churches, and by enhancing public safety.

It is important to recognize that more than 450 municipalities in 43 states already benefit from LED technology for billboards. In Oregon, the state adopted legislation in 2011 to allow LED or digital technology for outdoor advertising signs. Many local jurisdictions including Hillsboro, Gladstone, Milwaukie, Salem and Springfield allow digital signs to the benefit of businesses and residents. It is important that Oregon City regulations are updated to conform to state and federal regulations and better meet the needs of Oregon City residents, businesses and community organizations now and into the future.

EMCs using LED technology have a proven track record here in Oregon and around the country of supporting local, state and national law enforcement agencies in keeping the public safe. Clear Channel Outdoor has a national agreement with the FBI and U.S. Marshals Service to aid them in searching for and capturing dangerous fugitives. The FBI has credited digital signs with helping catch 51 fugitives. Another critical public safety benefit is supporting Amber Alerts. We give the Department of Justice and National Center for Missing & Exploited Children top priority when a child goes missing because nothing is as important as our children.

Critical public safety messages can be posted on EMCs within minutes. On a local level, in 2010 Salem Police Chief Jerry Moore personally thanked the industry for its support of the department's Most Wanted program. The Salem Police Department captured 22 of the 37 suspects featured that year, one of whom turned himself in because of the exposure he was receiving on digital signage.

I am making a plea to you, the members of the Oregon City Planning Commission, to thoughtfully consider all facets of these issues and to update the draft sign code to allow billboard corridors and EMCs so that businesses, schools, citizens, churches and other community groups and public agencies in Oregon City can benefit from the latest LED technology on electronic message boards.

Sincerely,

Sandi Burley
Community Advisory Team Member

Copies:

Oregon City Commissioners

Bob Cochran, Dean of Campus Services, Clackamas Community College
Amber Holveck, Executive Director, Oregon City Chamber of Commerce
Laura Terway, Planner, Oregon City Planning Division

From: Laura Terway
To: ["Karen"](#)
Cc: [John M. Lewis](#)
Subject: RE: Signs
Date: Thursday, April 03, 2014 8:31:00 AM
Attachments: [Existing Sign Code Chapter 15.28.pdf](#)
[3.10.14 Draft Sign Code Chapter 15.28.pdf](#)

Thank you for your email regarding the proposed sign code. Please note that the notice is to inform you of proposed changes to the signage allowed to be posted on private and public property. Enclosed you will find a copy of the existing signage standards as well as proposed draft code. To learn more about the project, please visit the [project website](#) and to learn more about the notice that was sent to you, please click [here](#). Please feel free to call me at 503.496.1553 with any additional questions or concerns.

I have copied John Lewis, our Public Works Director on this response in order to relay your concerns regarding your request for a stop sign at the corner of Garden Meadow Drive and South Pinecreek Lane. You may also contact John directly at 506.496.1545.



Laura Terway, AICP
Planner
Planning Division
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Please note the Planning Division is available from 8am - 5pm Monday - Thursday and by appointment on Friday.



Please consider the environment before printing

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Karen [<mailto:klhcathouse@ccgmail.net>]
Sent: Sunday, March 30, 2014 9:38 AM
To: Laura Terway
Subject: Signs

Hi Laura--We received your green post card in the mail re signs.

We live on Garden Meadow Drive in Oregon City.

We need a "STOP" sign at the corners of Garden Meadow Drive and South Pinecreek Lane.

When we drive down Garden Meadow towards Char Diaz/Molalla Avenue (Pinecreek Lane is on our right), the people on Pinecreek Lane come speeding out into the intersection because there is no STOP sign on Pinecreek Lane! The cars on Garden Meadow have the right-of-way, so putting in a STOP sign on Pinecreek will prevent any future accidents.

Thank you.

From: Laura Terway
To: ["BURLEY, SANDI"](#)
Subject: RE: Planning Commission Work Session #1 - Legislative adoption schedule
Date: Thursday, March 13, 2014 1:53:00 PM
Attachments: [image001.png](#)

Afternoon,

Yes, all work sessions and hearings are open to the public. The Planning Commission may choose if they would like to hear testimony from the public at the work session.

