City of Oregon City

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

Meeting Agenda

Planning Commission

Monday, April 14, 2014 | **7:00 PM** | **Commission Chambers**

1. Call to Order

2. Approval of Minutes

2a 14-235 Approval of Planning Commission minutes for January 13, 2014 and January 27, 2014

Sponsors: Community Development Director Tony Konkol
Attachments: Staff Report Minutes
Draft PC Minutes 01.13.14
Draft PC Minutes 01.27.14

3. Public Comments on Non-Agenda Items

4. Public Hearing

4a PC 14-034 L 14-01: Sign Code Update

Sponsors: Planner Laura Terway
Attachments: Commission Report
www.OCSignCode.org
Public Comments Recieved

4b PC 14-032 ZC 13-02: Zone Change from R-10 Single-Family Dwelling District to R-8 Single-Family Dwelling District for multiple properties located on Woodlawn Avenue.

Sponsors: Planner Laura Terway
Attachments: Commission Report
ZC 13-02 Staff Report Revised
Exhibit 1: Vicinity Map
Exhibit 2a: Applicant's Submittal Revised
Exhibit 2b: Origional Staff Report and Applicant's Submittal
Exhibit 3: Comments from John Replinger of Replinger and Associates
Exhibit 4: Approved Survey for Planning File LL 99-06
Exhibit 5: Email from Laura Terway, AICP dated 12/3/2013
Exhibit 6: Public Comments Received Previous Hearings

4c PC 14-040 ZC 13-03: Zone Change from R-10 Single-Family Dwelling District to R-8 Single-Family Dwelling District.

Sponsors: Community Development Director Tony Konkol

Attachments:
- Staff Report 4c
- ZC 13-03 Revised Findings and Recommendations
- Revised LU App signed Tolstrup
- Revised LU App signed Vern Johnson
- Venture Prop Modification to ZC letter-2014-03-03
- Revised Application
- Revised Plan Set
- Tally of Votes 1.27.2014
- City Engineer Comment Sewer Adequacy
- Revised Public Notices
- Comment Cards 1.27.2014
- Pat Ullman 1.27.2014
- HGWF Comments 1.21.2014
- Tom O'Brien PPT 1.27.2014
- ZC 13-03 Findings and Recommendation (OLD)
- Exhibit 1
- Exhibit 2
- Exhibit 3
- Exhibit 4a Tom O'Brien letter
- Exhibit 4b HGWF NA comment
- Exhibit 4c Pat Ullman Payson Farms HOA
- Exhibit 4d Objection to ZC 13-03 Petition
- Exhibit 4e Roger Dunigan Letter and Oregonian Article
- Exhibit 5
- Exhibit 6. SECP Excerpt regarding OCSD

5. Communications

6. 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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Staff Report

File Number: 14-235

Agenda Date: 4/14/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 2a

From: Community Development Director Tony Konkol

File Type: Minutes

Approval of Planning Commission minutes for January 13, 2014 and January 27, 2014

RECOMMENDED ACTION (Motion):
Approval.

BACKGROUND:
Please see attached draft minutes for January 13, 2014 and January 27, 2014.

City of Oregon City

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

Meeting Minutes
Planning Commission

Monday, January 13, 2014 | **7:00 PM** | **Commission Chambers**

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1. Call to Order

Chair Kidwell called the meeting to order at 7 PM.

Present: 7 - Paul Espe, Zachary Henkin, Damon Mabee, Denyse McGriff, Charles Kidwell, Tom Geil and Robert Mahoney

Staffers: 4 - Tony Konkol, Carrie Richter, Pete Walter and Laura Terway

2. Approval of the Minutes

14-059 Approval of Planning Commission Meeting Minutes for November 25, 2013

A motion was made by Commissioner Mabee, seconded by Commissioner McGriff, to approve the Planning Commission meeting minutes for November 25, 2013. The motion carried by the following vote:

Aye: 7 - Paul Espe, Zachary Henkin, Damon Mabee, Denyse McGriff, Charles Kidwell, Tom Geil and Robert Mahoney

3. Public Comments on Non-agenda Items

There were no public comments on non-agenda items.

4. Public Hearing

4a. PC 14-001 L 13-03 - South End Concept Plan (Ord. 13-1016)
L 13-04 - Oregon City Municipal Code Amendments (Ord. 13-1017)

Chair Kidwell opened the public hearing.

Pete Walter, Planner, said this was the third hearing on the South End Concept Plan. The Comprehensive Plan amendment and Zoning Codes had been entered into the record. The public hearing had been continued to respond to requests for further information regarding the Plan including Title 11 compliance, transportation analysis and methodology, landslides and drainage concerns, compliance with national standards for parks and open space, density, natural resources, water availability, and map legibility. He gave an overview of the Plan's vision and values, benefits, and diagram. He then gave a recap of the last two hearings and discussed how the Plan complied with Title 11. He explained the issues that had been raised regarding the transportation methodoloy, geologic hazards overlay zone, drainage conditions, sewer comments, water demand, density, natural resources, and map legibility. He reviewed the implementation diagram and public hearing schedule. He recommended approval of the Plan.

There was discussion regarding water rights, future Tri-Met service, updating the Storm Water Master Plan and looking at wetlands, drainage, and geologic hazard areas as a whole, not just parcel by parcel.

Ray Valone, Planner with Metro, served as Oregon City's liaison to Metro and was a member of the Technical Advisory Team for the South End Concept Plan. Metro staff believed the City had proposed a Plan that substantially complied with Metro's policies and requirements for new urban areas. Regarding density, Metro thought the City's planning for the greater area showed it was a well integrated plan and achieved a higher density given the constraints and transporation issues. The seven to eight units per acre substantially complied and met the intent. He commended the City and citizens for getting to this point.

John Replinger, Transportation Consultant, thought this was a good, solid plan with appropriate methodology. The work that was done by DKS and Associates used the most relevant and most recent information. There was a higher intensity of development in the South End area than what was in the TSP, but that did not mean there would be a greater transportation impact as there would be neighborhood commercial areas that would reduce travel and be within walking distance. The operational standards that were adopted in the TSP and South End Concept Plan were the new standards based on volume to capacity ratio. These standards allowed for more congestion than before, and there might not be a need for as many transportation improvements. There was a need for a highly interconnected street network so not all the traffic would be on South End Road or Central Point. He thought the work had been technologically and professionally done and provided a good level of specificity as they moved forward.

There was discussion regarding ways to reduce speeding, need for public transportation, impacted intersections, increased traffic, and transporation analysis zones.

Tom O'Brien, resident of Oregon City and member of the Community Action Team, said at the last City Commission meeting representatives from Tri-Met discussed service in Oregon City. The Commission directed staff to look into a feasiblity study for opting out of Tri-Met. He thought the Plan was good, but his issues were traffic and density. He thought the traffic movement within the Concept Plan area would be good, but there was a bottle neck at Warner Milne and South End roads. He discussed the traffic counts and volume through that intersection and possible number of new residential units. It would roughly double traffic volume, and he did not see that reflected in the projections. He did not think all of the traffic would go to the local commercial districts.

Paul Edgar, resident of Oregon City, discussed the traffic counts and the Concept Plan projections. He thought the number of trips corresponding to the number of residential units was too low in the Plan. He thought 2,000 trips were left out and the numbers needed to be re-analyzed.

Kathy Hogan, resident of Oregon City, had concerns about density, hydrology changes when the dirt was moved around during construction of the new homes, and landslides on South End Road.

Christine Kosinski, resident of unincorporated Clackamas County, did not see this Plan as being right for the people. She thought they were rushing development in an area that was not ready for the density. She thought the density requirements could be met in other ways in order to keep the rural character of the area, a wetlands analysis needed to be done, and landslide and hazard regulations needed to be

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written. She requested the hearing be continued and that an overlay be done of the detention ponds in the area. There needed to be more jobs in the City and they needed to disclose to future property owners the landslides in the area.

Jim Hall, resident of Oregon City, said transportation in this area had always been a problem. There was one road in and one road out. He had worked for the County and at that time they looked at options, which were all very costly. He suggested if there was going to be development in this area that there be some way to get the traffic in and out. The drainage basin in its entirety needed to be evaluated, not just parcel by parcel. Soil types and underlying geology also needed to be looked at. There was a lot of traffic on 99E during peak hours already and dropping a road from this area to 99E would require 99E to be expanded.

Mr. Konkol said it was up to the Commission whether or not to continue the hearing.

Commissioner McGriff said this Concept Plan was one step in a much bigger picture.

Commissioner Geil thought there had been good outreach to the community. It had been years since the Park Place Concept Plan was adopted and nothing had changed there. This was just a Concept Plan and there were many steps to development.

Mr. Konkol said there were options for a connection from South End to 99E, but it was not currently in the City's TSP.

Commissioner Mabee was concerned about traffic impact when there was a diversion off of 99E onto South End.

Mr. Walter said edits could be made to the Plan to include these larger outstanding issues or adding an addendum which summarized the Planning Commission's action items they wanted incorporated into the Plan.

Commissioner Henkin also had concerns regarding traffic. He recommended putting a priority on establishing public transportation in this area.

Commissioner Espe thought the Plan met Metro's Title 11 compliance. Metro had been understanding in terms of how many units per acre and the density this area could handle. He thought there was different methodologies being used for the traffic counts, and the Metro Regional Travel Demand model was more appropriate for reaching compliance. This was a master plan and only generalized where the drainage basins would go. Landslides and slope stability should be looked at in terms of areas that would be developed. There should be some language and policy direction asking for additional code language to address the landslides with connection to the DOGAMI maps. There might be trouble with water demand when development occurred and he questioned if there were adequate water facilities currently to accommodate the plan and how much more would be needed. However, if they did nothing, things would be a lot worse than if the Plan was adopted.

Commissioner Mahoney thought everyone was right to a certain degree, but they had to embrace change. If they did not grow, the City's tax base would errode and public services would decline. Growth was the only way to have a healthy tax base. They had to move forward and not be paralyzed by analysis. He supported the plan with all of its defects and all of its perfections.

Chair Kidwell agreed with the comments made by the Commission. There were unique land use laws in Oregon to prevent haphazard development and protection of

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natural areas. This was an opportunity to provide controlled growth. They did not have the option to do nothing. This was a long term plan and had an orderly process with public participation at each step. Even though the plan may need more refinement, it was worthy to go to the next step in the process.

Mr. Walter said there was a list of public comments which staff would address and a set of topics for recommendations from the Planning Commission. If the Commission wanted to continue the hearing, he suggested continuing it to February 10. He could bring back the Commission recommendations to the January 27 meeting.

There was discussion regarding the topics the Commission wanted in the addendum.

Mr. Konkol entered Exhibits 1-4 into the record.

Commissioner Espe encouraged the public testimony be limited to the new information submitted into the record.

A motion was made by Commissioner Geil, seconded by Commissioner McGriff, to continue the South End Concept Plan hearing to February 10, 2014, leaving the record open and staff would return with an addendum of Planning Commission comments and concerns to be attached to the Concept Plan. The motion carried by the following vote:

Aye: 7 - Paul Espe, Zachary Henkin, Damon Mabee, Denyse McGriff, Charles Kidwell, Tom Geil and Robert Mahoney

4b. PC 14-002 ZC 13-02: Zone Change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District for multiple properties located on Woodlawn Avenue.

Chair Kidwell opened the public hearing. He explained this was a quasi judicial hearing and reviewed the process for participation. He asked if the Commission had any ex parte contact, conflict of interest, bias, or statement to declare including a visit to the site.

Commissioner McGriff visited the site and was familiar with the Brookside Estates subdivision.

Commissioner Mabee was familiar with the general area.

Commissioner Henkin visited the site.

Commissioner Espe had friends who lived on Woodlawn and he walked his dog there and lived nearby.

Chair Kidwell was familiar with the site and had driven through it on some occasions.

Laura Terway, Planner, presented the staff report. This was a request for a zone change from R-10 to R-6. No development was proposed at this time. There were a variety of different properties being combined for this proposal. She described the subject site and adjacent properties, Zoning Map, and Comprehensive Plan Map. She then explained how the application met the zone change criteria and Comprehensive Plan goals and policies. Staff recommended that the Planning Commission recommend approval of the zone change to the City Commission. The application would come before the City Commission on February 5. She then entered items into the record.

Mark Westerman, applicant, explained the reason for the change to R-6 was to be

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able to make the most use of some of the parcels. He was the only one planning to develop his property at this time. He had gone around to his neighbors to see if they wanted to be included in the application and some did and some didn't. He stated R-6 instead of R-8 mattered to one property in particular as it would substantially affect what they could do in the future. There was a development to the north and the road extended to his property line. The reason to do the zone change now was that the road was in place to develop his property.

Marv Webkey, applicant, had no intention of developing now. He thought R-6 would go along with the surrounding neighborhoods.

Jim Hall, resident of Oregon City, asked who benefitted from this. He thought it would be the developer and the neighborhood would get the worst end. This was a nice neighborhood and he wanted to see it continue as it was. He was concerned about individual partitions and lack of infrastructure. There was insufficient land for the amount of homes that would be crammed in. He thought it was unfortunate that the applicant wrote a letter on behalf of the neighborhood association endorsing the application. He thought that would be a conflict of interest. He thought it should be R-8 at the most.

Andrea Marek, resident of Oregon City, thought this would affect Clearbrook Drive and punching it through to these other properties. It was R-8 on Clearbrook Drive and thought the R-8 should be extended in this area. She did not want Clearbrook to go all the way to Warner Parrott but to be connected back to Woodlawn Avenue. She also requested that inappropriate cut through traffic be minimized.

Richard Winemiller, resident of Oregon City, was concerned Clearbrook Drive would go all the way through. If it was changed to R-6 or R-8, rowhouses could be developed behind his home and his property value would go down. He was against the zone change. He did not think there was enough room between his property and Clearbrook Drive to put an R-8 lot in. He was opposed to any zone change.

Nicole Pucci, resident of Oregon City, said right now there was room, trees, and wildlife between her and her neighbors, but the zone change would allow a two story house looking down into her backyard. It would change her property values and essential character of her house. If the zoning change happened, there was no controlling what could happen.

Stacie Hall, resident of Oregon City, understood the desire to develop the lots. She thought the parcels should be R-8, not R-6, to be in keeping with the neighborhood. She wanted to maintain property values, livability, and the character of the neighborhood. She also valued the tree canopy and wanted to preserve the trees in the area. She was also concered about increased traffic on Clearbrook. She encouraged the street to come back from Clearbrook and connect to Woodlawn as opposed to going through to Warner Parrott. She wanted to make sure sidewalks were included on Woodlawn and Clearbrook.

George Kuchler, resident of Oregon City, thought the area should be rezoned to R-8 to be similar in size to the established neighborhood. He thought Clearbrook should be continued to make a loop to Woodlawn. He did not think there should be flag lots created and there needed to be good road access. He was against R-6. There was a solid tree canopy that was important to the wildlife there and he did not think it should be removed.

Ingra RIckenbach, resident of Oregon City and treasurer of the South End Neighborhood Association, stated Mr. Westerman came to the Neighborhood

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Association meeting and got approval for the zone change. She thought it strange that some people wanted their property value kept up by other people's property rather than their own property. These were nice big lots and there was a need for more density in the neighborhood and she thought it was a good place to put it.

Mr. Konkol read the notes from the Neighborhood Association meeting.

Bill Kemnitzer, resident of Oregon City, asked if there were parcels that did not develop at this time, how would the road be developed.

Ms. Terway responded as the properties came in they would have to do a shadow plat to show how the road connection would occur through the area. The shadow plat would have to comply to City standards.

Mr. Kenmitzer said the setbacks of some of the properties were so small that there was not even a backyard. For R-6 the houses could be built very close together and could be several stories high and if the road went to Warner Parrott the houses would be built right next to the property line. Developers would maximize the possible square footage that they could build and he was concerned about the density. He thought it shoudl be R-8 at minimum.

Mr. Konkol clarified both R-8 and R-6 had a 20 foot rear yard setback, 10 foot front yard setback for R-6 and 15 foot front yard setback for R-8, and a height maximum of 35 feet or two and a half stories.

Mr. Winemiller was concerned the builder would maximize the square footage and he would have 35 foot rowhouses behind his property. He would end up with a whole bunch of people behind him and lose the natural setting that was there now.

Ms. Terway said the analysis showed the worst case scenario would be 11 houses could be built in R-10, 16 houses in R-8, and 25 houses in R-6.

Mr. Westerman gave a rebuttal. He thought the road had to come out to Wooldlawn. There was no interest for a road going to Warner Parrott. The R-6 would allow for a cul-de-sac with a road going off of it to Woodlawn. The R-8 would not allow for enough lots on one side for the cul-de-sac. The road could also curve back to allow for more property to fit the setbacks. If his property was to develop, most of the trees would have to be removed. Only zoning to R-8 did not really affect his property, but would affect others on down the line.

Chair Kidwell closed the public hearing.

Commissioner Mahoney thought the neighborhood wanted to hold onto a livable, safe environment and the zone change would create some problem lots. There were too many negative comments and he thought the Planning Commission should protect neighborhoods as much as possible. He was not in support of the zone change.

Commissioner Espe said if the City had strict design standards and minimum open space requirements and planned development requirements, and the applicant was looking for cluster development and concentrating the density that would save the trees, he would probably be in favor. There were not enough tools to do that, and at the very least he would consider R-8. People needed to come in with more than just a zone change and have a good plan that supported the neighborhood.

Commissioner Henkin did not think R-6 would fit the neighborhood. It was an old neighborhood with big lots and part of why people liked Oregon City. He could be

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supportive of R-8, but it was sad to lose the trees. However, they did not have a say in the trees right now.

Commissioner Mabee was not concerned about the trees. King School was nearby, which closed because there was not enough people. Having more people present could potentially reopen one of the core City schools. He supported increased density. The lots were incongruous with the rest of the developments in the area. He recommended rezoning to R-8.

Carrie Richter, City Attorney, said the request was for an R-6, and she was not comfortable with changing the proposal without a request from the applicant. She recommended if the Commission did not feel the Comprehensive Plan criteria were satisfied for R-6, the recommendation should be for denial. The applicant could revise their application and resubmit it.

Mr. Konkol stated if the Planning Commission denied it, it would not go to the City Commission.

Commissioner Mabee said within the application and the applicant's testimony, there was no opposition to an R-8.

Chair Kidwell said the request for zone change was specifically written as R-6.

Commissioner Geil was inclined to say no to the R-6 for the reasons given and more inclined to the R-8.

Ms. Richter said the Commission could continue the hearing and the applicant amend the application and it could be re-noticed. The issues were the notice and owner consent. The Planning Commission had to decide if the R-6 or R-8 met the Comprehensive Plan goals and policies. If this area was not up-zoned, the density would have to go somewhere else in the City.

Chair Kidwell agreed an R-6 in this area did not fit. He thought R-8 would be appropriate.

Commissioner McGriff was not in support of the R-6. She found the testimony very compelling and did not think the application met Goals 5, 6, and 11.

Commissioner Mahoney thought the application should be denied, not continued. He thought they should deny it based on the fact the applicant did not submit supportable evidence that there was a need for an R-6 zone.

Commissioner Mabee thought they should allow the continuance and not have the applicant spend more money on a new application for R-8.

Commissioner Henkin said it was already in the application that R-8 was a possibility, and that it should have been more clear that the application was only for an R-6, and no chance for an R-8. He thought if there was ambiguity in the application, that it be cleared up.

A motion was made by Commissioner McGriff, seconded by Commissioner Espe, to continue the hearing for ZC 13-02 to January 27, 2014, to allow the applicant to decide whether or not to amend the application to R-8 or leave it at R-6. The motion carried by the following vote:

Aye: 6 - Paul Espe, Zachary Henkin, Damon Mabee, Denyse McGriff, Charles Kidwell and Tom Geil

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Nay: 1 - Robert Mahoney

6. Communications

Mr. Konkol stated the Planning Commission would have a work session on the Willamette Falls Legacy Project on February 10. The land use application for the project would be submitted on February 14 and another Commisison work session on March 10. There would also be work sessions on Code updates and the Sign Code. He announced on February 6 there would be a celebration event for the Willamette Falls Legacy Project.

8. Adjournment

Chair Kidwell adjourned the meeting at 11:10 PM.

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City of Oregon City

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Meeting Minutes
Planning Commission

Monday, January 27, 2014 | **7:00 PM** | **Commission Chambers**

1. Call to Order

Chair Kidwell called the meeting to order at 7:00 PM.

Present: 5 - Paul Espe, Denyse McGriff, Charles Kidwell, Tom Geil and Robert Mahoney

Absent: 2 - Zachary Henkin and Damon Mabee

Staffers: 2 - Tony Konkol and Pete Walter

2. Public Comments

There were no public comments.

3. Public Hearing

3a. PC 14-005 ZC 13-02: Zone Change Adjacent to Woodlawn Avenue.

Chair Kidwell opened the public hearing. He explained both hearings that night were quasi judicial hearings and reviewed the process for participation. He asked if the Commission had any ex parte contact, conflict of interest, bias, or statement to declare including a visit to the site.

Commissioner McGriff visited the site.

Commissioner Espe had been by the site before.

Commissioner Mahoney had also been by the site.

Chair Kidwell was familiar with the area and had driven by the area on different occasions.

Tony Konkol, Community Development Director, said at the last Planning Commission meeting, this hearing was continued for either a decision where the applicant would amend the application from a zone change from R-10 to R-8 rather than R-6 or the Commission would be moving forward with a vote on the original application. The applicant had been notified and he requested continuing the hearing to March 10, 2014.

There was no public comment.

A motion was made by Commissioner McGriff, seconded by Commissioner Geil, to continue the hearing for ZC 13-02 to March 10, 2014. The motion carried by the following vote:

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Aye: 5 - Paul Espe, Denyse McGriff, Charles Kidwell, Tom Geil and Robert Mahoney

3b. PC 14-003 ZC 13-03: Zone Change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District

Chair Kidwell opened the public hearing. He reviewed the process for participation. He asked if the Commission had any ex parte contact, conflict of interest, bias, or statement to declare including a visit to the site.

Commissioners McGriff and Mahoney had visited the site.

Pete Walter, Planner, presented the staff report. This was a request for a zone change from R-10 to R-6 on Central Point Road. All of the properties were in the City limits. He explained the tax lots in the application and subject site and adjacent properties. It would be 18 acres total and no development was proposed at this time. His assumption was 70% of the site was developable. He discussed the Zoning Map and Comprehensive Plan Map and how the application met the zone change approval criteria and Copmrehensive Plan goals and policies. He explained the exhibits in the staff report.

There was discussion regarding the trip generation report in the traffic analysis, SDCs, compatibility with the area, R-6 setbacks, need for higher density in the City, and current services vs. R-6.

Mimi Doukas, applicant, thought this zone change was appropriate because the property had sufficient infrastructure to support the higher density, it was close to the South End district and its future services and assets, it was located along a collector road that had full multi-modal possibilities, and was an efficient use of land within the Urban Growth Boundary which would delay the need for future UGB expansions and annexations. It also provided a diversity of housing and market demand was for smaller lot sizes. These parcels were part of a larger district and it was time for thoughtfully designed density. She thought the issue of compatibility needed to be addressed. Oregon City did not have a planned unit development tool that allowed treating the edges in a way that was respectful to the existing neighborhood. She thought the density could be concentrated away from the neighborhoods, but still allowing it to happen in the district. That could happen through a condition of approval on the zone change. The Commission could condition the zone change to require minimum lot sizes adjacent to the existing neighborhoods to have equivalent lot sizes. There could also be a graduated density with a portion being R-6 and some R-8. There was a finger of the Natural Resource Overlay on the site. A natural resource consultant went out and did not believe the land met the criteria. The designation would not be taken off now, but it would be part of the subdivision application.

Todd Mobley of Lancaster Engineering discussed the traffic study analysis which included the impacts of going from R-10 to R-6 and what that would look like at the end of the planning horizon in 2035 where they had to show adequacy of the transportation system. He explained the trip generation numbers which showed a net increase of 27 trips going from one density to the other during the a.m. peak hours. He then explained the mitigation for the intersection fo Central Point and Warner Parrott. His findings were consistent with the City's Transportation System Plan. The mitigation was required whether the zone change occurred or not.

Chair Kidwell did not think graduated density was something the Commission could bring to the table.

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Mr. Konkol said staff could look into the options and have further discussion with the applicant.