-Laura

From: BURLEY, SANDI [mailto:sandiburley@clearchannel.com]
Sent: Thursday, March 13, 2014 1:22 PM
To: Laura Terway
Subject: RE: Planning Commission Work Session #1 - Legislative adoption schedule

Hey Laura – Quick question for you.

The planning commission work session that is scheduled for March 24th is that open to the public, and if so, will there be opportunities to testify?



Sandi Burley
Real Estate Representative - Portland

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From: BURLEY, SANDI
Sent: Monday, March 10, 2014 11:52 AM
To: Laura Terway (lterway@ci.oregon-city.or.us)
Subject: Planning Commission Work Session #1 - Legislative adoption schedule

Good morning, Laura – I hope this email finds you and your little one well.

I am just checking in with you regarding tonight's Planning Commission work session meeting. I went online and did not see the sign code as an item on the planning commission meeting agenda. Was there a delay, has it been re-scheduled for a different date or am I missing something? Also, would this session be open to the public or is it private?

Thanks, talk to you soon!



Sandi Burley

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APPLICANT SUBMITAL

FILE NO.: Amendments to the Oregon City Sign Code Chapter 15.28

APPLICANT: Oregon City Planning Division
221 Molalla Ave, Suite 200
Oregon City, Oregon 97045

REQUEST: Adopt amendments to Chapter 15.28 (Signs) of the Oregon City Municipal Code.

LOCATION: City-wide. Legislative actions involve the adoption or amendment of the city's land use regulations that affect the entire city or large portions of it.

BACKGROUND:

Oregon City's sign code is located in Chapter 15.28 of the Municipal Code. The code regulates the location, number and size of signs in Oregon City. It determines when a sign permit is required, specifies what types of signs are prohibited, and exempts various types of signs from review. Oregon City's current sign code was adopted in 1994 (Ord. # 94-1027). Since its adoption, the only code amendment occurred in 2005 to add Section 15.28.075 – *Signs for listed conditional uses in residential zones* (Ord. 05-1002).

Goal 3 of the 2013-2015 Goals and Priorities of the Oregon City, City Commission was to “Enhance the Livability of the Community” (Exhibit 4). Under this goal, the City Commission identified a need to initiate an aggressive public involvement campaign to update the Oregon City Sign Code. More specifically the goal included the following tasks:

- Complete RFP for public outreach facilitator
- Review, revise, and adopt associated code amendments

The City has proposed a comprehensive rewrite of the City's sign code to create new sign standards that are safe, clear, fair and reflect Oregon City values. Copies of the updated draft code can be found in Exhibit 2.

DECISION-MAKING CRITERIA:**CHAPTER 17.68 ZONING CHANGES AND AMENDMENTS**

17.68.010 Initiation of the amendment.

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

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

All requests for amendment or change in this title shall be referred to the planning commission.

Applicants Response: The Oregon City Planning Commission has proposed this Legislative application for amendments to Chapter 15.28 of the Oregon City Municipal Code in response to a request from the Oregon City, City Commission.

17.68.020 Criteria.

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

17.62.020.A. *The proposal shall be consistent with the goals and policies of the Oregon City Comprehensive Plan.*

Section 1: Citizen Involvement

- *Goal 1.1 Citizen Involvement Program- Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decision making process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.*
 - *Policy 1.1.1- Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*
- *Goal 1.2 Community and Comprehensive Planning - Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.*
 - *Policy 1.2.1- Encourage citizens to participate in appropriate government functions and land-use planning.*
- *Goal 1.3 Community Education- Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.*
- *Goal 1.4 Community Involvement- Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.*
 - *Policy 1.4.1 Notify citizens about community involvement opportunities when they occur.*
- *Goal 1.5 Government/Community Relations - Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities*

Applicants Response: As described in the Community Advisory Team report, beginning in July 2012 the City conducted a variety of meetings and open houses to engage the public throughout the development of the sign code amendments. All comments submitted throughout the Sign Code Update process are provided in Exhibit 3.