The Commission requested seeing some sketches showing how the R-6 was appropriate for the site and wanted to know what the mitigation would accomplish.

Jordan Burch, resident of Oregon City, said he moved into the area three years ago. During that time, property values had remained the same. He thought the zone change would alter the essential character of the neighborhood and negatively affect property values. It also threatened the health and safety of the Hazel Dell neighborhood and put an economic burden in the neighborhood. The change was not desired by him or the neighborhood.

Pat Ullman, resident of Oregon City, had a letter submitted into the record as Exhibit 1. She was president of the Payson Farms Homeowners Association. Regarding traffic, the zone change would bring 180 additional vehicles. She thought the Central Point and Waner Parrot intersection was dangerous entering and exiting the strip mall. On the preapplication, there was a proposed plat map. The Homeowners Association accepted the development of the property was inevitable, however they requested it not be rezoned to R-6. They were concerned about traffic safety, density, and drainage. They requested preserving the current character and aesthetics of the existing homes. There was also an expanding demographic of retiring baby boomers who needed single level homes and R-6 zoning did not allow for single level homes of any decent square footage. There were three listed R-10 stub outs, and two additional R-8 stub outs, and deviation from current zoning was extremely difficult for road placement.

Kirby Warner, resident of Oregon City, shared his concern about the traffic. He understood this area would be developed, but it did not need to be an R-6 development. He thought Central Point was inadequate currently for the traffic and this would add more.

Margaret Murphy, resident of Oregon City, addressed the safety of the children in the area and increased traffic. With the addition of a cross street, she was concerned about increased accidents especially when more children would come over to play in Payson Farms Park. She also questioned Payson Farms liability at the park with the increased amount of children who might or might not have supervision.

Kathy Hogan, resident of Oregon City, had problems getting in and out of her driveway on Central Point. Increasing the traffic would end up causing an accident. She thought if they were allowed to build R-6, that was what would go in, not a mix of housing. There were water issues for the Payson Farms residents and the park was supposed to be a private park. Traffic was going to be increased and mitigation in the South End area would not happen anytime soon. The smaller the lots, the more vehicles would be parked on the road. There was no bus service on South End, and people would be driving everywhere.

Leo Marsh, resident of Oregon City, moved into this area because of the large lots. He did not want homes built behind him two and a half stories high with five foot backyards. He did not want people looking down into his backyard. Most of the property in this area was R-10 and the residents enjoyed the size of the yards and privacy of their homes.

Tom O'Brien, resident of Oregon City and co-Chair of the Hazel Grove/Westling Farms Neighborhood Association, said there were two neighborhood meetings on

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this application. One where the applicant's representative presented the application and another where one of the property owners of the application came to discusse the application. He discussed the City Commission goal of a livable community and what an R-6 neighborhood would be like. He thought the need for single level homes would be increased as time went on. The interesection of Central Point and Warner Parrott was a problem currently with traffic backing up on Central Point now. The numbers from the South End Concept Plan indicated 15% of the volume in peak p.m. hours was anticipated to go over Partlow to Central Point. That would create a traffic mess when that area was developed.

Miranda Horger, resident of Oregon City, thought R-10 was the appropriate zoning for the location as it was on the very edge of the City. She thought the concentration of density should be more in the city center, and the further out should be more rural. Changing the density would double the amount of homes that could be built. All of the Comprehensive Plan goals were met with R-10, and there would be no benefit to changing it to R-6. It would decrease the value of the neighborhood. The tiny yards would mean lots of kids in the street. It was not what people wanted, but what the developer needed. She hoped that the decision would be driven by what was good for the neighborhood, not what was good for the developer.

David Rustan, resident of Oregon City, agreed with what had been said. He would like to see what was being planned. He thought traffic would be a problem as Central Point and Warner Parrott had been a problem for years. Rezoning to R-6 would only further complicate the traffic issues.

James Elting, resident of Oregon City, was opposed to the zone change because of the surrounding neighborhood and lack of compatibility. It was not an R-6 neighborhood.

Warren Carlson, resident of Oregon City, was a gentleman farmer and had chickens, ducks, and roosters, and sometimes goats and pigs. He thought the development should be kept compatible with the area. People moved to this area for the big lots and rural character. R-6 did not belong. His property was landlocked and he used the private road from Wheeler's Tree Farm. If the land was developed and they did not keep it open, they would have to create a road into his property.

Jim Kelly, resident of Oregon City, thought R-6 would be claustrophobic and not compatible. The lots would be so small it would be hard for kids to play and would create on street parking. This area was the edge of town and was all R-10 and R-8. People came to this area and stayed for a long amount of time. An R-6 would not make a walkable community and the kids would be playing out in the streets. He thought R-6 bordered on high density as there would not be any yards, two story houses, and there was not a place to park or play for families. He thought they would go to the streets because there was no other space.

Bruce Coe, resident of Oregon City, said one of the reasons he bought his house was because of the country setting. He did not think R-6 made sense for the area. He thought R-8 would be a compromise.

Brian Ziettlow, resident of Oregon City, thought the applicant's customers wanted higher density as first time home buyers. He didn't want second time home buyers, which were mostly in his area, to be discredited for having a larger lot. For the smaller homes, the garage became their storage and they had to park in the driveway or on the street. Run off from cars was the number one contaminate to City water. Because of the large lots, extra vehicles did not have to be parked on the street. They were able to use their yards for gardens, places for children to play, and

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to hold family functions. R-6 housing did not accommodate growing families. It would also increase traffic. Traffic on Central Point and speeding on Partlow was already a problem.

Commissioner McGriff asked about the pictures Ms. Ullman submitted.

Ms. Ullman said the pictures showed the off-sets, fences, and dip in the road coming from Partlow to Central Point or McCord to Central Point. Visibility for turning onto Central Point was very bad in that area and the pictures went along with the petition against the application of 158 names.

Ms. Doukas was looking for feedback on how to address compatibility. Part of what she heard from the community was a passion for their homes and lots and they really loved where they lived. However they were arguing against diversity of housing type. Not everyone needed the same type of house and lot that they did. A community had to consider all of the needs. She would still like to do R-6 or a combination that allowed R-6. She requested a continuance in order to provide more satisfaction on the concerns and questions. It was a probability that there would be a homeowners association for the development. Regarding setbacks in the zones, the R-10, R-8, and R-6 had rear setbacks of 20 feet and garage setbacks of 20 feet. What changed was the side yard setbacks. In R-10 it was 18 feet, in R-8 it was 16 feet, and in R-6 it was 14 feet. The front yard setback for R-10 was 20 feet, for R-8 it was 15 feet, and in the R-6 it was 10 feet. She thought a combination would work better than only R-8. This was what her customers wanted.

Commissioner Espe suggested the applicant look at the older style subdivisions with alleys and other amenities that made neighborhoods more interesting. He also suggested aging in place style houses. These were higher end homes that folks in Oregon City might be interested in.

Mr. Coe said anytime one of the houses went for sale in the neighborhood, they sold quickly. There were people who wanted more than R-6 lots.

Commissioner Mahoney suggested the possibility of going to an R-8. He was looking for options that brought both sides together and had some agreement.

Chair Kidwell thought the parcel that was disconnected from the R-8 would be best as R-10 and the parcel that was connected to the R-8 could be appropriately R-8. It was a stretch to make them both R-6. He thought it was presumptive future planning. He would have a hard time supporting R-6 for either site, but especially for the disconnected parcel.

A motion was made by Commissioner McGriff, seconded by Commissioner Geil, to continue the hearing for ZC 13-03 to March 10, 2014. The motion carried by the following vote:

Aye: 5 - Paul Espe, Denyse McGriff, Charles Kidwell, Tom Geil and Robert Mahoney

4. Communications

Mr. Konkol reported on the partners group meeting for the Willamette Falls Legacy Project where the Master Framework Plan was discussed. There was consensus from the partners group for the direction they were heading. The champion building celebration would be held on February 6. The land use application would be submitted in the next few weeks for the first Planning Commission hearing on April 21. There would be a couple of work sessions prior to the hearing.

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5. Adjournment

Chair Kidwell adjourned the meeting at 9:44 PM.

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City of Oregon City

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

Staff Report

File Number: PC 14-034

Agenda Date: 4/14/2014

Status: Draft

To: Planning Commission

Agenda #: 3a.

From: Planner Laura Terway

File Type: Planning Item

SUBJECT:
L 14-01: Sign Code Update

RECOMMENDED ACTION (Motion):
Staff recommends that the Planning Commission take public testimony from any interested party that wishes to testify and then continue the public hearing for Planning file L 14-01: Sign Code to the May 12, 2014 Planning Commission 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 and March 24, 2014 before the Planning Commission to provide background on the public involvement process related to the sign code update and the proposed code language. As an additional Work Session is scheduled to occur on April 28, 2014 staff recommends the Planning Commission take public testimony from any interested party that wishes to testify and then continue the public hearing for Planning file L 14-01: Sign Code Update to the May 12, 2014 Planning Commission hearing.

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

From: Laura Terway
To: "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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Please note the Planning Division is available from 8am - 5pm Monday - Thursday and by appointment on Friday.

Please consider the environment before printing

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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 signed 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 building[2].
“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-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.
"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 following[3]:

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 may a maximum area of twenty (20) square feet in size, maximum length of ten (10) linear feet, and maximum height of five (5) feet above grade.
   3. At least fifty percent (50%) of the freestanding sign shall be constructed of 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.

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- 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 Condtional 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 Signs[8]. 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.

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- 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 thatdo 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 idenified 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 sign[12] 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 allowed[13]. 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.

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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 tennant 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 Signs[15]. 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 year[16]
   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.
- 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.

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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 propertywould 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.

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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.

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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 day[18].
    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.

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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-way[20]. 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 signs[21].
    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 5.04[22].
    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.

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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 day[23], 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 Severbility

- No changes to this section are made other than renumbering the title.

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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

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.

"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:

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;

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;

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.

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.

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

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)

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
lterway@orcity.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

From: Laura Terway
To: "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.

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@orcity.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: 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

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

Planner

Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

Phone: 503.496.1553
Fax: 503.722.3880

lterway@orcity.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.

--
Zach Henkin

zhenkin9000@gmail.com

--
Zach Henkin
zhenkin9000@gmail.com

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
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Phone: 503.496.1553
Fax: 503.722.3880
lterway@orcity.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, 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
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@nvboutique.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! Please feel free to contact me at (503) 496-1553. Thank you

www.OCSignCode.org

Laura Terway, AICP
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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: 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

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:	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

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@orcity.org [mailto:donotreply@orcity.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

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:

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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.

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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:	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@orcity.org [mailto:donotreply@orcity.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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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
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Community Advisory Team Member

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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
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Phone: 503.496.1553
Fax: 503.722.3880
lterway@orcity.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: 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.

Real Estate Representative - Portland

715 NE Everett St
Portland, Oregon 97232

O 503-232-3111
D 503-736-2266
clearchanneloutdoor.com

Unless expressly stated otherwise, the information contained in this e-mail and any attachments is confidential and may be privileged. It is intended for the sole use of the addressee(s). Access to this e-mail and its attachments (if any) by anyone else is unauthorized. If you are not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, any dissemination, distribution or copying of the contents of this e-mail is strictly prohibited and any action taken (or not taken) in reliance on it is unauthorized and may be unlawful. If you have received this e-mail in error, please inform the sender immediately and delete it from your computer.

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

Real Estate Representative - Portland

715 NE Everett St
Portland, Oregon 97232

O 503-232-3111
D 503-736-2266
clearchanneloutdoor.com

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From:	marketmanager@orcityfarmersmarket.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

The Year-Round Oregon City Farmers Market (a 501c3 Corp) benefits the <u>whole</u> Oregon City community not just <u>one</u> 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:

<u>Seniors</u> :

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.

<u>Youth.</u>

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.

<u>Families.</u>

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.

<u>Low-Income</u>

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 <u>the whole OC Community</u>.

<u>Other aspects of the Market</u>:

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 Juvenille 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'**

<u>Signage</u> is the #2 form of assistance other cities offer their Farmers Market.

Portland study: http://www.portlandoregon.gov/bps/article/236602Public 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

City of Oregon City

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

Staff Report

File Number: PC 14-032

Agenda Date: 4/14/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3b.

From: Planner Laura Terway

File Type: Land Use Item

SUBJECT:
ZC 13-02: Zone Change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District for multiple properties located on Woodlawn Avenue.

RECOMMENDED ACTION (Motion):
Staff requests the Planning Commission recommend approval of Planning file ZC 13-02 to the City Commission for their consideration at the April 16, 2014 hearing.

BACKGROUND:
The applicant originally submitted an application for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District for the properties located near Woodlawn Avenue and identified as Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601.

At the January 27, 2014 Planning Commission hearing, the applicant was allowed to revise the application with a request for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District. The Planning Commission granted a continuance of the application to March 10, 2014 Planning Commission hearing and an extension to the 120 day timeline to renotice the application and revise the staff report.

Another continuance was requested by City staff and the applicant on March 10, 2014 to allow the City and the applicant time to address new information regarding sewer capacity. The City has reviewed the sewer capacity and determined that the local sewer network is sufficient to provide adequate capacity to accommodate the Zone Change. Because the local sewer system flows into the WES system, the application was sent to Clackamas County for review whom also determined there is sufficient capacity within the WES system to provide adequate capacity to accommodate the Zone Change. As both the City and County systems are sufficient to handle the increased demand on the sewer system that could result from future dwellings associated with the Zone Change, staff recommends the Planning Commission recommend approval of file ZC 13-02 to the City Commission for their consideration at the April 16, 2014 hearing.

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

OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
REVISED STAFF REPORT AND RECOMMENDATION
April 7, 2014

FILE NO.: ZC 13-02: Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District

APPLICANTS/ OWNERS: Mark and Karen Westermann, 1009 Woodlawn Ave., Oregon City, OR 97045
Marvin and Joan Wiebke, 1012 Woodlawn Ave., Oregon City, OR 97045
Thomas and Donna Carlson, 1033 Woodlawn Ave., Oregon City, OR 97045
Gavin and Kara Miller, 1019 Woodlawn Ave., Oregon City, OR 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.

HEARING DATE: Planning Commission, March 10, 2014

LOCATION: 1009 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 2000
No Address, Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1801
1012 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 3100
1033 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1700
1019 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1800
No Address, Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1601

STAFF: Laura Terway, AICP, Planner
Todd Martinez and Gordon Munro, Development Services

RECOMMENDATION: Staff recommends the Planning Commission recommend approval of Planning file ZC 13-02 to the City Commission for its consideration at the May 7th, 2014 hearing.

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 fourteen 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 subject to review by the land use board of appeals (LUBA) within twenty-one days of when it becomes final. IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

I. BACKGROUND AND PROPOSED DEVELOPMENT:

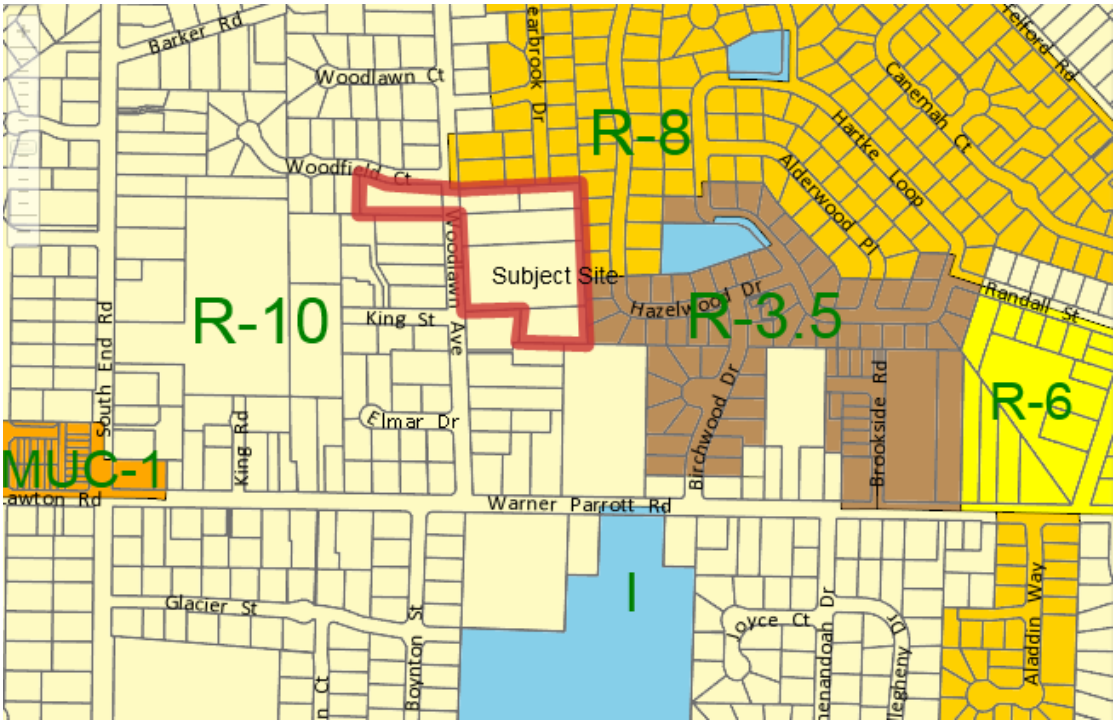
The applicant's application previously sought approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District for the property located on Woodlawn Avenue and identified as Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 (Exhibits 1 and 2, and referred to collectively as the "subject property"). The applicant has revised the application with a request for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District. This application has been before the Planning Commission on January 13, 2014 and January 27, 2014. The application does not propose further development of the site at this time. Future development will require additional review by the Planning Division.





Note that Clackamas County Map 3-2E-06BC Tax Lot 1700 and 1601 consists of one lot, though two tax lots are present. The land associated with Tax Lot 1601 was incorporated into Tax Lot 1700 with a Lot Line Adjustment in 1999 (Planning file LL 99-06, Exhibit 4). Tax lots are created for taxable purposes with the Clackamas County Tax Assessor and do not result in a land division.

Surrounding Uses: As demonstrated below, the site is surrounded by a variety of zoning designations, including "R-10" Single-Family Dwelling District, "R-8" Single-Family Dwelling District, and "R-3.5" Dwelling District.



II. DECISION-MAKING CRITERIA:

Oregon City Municipal Code Standards and Requirements
Title 17: Zoning:

Chapter 17.08, R-10 Single Family Dwelling District
Chapter 17.10, R-8 Single Family Dwelling District
Chapter 17.50, Administration and Procedures
Chapter 17.68, Zone Changes and Amendments

III. COMPLIANCE WITH APPROVAL CRITERIA

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES
Finding: Complies as Proposed. Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject property. 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 City Engineer, Development Services Manager, Clackamas County Fire Department, the neighborhood association, the Citizen Involvement Council and the City's transportation consultant for comment.

Comments from John Replinger, the City's transportation consultant with Replinger and Associates, have been incorporated into this staff report (Exhibit 3).

Laura Terway, Planner with the City of Oregon City sent an email responding to an in person query (Exhibit 5).

Public comments received at previous hearings are provided in Exhibit 6.

No other comments were received regarding this application prior to February 24, 2014. Any comments received after February 24, 2014 will be forwarded to the Planning Commission at the next hearing.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

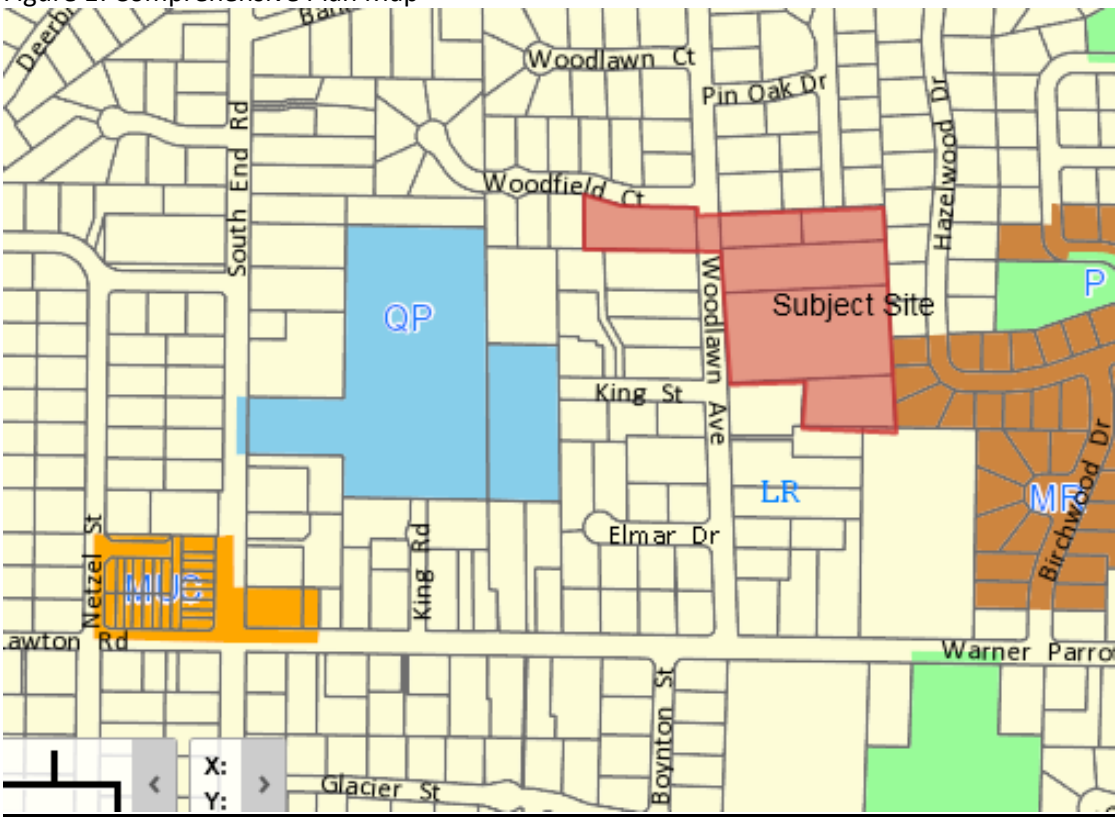
A. The proposal shall be consistent with the goals and policies of the comprehensive plan.
Goal 1: Citizen Involvement
Goal 1.2: Ensure that citizens, neighborhood groups and affected property owners are involved in all phases of the comprehensive planning program.
Finding: Complies as Proposed. Chapter 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, the neighborhood association, Citizens Involvement Council, posted notice in the paper and posted the application on the City's website. Signs were also posted on the subject property. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following the above 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 in the future 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 which includes the following zoning designations: R-10, R-8 and R-6 Single-Family Dwelling Districts. The applicant proposed to retain the Comprehensive Plan designation and change the zoning from R-10 to R-8. The zone change remains compliant with the Comprehensive Plan designation of the site. As shown in Figure 1 below, the subject property is primarily surrounded by other properties within the Low Density Residential Comprehensive Plan Designation with the exception of Medium Density Residential directly adjacent to the east of the site.

Figure 1: Comprehensive Plan Map



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 zoning designation will allow approximately 5 more single-family dwellings on the same land than allowed under the R-10 zoning designation and will create a more compact land use pattern, as well as reduction in the square footage of paved street and sidewalk per dwelling. If development occurs on the subject property, construction of a street and associated sidewalk would be required, allowing easier travel around the subject site and surrounding areas. This standard has been met.

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. As demonstrated below, only 25% of the residentially zoned property within the City is within the R-8 Single Family Dwelling District, with more than 38% of the residentially zoned land in a lower density zoning designation. The increased density allowed by the R-8 zoning, as compared with the existing R-10 district will provide for approximately 5 more single-family homes on this site, thereby increasing the availability of more choices in the marketplace. This standard has been met.

Zoning Designation	Acres (Non River)	Percentage of Total Residential Land
R-10	1,593.20	38%
R-8	1,058.00	25%
R-6	871.3	21%
R-5	0	0%
R-3.5	424.1	10%
R-2	262.2	6%
Total	4,208.80	100%

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 with Condition. 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 Clearbrook Drive and Woodlawn Ave. Sanitary sewer may be extended into the property. The City's sanitary sewer collection system discharges to the WES transmission main that eventually flows to the Tri-City Water Pollution Control Plant. The City has reviewed the sewer capacity and determined that the local sewer network is sufficient to provide adequate capacity to accommodate the Zone Change. Because the local sewer system flows into the WES system, the application was sent to Clackamas County for review. The County also determined there is sufficient capacity within the WES system to provide adequate capacity to accommodate the Zone Change. As both the City and County systems are sufficient to handle the increased demand on the sewer system that could result from future dwellings associated with the Zone Change.