In addition, City staff sent a request to speak with all neighborhood associations and met with nearly each neighborhood as well as with the Chamber of Commerce, Main Street Oregon City, Citizen Involvement Committee, Natural Resources Committee, Historic Review Board, and the Transportation Advisory Committee. Further, multiple Open Houses were held throughout the process and a Community Advisory Team (CAT) was appointed to advise staff. The CAT positions were appointed by the Mayor to represent a variety of interests and met four times in open meetings advertised to the public. All information created in the project was posted to the project website (www.OCSignCode.org) for public review and comment.

Section 2: Land Use

- *Goal 2.2 Downtown Oregon City - Develop the Downtown area, which includes the Historic Downtown Area, the “north end” of the Downtown, Clackamette Cove, and the End of the Oregon Trail area, as a quality place for shopping, living, working, cultural and recreational activities, and*

social interaction. Provide walkways for pedestrian and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.

- *Policy 2.2.5- Encourage the development of a strong and healthy Historic Downtown retail, office, cultural, and residential center.*
- *Policy 2.3.1- Ensure planning for transit corridors includes facilities and access management, aesthetics (including signage and building facade improvements), infill and redevelopment opportunities, high-density residential development, and business assistance to existing businesses.*
- *Goal 2.4 Neighborhood Livability- Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.*
- *Goal 2.5 Retail and Neighborhood Commercial - Encourage the provision of appropriately scaled services to neighborhoods.*
 - *Policy 2.5.1- Encourage the redevelopment of linear commercial corridors in ways that encourage expansion of existing businesses and infill development, and at the same time reduces conflicting traffic movements, improves the aesthetic character of these commercial areas, and encourages trips by transit, bicycling and walking.*
 - *Policy 2.5.3 - Review design standards and the sign code to ensure compatibility with existing neighborhoods.*

Applicants Response: The proposed signage standards would provide a variety of signage opportunities while balancing neighborhood livability. The proposed code would support downtown Oregon City and other entities by tailoring the standards so they are beneficial to a variety of users and tailored to recognize the different needs throughout the City. The standards were developed through a comprehensive public planning process including inclusion by a wide variety of the public such as neighborhood associations, the Citizen involvement Committee, Main Street Oregon City, signage businesses, the Chamber of Commerce, those within the signage industry, etc.

Section 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

- *Goal 5.2 Scenic Views and Scenic Sites - Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.*
 - *Policy 5.2.2 - Maximize the visual compatibility and minimize the visual distraction of new structures or development within important viewsheds by establishing standards for landscaping, placement, height, mass, color, and window reflectivity.*
- *Goal 5.3 Historic Resources - Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.*
 - *Policy 5.3.1- Encourage architectural design of new structures in local Historic Districts, and the central Downtown area to be compatible with the historic character of the surrounding area.*

Applicants Response: One of the purposes of the proposed Sign Code is to “Maintain and enhance the scenic and other aesthetic qualities of the city,” and input from a variety of citizens and groups informed the choice of regulation to achieve this goal. In addition, the amended regulations included provisions to ensure maintenance of the integrity of historic areas within the City.

Section 9: Economic Development

- *Goal 9.1 Improve Oregon City’s Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.*
- *Goal 9.2 Cooperative Partnerships - Create and maintain cooperative partnerships with other public agencies and business groups interested in promoting economic development.*

- *Policy 9.2.1 -Seek input from local businesses when making decisions that will have a significant economic impact on them.*
- *Policy 9.2.2- Carefully consider the economic impacts of proposed programs and regulations in the process of implementing the City's Comprehensive Plan*
- *Goal 9.3 Retention of Existing Employers- Retain existing employers, both public and private, and encourage them to expand their operations within the City.*

Applicants Response: One of the purposes of the Sign Code is to “Support the economic development of Oregon City businesses”. The development of the sign code included input from a variety of business owners that resulted in provisions to allow a variety of signage types for businesses.

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

Applicants Response: The signage regulations proposed do not limit the capacity, function or level of service of the transportation system. The signage proposed within the right-of-way will maintain compliance with the Americans with Disabilities Act.

17.62.020.C. *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 Oregon City Comprehensive Plan addresses the Statewide Planning goals.

EXHIBITS

1. Proposed Amendments to Chapter 15.28 of the Oregon City Municipal Code
3. 2013-2015 Goals and Priorities of the City Commission
4. Community Engagement Plan
5. Report from the Community Advisory Team (CAT) and Community Engagement