Water service is available from an 8-inch City line in Clearbrook Drive and Woodlawn Avenue, and a 4-inch line on Woodfield Ct. Water service may be extended into the property, and the 4-inch pipe may be up-sized.

Storm water service is provided by a 12-inch pipe on Clearbrook Drive, which also has underground detention. Storm water detention and treatment is often provided within each development and t the size of the site appears large enough to construct storm water facilities.

Oregon City Public Schools provide education services and has adequate levels of service available to serve eventual development of the site under an R-8 zoning designation. Police and fire protection are provided by the City of Oregon City. In addition, future dwellings will mitigate the impact of development with payment of water, sanitary sewer, stormwater, transportation, bicycle/pedestrian, and park system development charges.

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 will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan.

Goal 12: Transportation
Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.
Finding: Complies as Proposed. A Traffic Analysis Letter (TAL) was prepared by Frank Charbonneau of Charbonneau Engineering, Inc., dated September 19, 2013 (Exhibit 2). The TAL concluded a maximum estimate for dwelling units and associated transportation impacts as:

Scenario	Dwelling Units	AM Peak Trips	PM Peak Trips
R-10	11	8	11
R-8	16	12	16
R-6	25	19	25

The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change." (Exhibit 3).

B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed in the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.
Finding: Complies with Condition. The additional demand on the public facilities from the proposed zone charge will be minimal. All the services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

The City's sanitary sewer collection system discharges to the WES transmission main that eventually flows to the Tri-City Water Pollution Control Plant. The City has reviewed the sewer capacity and determined that the local sewer network is sufficient to provide adequate capacity to accommodate the

Zone Change. Because the local sewer system flows into the WES system, the application was sent to Clackamas County for review. The County also determined there is sufficient capacity within the WES system to provide adequate capacity to accommodate the Zone Change. As both the City and County systems are sufficient to handle the increased demand on the sewer system that could result from future dwellings associated with the Zone Change.

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

Finding: Complies as Proposed. A Traffic Analysis Letter (TAL) was prepared by Frank Charbonneau of Charbonneau Engineering, Inc., dated September 19, 2013 (Exhibit 2). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change." (Exhibit 3).

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

17.10.040 *Dimensional standards.*

Dimensional Standards in the R-8 District are:

A. Minimum lot areas, eight thousand square feet;

B. Minimum lot width, sixty feet;

C. Minimum lot depth, seventy-five feet;

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

E. Minimum Required Setbacks:

1. Front yard fifteen feet minimum setback;

2. Front porch, ten feet minimum setback;

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

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

4. Corner side yard, fifteen feet minimum setback;

5. Rear yard, twenty feet minimum setback;

6. Rear porch, fifteen feet minimum setback.

F. Garage Standards: See Chapter 17.20—Residential Design and Landscaping Standards.

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

Finding: Not Applicable. The applicant has not proposed any development with the Zone Change application. Future development will be reviewed for compliance with the dimensional standards of the zoning designation upon submission of permits.

CHAPTER 17.41 TREE PROTECTION STANDARDS

Finding: Not Applicable. As identified in OCMC 17.41.020, this chapter is not applicable for Zone Change applications.

CHAPTER 12.04 STREETS, SIDEWALKS AND PUBLIC PLACES
Finding: Not Applicable. As identified in OCMC 12.04.003, this chapter is not applicable for Zone Change applications.

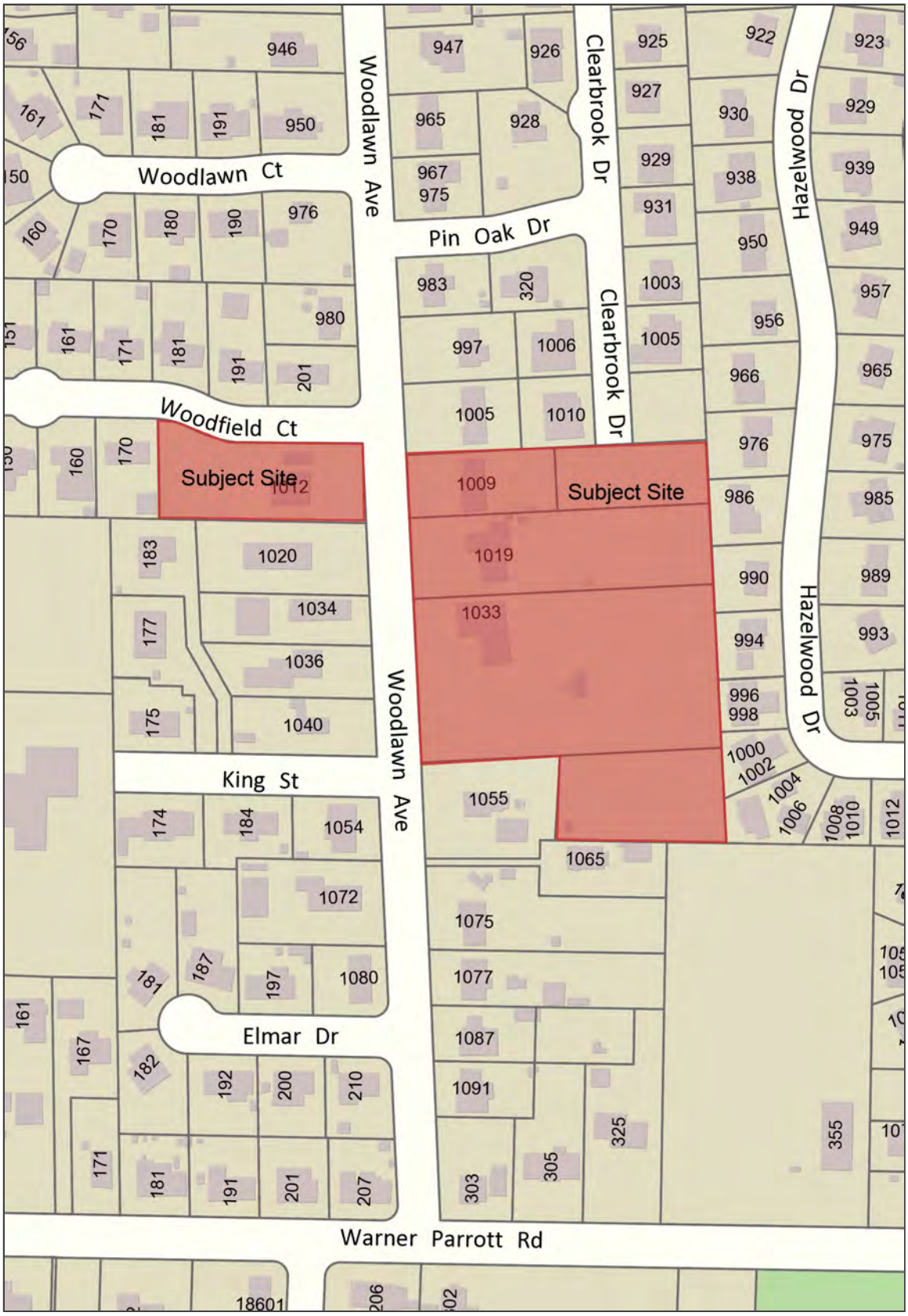
CHAPTER 12.08 PUBLIC AND STREET TREES
Finding: Not Applicable. This chapter is not applicable for Zone Change applications.

IV. CONCLUSION AND RECOMMENDATION:
In conclusion, the proposed zone change located at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 can meet the approval standards outlined in this Staff Report, subject to the Applicant's proposal. Therefore, the Community Development Director recommends approval of the application.

V. EXHIBITS
The following exhibits are attached to this staff report.

1. Vicinity Map
2. Applicant's Submittal
    a. Revised Submittal
    b. Original Staff Report and Applicant's Submittal
3. Comments from John Replinger of Replinger and Associates
4. Approved Survey for Planning File LL 99-06
5. Email from Laura Terway, AICP dated 12/3/2013
6. Public Comments Received Previous Hearings

ZC 13-02



Legend

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

Notes

Overview Map



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

N

0 202 Feet

1: 2,425

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

Map created 11/21/2013

Jan. 14th, 2013

Revised Application: Request for R-10 to R-8

Mark & Karen Westermann / 1009 Woodlawn Ave
Gavin & Kara Miller / 1019 Woodlawn Ave
Thomas & Donna Carlson / 1033 Woodlawn Ave
Marvin & Joan Wiebke / 1012 Woodlawn Ave

Dear Oregon City Planning and City Commissions,

As applicant's for Planning file ZC 13-02 for the properties located at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 we intend to amend the request for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District with a request and findings for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District. Please allow a continuance of the application to provide sufficient time for resubmittal of the request and associated notice.

In addition, we request that the 120 day timeline be extended by 120 additional days to accommodate the review to July 19, 2014. Thank you

Sincerely,

Marvin R. Wiebke
Joan L. Wiebke

Gavin Miller
Kara Miller

Mark Westermann
Karen L Westermann

Tom Carlson
Donna Carlson

Revised Application: Request for R-10 to R-8

Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

Applicant/Owners:	Mark Westermann 1009 Woodlawn Ave Oregon City, Or 97045	Marv Wiebke 1012 Woodlawn Ave Oregon City, or 97045
	Gaven Miller 1019 Woodlawn Ave Oregon City, Or 97045	Tom Carlson 1033 Woodlawn Ave Oregon City, Or 97045

Request:

The applicants are requesting the approval of a zoning change from an R-10 Single family Dwelling District to an R-8 Single Family Dwelling District .

Location: The properties as listed above: 1009, 1012, 1019 and 1033 Woodlawn Ave, Oregon City, Or 97045 (See Attached Map)

Legal description: Tax Lots: 3-2E-06BC-02000, 3-2E-06BC-01801, 3-2E-06BC-03100, 3-2E-06BC-01800, 3-2E-06BC-01700 and 3-2E-06BC-01601

Background Information:

The subject properties are on Woodlawn Ave and rezoning would allow for the subdivision and development on the backside of these properties. Specifically the extension of Clearbrook Dr. which was developed as a subdivision a few years ago. The road, now, dead ends up against 1009 Woodlawn and the logical conclusion is for it to extend and eventually come back out on Woodlawn Ave.

Adjacent properties are zoned both R-10, R-8 and R-3.5 (See Zoning Map)

The subject properties are currently zoned R-10. Application for a subdivision or minor partition will occur after the zoning process is complete.

Zone Change:

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

Revised Application: Request for R-10 to R-8

Compliance with OCC 17.68 is required. The criteria include compliance with:

A. Goals and policies of the comprehensive plan. Example goals and policies include:

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: The Applicant met with the Southend Neighborhood Ass. prior to submitting this application.

2. Land Use

Goal2.7: 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: The Applicant is requesting a zone change from R-10 Single Family Dwelling District to R-8 Single Family Dwelling District. The zone change would allow for additional dwellings to be constructed and the property to be utilized in an efficient manner consistent with the adjacent properties and contemplated by prior development.

5. Natural resources

Policy 5.44: 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: The Oregon City Comprehensive Plan designates the subject property as within the LR Low Density Residential Development designation. The “LR” Low Density Development designation includes R-10, R-8 and R-6 zoning designations. The Applicant has not proposed to alter the Comprehensive Plan designation of this site. The subject sites are located next to R-3.5 and R-8 zoned properties and thus the R-8 development is appropriate.

6. Quality of Air, Water, and Land Resources

Policy 6.11: 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: 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.

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: This policy is implemented by development standards that require appropriate handling of storm water runoff. Standard erosion control measures control measures will be implemented during construction. Storm runoff from the proposed development will be collected with a storm sewer system that will connect to the existing systems in place on Clearbrook Dr.

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.

Finding: 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 to the existing R-10 district will provide for a greater number of single-family homes on these sites, there-by increasing the availability of more choices in the marketplace.

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:. Oregon City Public Schools provide education services and has adequate levels of service available. This site is located approximately a half mile from Chapin Park and King School to meet recreational needs. This area is serviced by Clackamas County One Fire and the Oregon City Police Dept. and is within easy driving distance to Willamette Falls Hospital.

12. Transportation

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

Finding: The cities transportation engineer "John Replinger" was asked what was required at this rezoning stage for the Traffic Analysis Letter.

Reply: *The applicant would be required to submit a partial Transportation Analysis Letter that includes a calculation of how many trips would be generated during the peak hours and on a daily basis with the current zoning and the proposed zoning. Essentially, we would be requiring that, in connection with the rezoning, the applicant address item #1 of the seven required elements of the TAL. Providing this information would simply require fairly careful calculation of how many lots would be allowed under the two zoning scenarios. I believe the TAL provided does this.*
(See Attached TAL)

B. Adequacy of public facilities and services (water, sewer, drainage, transportation, schools, police and fire protection) prior to issuing a certificate of occupancy.

Finding: All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-8 zoning. Sanitary sewer, water and storm sewer will be extended from Clearbrook Dr. These lines were sized for this future development. The water and sanitary sewer are 8-inch and the storm pipe is 12-inch with an underground storage tank in Clearbrook Dr.

Oregon City Public Schools provide education services and has adequate levels of service available. This site is located approximately a half mile from Chapin Park and King School to meet recreational needs. This area is serviced by Clackamas

Revised Application: Request for R-10 to R-8

County One Fire and the Oregon City Police Dept. and is within easy driving distance to Willamette Falls Hospital.

C. Land uses are consistent with the existing or planned function, capacity and level of service of the transportation system.

Finding: The proposed development would maintain the Comprehensive Plan designation of Low Density Residential. The proposed Zone Change would retain the use of the site for single-family dwellings.

A Traffic Assessment Letter (TAL) that addresses additional trip generation at peak times was prepared for this project for R-6 & R-8 single-family dwellings. Any development will result in minimal additional traffic.

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

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CITY OF OREGON CITY
AM 10:54

File Number(s): ZC 13-02

Proposed Land Use or Activity: Rezone from R-10 to *R-6 ~~or R-8~~

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: 1009 Woodlawn Ave, 1012 Woodlawn Ave, 1019 Woodlawn Ave, 1033 Woodlawn Ave

Clackamas County Map and Tax Lot Number(s): 3-2E-06BC-02000, 3-2E-06BC-03100, 3-2E-06BC-01800, 3-2E-06CC-01700, 01901, 01600

Applicant(s):

Applicant(s) Signature: Mark Westerman / Mark Westerman / Mark Wieske / Thomas Carlson

Applicant(s) Name Printed: Mark Westerman, Marc Corey, Tom Carlson, Marc Wieske Date: _____

Mailing Address: 1009 Woodlawn Ave, Oregon City, OR 97045

Phone: 503-720-5050 Fax: _____ Email: Western@comcast.net

Property Owner(s):

Property Owner(s) Signature: Mark Westerman / Mark Westerman / Mark Wieske / Thomas Carlson

Property Owner(s) Name Printed: Mark Westerman, Marc Corey, Tom Carlson, Marc Wieske Date: _____

Mailing Address: 1009, 1012, 1019, 1033 Woodlawn Ave, Oregon City, OR 97045

Phone: 503-720-5050 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)	Type II (OCMC 17.50.030.B)	Type III / IV (OCMC 17.50.030.C)
☐ Compatibility Review	☐ Extension	☐ Annexation
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	☐ Site Plan and Design Review	☐ Historic Review
	☐ Subdivision (4+ lots)	☐ Municipal Code Amendment
	☐ Minor Variance	☐ Variance
	☐ Natural Resource (NROD) Review	☒ Zone Change

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File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Karen Westermann

Property Owner(s) Name Printed: Karen Westermann Date: 9/20/13

Mailing Address: 1009 Woodlawn Ave

Phone: 503-655-1736 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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OREGON CITY

Community Development – Planning

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LAND USE APPLICATION FORM

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	❑ Site Plan and Design Review	❑ Historic Review
	❑ Subdivision (4+ lots)	❑ Municipal Code Amendment
	❑ Minor Variance	❑ Variance
	❑ Natural Resource (NROD) Review	❑ Zone Change

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File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Joan B Wiebke

Property Owner(s) Name Printed: JOAN WIEBKE Date: 9-20-2013

Mailing Address: 1012 WOODLAWN AVE, OREGON CITY, OR. 97045

Phone: 503-278-1425 Fax: — Email: Joanwiebke@gmail.com

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)
- ❑ Compatibility Review
- ❑ Lot Line Adjustment
- ❑ Non-Conforming Use Review
- ❑ Natural Resource (NROD) Verification

Type II (OCMC 17.50.030.B)
- ❑ Extension
- ❑ Detailed Development Review
- ❑ Geotechnical Hazards
- ❑ Minor Partition (<4 lots)
- ❑ Minor Site Plan & Design Review
- ❑ Non-Conforming Use Review
- ❑ Site Plan and Design Review
- ❑ Subdivision (4+ lots)
- ❑ Minor Variance
- ❑ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)
- ❑ Annexation
- ❑ Code Interpretation / Similar Use
- ❑ Concept Development Plan
- ❑ Conditional Use
- ❑ Comprehensive Plan Amendment (Text/Map)
- ❑ Detailed Development Plan
- ❑ Historic Review
- ❑ Municipal Code Amendment
- ❑ Variance
- ❑ Zone Change

File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: _____ Kara Miller

Applicant(s) Name Printed: Gavin Miller Kara Miller Date: 11/10/13

Mailing Address: 1019 Woodlawn Ave Oregon City, OR. 97045

Phone: 503-680-8062 Fax: n/a Email: n/a

Property Owner(s):

Property Owner(s) Signature: _____ Kara Miller

Property Owner(s) Name Printed: Gavin Miller Kara Miller Date: 11/10/13

Mailing Address: 1019 Woodlawn Ave. Oregon City, OR. 97045

Phone: 503-680-5579 Fax: n/a Email: n/a

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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	☐ Site Plan and Design Review	☐ Historic Review
	☐ Subdivision (4+ lots)	☐ Municipal Code Amendment
	☐ Minor Variance	☐ Variance
	☐ Natural Resource (NROD) Review	☒ Zone Change

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File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: Donna Carlson

Applicant(s) Name Printed: Donna Carlson Date: 9/21/13

Mailing Address: 1033 Woodlawn Ave, oregon City, OR 97045

Phone: 503 650-0415 Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Donna Carlson

Property Owner(s) Name Printed: Donna Carlson Date: 9/21/13

Mailing Address: 1033 Woodlawn Ave, oregon City, OR 97045

Phone: 503 650-0415 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

Southend Neighborhood Ass / Aug 15th, 2013 Meeting

Presented our intention to seek rezoning and development of our properties on Woodlawn Ave..

Questions were asked:

What does R-6 & R-8 mean?

Why do you need to rezone, What would the development entail?

Will these be single family homes?

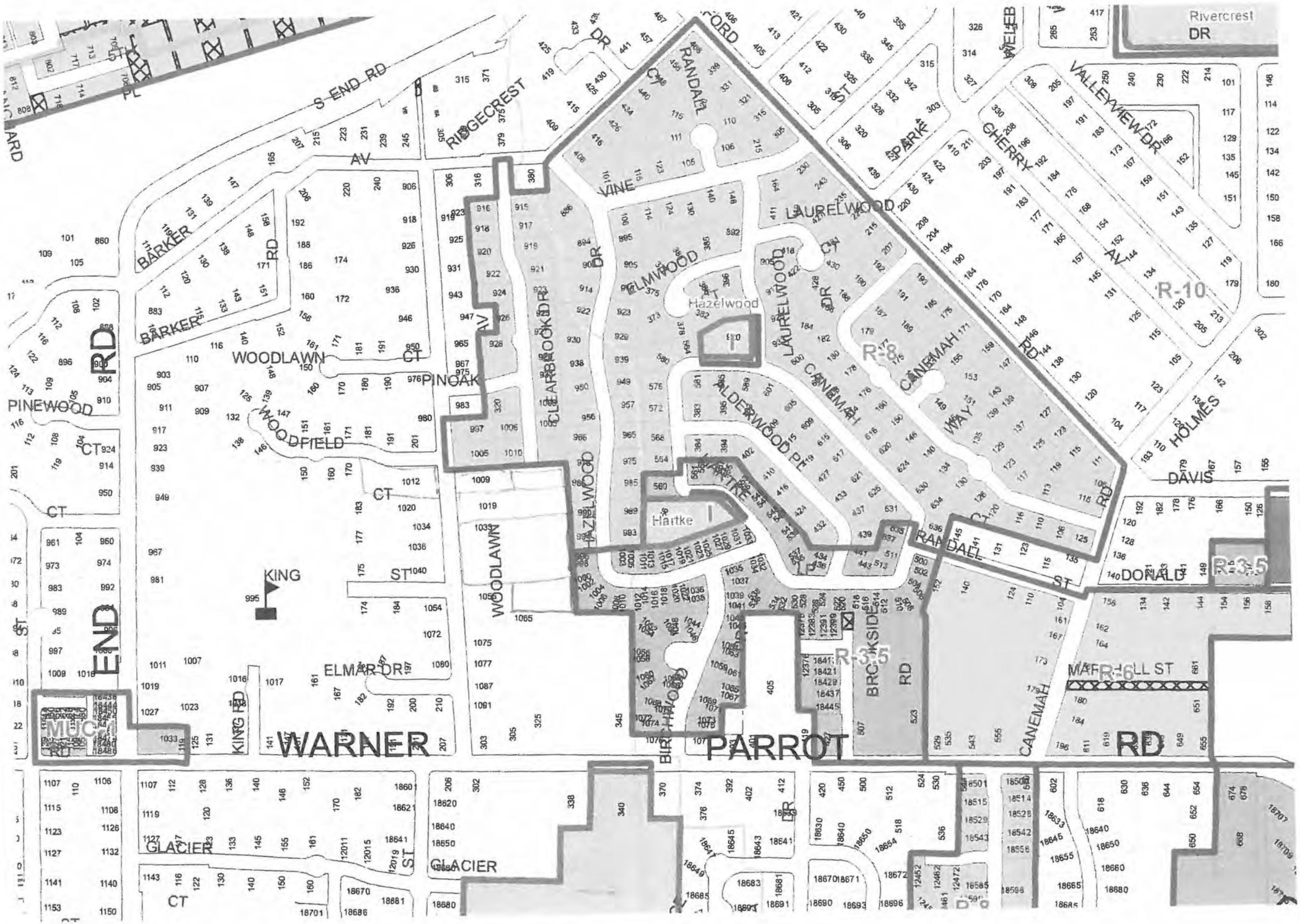
How many houses would you be adding?

Would the road just dead-end?

Where will the road eventually go?

After answering the questions, attendees encouraged us to " go for it ".

Prepared by Mark Westermann


Rivercrest DR
S END RD
RIDGECREST
AV
VINE
RANDALL
LAUREL WOOD
ELMWOOD
Hazelwood
CT
CLARBROOK DR
LAURELWOOD DR
CANEMAH
R-8
R-10
CHERRY
VALLEYVIEW DR
PARK
WELEB
BARKER
RD
WOODLAWN
PINOAK
PINEWOOD
WOODFIELD
ALDERWOOD PL
HARTKE
Hartke
HAZELWOOD
WAY
HOLMES
DAVIS
DONALD
R-3.5
KING
ST
ELMAR DR
WARNER
PARROT
BROOKSIDE
MARDELL ST
R-6
MEC
END
KING RD
GLACIER
BIRCHWOOD

Situs Address Detail Report

1012 WOODLAWN AVE





Address Information

Site Address: 1012 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

APN: 3-2E-06BC-03100

Alt ID: 00854926

Parcel Area (acres - approx): 0.70

Parcel Area (sq. ft. - approx): 30,492

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1915

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of:	10/10/2012
Land Value (Mkt):	$111,721
Building Value (Mkt):	$128,760
Exempt Amount:	$0
Net Value (Mkt):	$240,481
Assessed Value:	$193,302

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: LAWTON HEIGHTS

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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

Situs Address Detail Report

1009 WOODLAWN AVE





Address Information

Site Address: 1009 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

APN: 3-2E-06BC-02000

Alt ID: 00854711

Parcel Area (acres - approx): 0.39

Parcel Area (sq. ft. - approx): 16,988

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built 1962

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of:	10/10/2012
Land Value (Mkt):	$84,700
Building Value (Mkt):	$119,380
Exempt Amount:	$0
Net Value (Mkt):	$204,080
Assessed Value:	$182,449

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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Oregon City Property Report

Taxlot: 3-2E-06BC-01801

Report generated 04/06/2007



Citylimits Line
UGB Line
Sanitary Pipes
Storm Lines
Water Lines



Taxlot 3-2E-06BC-01801 highlighted in blue

Aerial Photos 2006 shown

Taxlot Information

Taxlot #:	3-2E-06BC-01801
Site Address:	NO SITUS ADDRESS n/a n/a n/a
Parcel Acres:	0.40
Twn/Rng/Sec:	03S 02E 6
Ref. Tax Map:	32E06BC

Planning Designations

Zoning:	R10
Zoning Description:	10,000 SF SFR DWELLING UNIT
Comprehensive Plan:	LR
Comp. Plan Description:	RESIDENTIAL - LOW DENSITY
Subdivision:	NONE
Neighborhood Assn:	SOUTH END NA
Urban Renewal Dist:	n/a
Historic District:	n/a

Assessments

As of:	2007-03-08
Land Value:	$27,675
Building Value:	$0
Exempt Value:	$0
Net Value:	$27,675

Overlay Information

In Willamette Greenway?:	N
Geologic Hazards (Steep Slope)?:	N
Slope Category (%):	0-25
In Water Resource Overlay District?:	Y
In 1996 Floodplain?:	N
In Historic District?	N

Disclaimer: The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Oregon City Planning Department to verify report information is complete and accurate.

To generate another property report, go to
http://maps.orcity.org/imf/ext/OC/viewPropertyReport/viewPropertyReport_Search.jsp

To access online mapping, go to OCWebmaps at
http://maps.orcity.org

City of Oregon City
P.O. Box 3040
320 Warner Milne Rd
Oregon City, OR 97045
Phone: (503) 657-0891
Fax: (503) 657-7892
Web: www.orcity.org

Situs Address Detail Report

1019 WOODLAWN AVE





Address Information

Site Address: 1019 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

APN: 3-2E-06BC-01800

Alt ID: 00854695

Parcel Area (acres - approx): 1.01

Parcel Area (sq. ft. - approx): 43,995

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1956

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of: 10/10/2012

Land Value (Mkt): $138,742

Building Value (Mkt): $142,210

Exempt Amount: $0

Net Value (Mkt): $280,952

Assessed Value: $250,767

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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625 Center St
Oregon City, OR 97045
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www.orcity.org

Situs Address Detail Report

1033 WOODLAWN AVE





Address Information

Site Address: 1033 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

3-2E-06BC-01601

APN: 3-2E-06BC-01700

Alt ID: 00854686

Parcel Area (acres - approx): 2.04

Parcel Area (sq. ft. - approx): 88,862

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1910

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of:	10/10/2012
Land Value (Mkt):	$200,288
Building Value (Mkt):	$207,380
Exempt Amount:	$0
Net Value (Mkt):	$407,668
Assessed Value:	$311,003

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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Oregon City GIS Map



Legend

- Taxlots
- Unimproved ROW
- City Limits
- UGB

Notes

Overview Map



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N

0 147 Feet

1: 1,758

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625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orcity.org

Map created 11/20/2013

CHARBONNEAU
ENGINEERING LLC

MEMORANDUM

Date: September 19, 2013

To: Mark Westermann

From: Frank Charbonneau, PE, PTOE

Subject: Trip Generation FL1388
Woodlawn Properties
City of Oregon City

As requested we have calculated the trip generation totals for the various zoning plans under consideration for your Oregon City project.

For each of the zoning plans the following trip rates based on ITE Trip Generation manual (code # 210, single-family housing) were applied. Table 1 presents the trip generation in terms of ADT, AM peak hour, and the PM peak hour based on the R-10 zoning. Likewise Table 2 is for the R-8 zoning based and 16 homes and Table 3 for the R-6 zoning and 25 homes.

Once your project gets into the land use portion of the subdivision application it will be necessary for us to address the City's Traffic Analysis Letter (TAL) scoping in full and submit a complete traffic document.

If you should have any questions, please contact Frank Charbonneau, PE, PTOE at 503.293.1118 or email Frank@CharbonneauEngineer.com.

9-19-13

REGISTERED PROFESSIONAL ENGINEER
9301
OREGON
July 22, 1977
FRANK R. CHARBONNEAU
RENEWS: 12-31-13

10211 SW Barbur Blvd, Suite 210A, Portland, OR 97219 Phone: (503) 293-1118

Table 1 Woodlawn Properties Trip Generation for R-10 Zoning, 11 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	11							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**105**	**8**	2	6	**11**	7	4

Table 2 Woodlawn Properties Trip Generation for R-8 Zoning, 16 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	16							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**153**	**12**	3	9	**16**	10	6

Table 3 Woodlawn Properties Trip Generation for R-6 Zoning, 125 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	25							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**239**	**19**	5	14	**25**	16	9

[1] Source: Trip Generation, 8th Edition, ITE, 2008, average rates.

TRAFFIC ANALYSIS LETTER

This letter addresses item #1 of the seven elements of the TAL.as requested by John Relinger, the Oregon City transportation engineer.

-- As requested we have calculated the trip generation totals for the various zoning under consideration for your Oregon City project.

For each of the zoning situations the following trip rates based on ITE Trip Generation manual (code # 210, single-family housing) were applied. Table 1 presents the trip generation in terms of ADT, AM peak hour, and the PM peak hour based on the R-10 zoning. Likewise Table 2 is for the R-8 zoning based and 16 homes and Table 3 for the R-6 zoning and 25 homes.

Once your project gets into the land use portion of the subdivision application it will be necessary for us to address the City's Traffic Analysis Letter (TAL) scoping in full and submit a complete traffic document.

Please let me know if you should have any questions.

Frank Charbonneau, PE, PTOE
Charbonneau Engineering LLC
503.293.1118

Table 1 Woodlawn Properties Trip Generation for R-10 Zoning, 11 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	11							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**105**	**8**	2	6	**11**	7	4

Table 2 Woodlawn Properties Trip Generation for R-8 Zoning, 16 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	16							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**153**	**12**	3	9	**16**	10	6

Table 3 Woodlawn Properties Trip Generation for R-6 Zoning, 25 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	25							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**239**	**19**	5	14	**25**	16	9

1 Source: Trip Generation, 8th Edition, ITE, 2008, average rates.

OREGON CITY

Permit Receipt

RECEIPT NUMBER 00027093

Account Number: 016428

Paid: 11/12/2013

Applicant: MARK G & KAREN K WESTERMANN

Cashier: lterway

Type: check

Description: November 2013

Notes:

Permit Number	Fee Description	Amount
ZC-13-0002	4346 Traffic Impact Study Fee	450.00
	Total:	$450.00

PAID

OREGON CITY

Permit Receipt

RECEIPT NUMBER 00026564

Account Number: 016428 **Paid:** 9/3/2013

Applicant: MARK G & KAREN K WESTERMANN **Cashier:** kmoosburgg

Type: check # 7039

Description: September 2013

Notes:

Permit Number	Fee Description	Amount
ZC-13-0002	4332 Zone Change Fee	2,683.00
ZC-13-0002	4138 Mailing Labels	15.00
	Total:	$2,698.00

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Westermann Mark G & Karen K
CoOwner	:
Site Address	: *no Site Address*
Mail Address	: 1009 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854702
Ref Parcel #	: 32E06BC01801
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 05/08/1995	Document #	: 0095-26646 Multi-Parcel
Sale Price	: $162,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 09/01/1987	Prior Document #	: 0087-41911
Prior Sales Price	: $5,000		

PROPERTY DESCRIPTION

Map Page Grid	:
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: *unknown Improvement Code*
Land Use	: 100 Vacant,Residential Land
Legal	: 288 WM LADDS SUBDIV PT LTS 18&19
	: BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $24,408
Mkt Structure	:
Mkt Total	: $24,408
%Improved	:
AssdTotal	: $17,697
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $318.72
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: .40
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 17,520
Half Baths	:	Finished SF	:	Garage SF	:
Fireplace	:	Above Ground SF	:	Year Built	:
Heat Type	:	Upper Total SF	:	School Dist	: 062
Floor Cover	:	UnFinUpperStorySF	:	Foundation	:
Stories	:	Basement Fin SF	:	Roof Type	:
Int Finish	:	Basement Unfin SF	:	Roof Shape	:
Ext Finsh	:	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Westermann Mark G & Karen K
CoOwner	:
Site Address	: 1009 Woodlawn Ave Oregon City 97045
Mail Address	: 1009 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854711
Ref Parcel #	: 32E06BC02000
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 05/08/1995
Sale Price	: $162,000
% Owned	: 100
Prior Transfer Date	: 04/01/1986
Prior Sales Price	: $78,500

Document #	: 0095-26646 Multi-Parcel
Deed Type	: Warranty
Vesting Type	: Married Persons
Prior Document #	: 0086-13980

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: 142 Sgl Family,R1-4,1-Story (Basement)
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LT 18&19 BLK : 15 :

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $84,700
Mkt Structure	: $119,380
Mkt Total	: $204,080
%Improved	: 58
AssdTotal	: $182,449
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $3,285.89
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 3	Building SF	: 2,812	BldgTotSqFt	: 1,406
Bathrooms	: 1.50	1st Floor SF	: 1,406	Lot Acres	: .39
Full Baths	: 1	Upper Finished SF	:	Lot SqFt	: 17,033
Half Baths	: 1	Finished SF	: 1,406	Garage SF	: 441
Fireplace	: Stacked	Above Ground SF	: 1,406	Year Built	: 1962
Heat Type	: Forced Air-Gas	Upper Total SF	:	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF	:	Foundation	: Concrete
Stories	: 1 Story-Bsmt	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	: 1,406	Roof Shape	: Hip
Ext Finsh	: Bevel Siding	Basement Total SF	: 1,406		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

STATUTORY WARRANTY DEED

ALBERT K. GOTTSCHALK AND ELLEN M. GOTTSCHALK, HUSBAND AND WIFE
Grantor,
conveys and warrants to MARK G. WESTERMANN AND KAREN K. WESTERMANN, HUSBAND AND WIFE
Grantee,
the following described real property free of liens and encumbrances, except as specifically set forth herein:
SEE ATTACHED EXHIBIT "A"

SUBJECT TO: COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED 7/15/42, IN BOOK 295, PAGE 594 AND COVENANTS AND RESTRICTIONS RECORDED 7/15/42 IN BOOK 295, PAGE 594.

This property is free of liens and encumbrances, EXCEPT: SEE ABOVE

Recorded By First American Title Insurance Company of Oregon
No. 772853

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $ 162,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 3rd day of May 19 95.

Albert K. Gottschalk
ALBERT K. GOTTSCHALK

Ellen M. Gottschalk
ELLEN M. GOTTSCHALK

STATE OF OREGON
County of CLACKAMAS } ss.

BE IT REMEMBERED, That on this 3rd day of May, 19 95, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named ALBERT K. GOTTSCHALK AND ELLEN M. GOTTSCHALK

known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that THEY executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

OFFICIAL SEAL
STACIE E. ROBISON
NOTARY PUBLIC-OREGON
COMMISSION NO. 021245
MY COMMISSION EXPIRES JAN. 12, 1997

Stacie E. Robison
Notary Public for Oregon.
My Commission expires ~~2/20/96~~ SR 1/12/97

Title Order No. 772853
Escrow No. 95080177

THIS SPACE RESERVED FOR RECORDER'S USE

After recording return to:
Mark G. Westermann
1009 WOODLAWN AVENUE
OREGON CITY, OR 97045
Name, Address, Zip

Until a change is requested all tax statement shall be sent to the following address.
Mark G. Westermann
1009 WOODLAWN AVENUE
OREGON CITY, OR 97045
Name, Address, Zip

95-026646

Order No. 772853

AMENDED EXHIBIT "A"

PARCEL I:

Part of Lots 18 and 19, Block 15, W.M. LADD'S SUBDIVISION OF TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14 AND 15, HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning on the East line of Woodlawn Avenue at its intersection with the South line of the North 6 feet of the South 20 feet of Lot 18, as described in deed recorded February 24, 1961 in Deed Book 567, page 626; thence East along said South line 200 feet; thence South parallel with Woodlawn Avenue, 85 feet; thence West parallel with the lot line between Lots 18 and 19, 200 feet to the East line of Woodlawn Avenue; thence North along said East line 85 feet to the point of beginning.

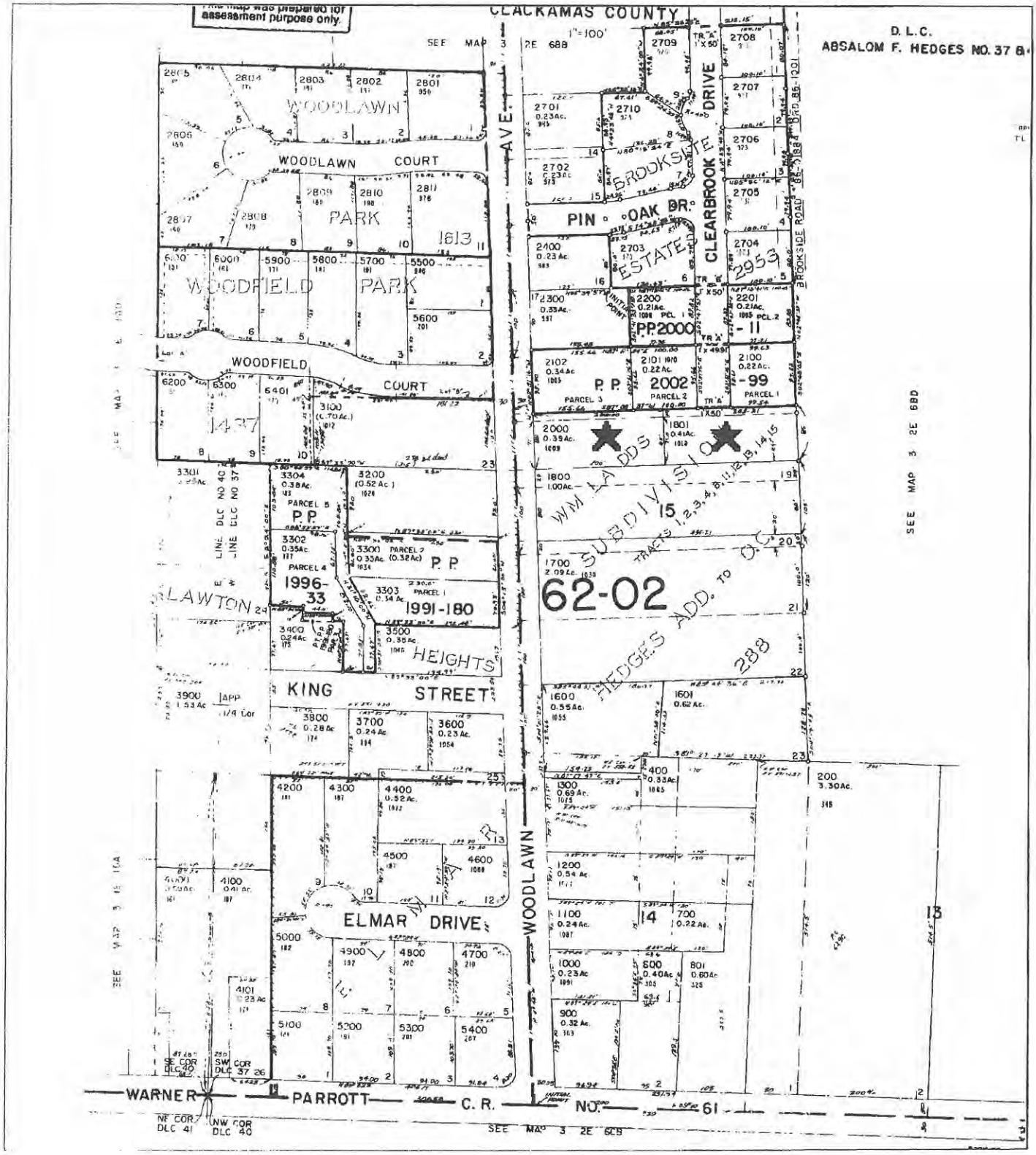
PARCEL II:

The South 14 feet of Lot 18 and all of Lot 19, EXCEPT the South 29 feet thereof, W.M. LADD'S SUBDIVISION OF TRACTS 2-3-3-4-5-6-11-12-13-14 and 15, HEDGE'S ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon.

AND ALSO EXCEPTING that portion conveyed to Dale Walker and Helen Walker, husband and wife, by deed recorded July 10, 1963 in Book 606, page 540 as Recorder's Fee No. 14599, Deed Records.

STATE OF OREGON 95-026646
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 19228 $38.00
DATE AND TIME: 05/08/95 03:22 PM
JOHN KAUFFMAN, COUNTY CLERK

2

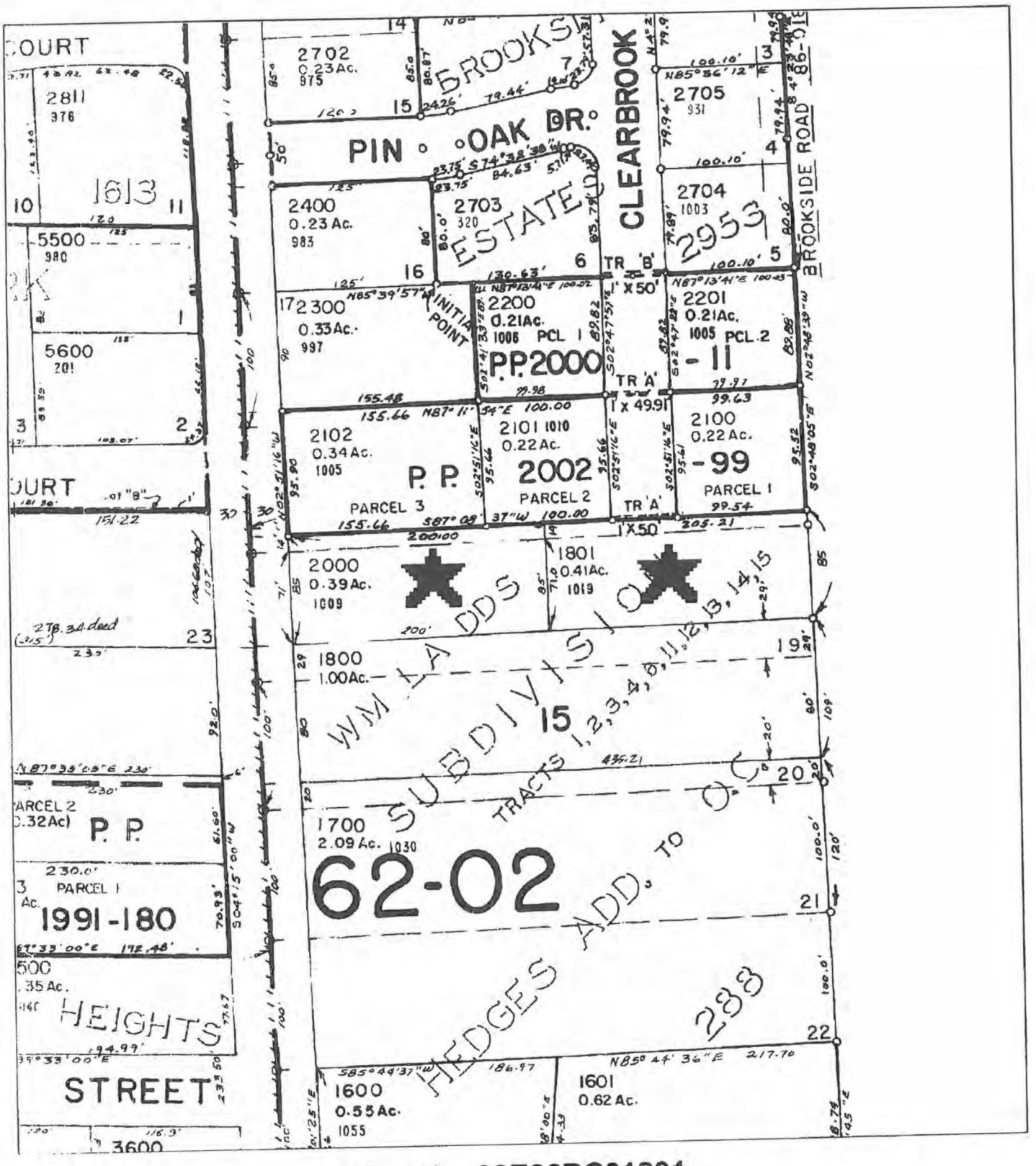


Map No. 32E06BC01801

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01801

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Carlson Thomas J & Donna S	Parcel Number	: 01868571
CoOwner	:	Ref Parcel #	: 32E06BC01601
Site Address	: *no Site Address*	T: 03S R: 02E S: 06 Q: NW QQ: SW	
Mail Address	: 1033 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	: 06/01/1999	Document #	: 99-058806
Sale Price	: $70,000	Deed Type	:
% Owned	:	Vesting Type	:
Prior Transfer Date	:	Prior Document #	:
Prior Sales Price	:		

PROPERTY DESCRIPTION

Map Page Grid	:
Census Tract	: 225.00 Block: 2
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: *unknown Improvement Code*
Land Use	: 100 Vacant,Residential Land
Legal	: 288 WM LADDS SUBDIV PT LT 23 BLK 15
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $85,815
Mkt Structure	:
Mkt Total	: $85,815
%Improved	:
AssdTotal	: $64,940
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $1,169.56
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: .62
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 27,207
Half Baths	:	Finished SF	:	Garage SF	:
Fireplace	:	Above Ground SF	:	Year Built	:
Heat Type	:	Upper Total SF	:	School Dist	: 062
Floor Cover	:	UnFinUpperStorySF	:	Foundation	:
Stories	:	Basement Fin SF	:	Roof Type	:
Int Finish	:	Basement Unfin SF	:	Roof Shape	:
Ext Finsh	:	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

10 28
1 36
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FIRST AMERICAN

THIS SPACE RESERVED FOR RECORDER'S USE

After recording return to:
Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City, OR 97045

Until a change is requested all tax statements shall be sent to the following address:

Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City, OR 97045

Escrow No. 22070575
Title No. 878981

FIRST AMERICAN TITLE CO. OF OREGON
NO. 878981-OC

STATUTORY BARGAIN AND SALE DEED

JAMES WALTER HODGKINSON and KATHLEEN A. HODGKINSON, as tenants by the entirety:, Grantor, conveys to THOMAS J. CARLSON and DONNA S. CARLSON, as tenants by the entirety:, Grantee, the following described real property:

For legal description see Exhibit "A" attached hereto;

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $70,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 7th day of June, 1999.

James Walter Hodgkinson
JAMES WALTER HODGKINSON

Kathleen A. Hodgkinson
KATHLEEN A. HODGKINSON

STATE OF OREGON
County of Clackamas } ss.

This instrument was acknowledged before me on this 7 day of June, 1999 by James Walter Hodgkinson and Kathleen A. Hodgkinson

Donna Norlander
Notary Public for Oregon

DONNA [illegible] NORLANDER
[illegible]

My commission expires: 05/07/2000

99-058806

Order No. 576991

EXHIBIT "A"

A tract of land, being a part of that certain tract of land conveyed to James W. Hodgkinson, et ux, by Deed recorded as Fee No. 85-74823, Clackamas County Deed Records, which is located in the Northwest one-quarter of Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, being more particularly described as follows:

Beginning at the Southeast corner of Lot 23, W.M. LADD'S SUBDIVISION OF TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14 and 15, HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon; thence South 89°26'15" West along the South line of said Lot 23, 229.90 feet; thence North 01°39'00" East 114.33 feet to the North line of said Lot 23; thence North 89°44'37" East along the North line of said Lot 23, 217.70 feet to the Northeast corner thereof; thence South 04°14'45" East along the East line of said Lot 23, 120.74 feet to the point of beginning.

STATE OF OREGON 99-058806
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 84128 $40.00
DATE AND TIME: 06/09/99 03:12 PM
JOHN KAUFFMAN, COUNTY CLERK

2

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Carlson Thomas J & Donna S
CoOwner	:
Site Address	: 1033 Woodlawn Ave Oregon City 97045
Mail Address	: 1033 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854686
Ref Parcel #	: 32E06BC01700
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 08/24/1998
Sale Price	: $317,500
% Owned	: 100
Prior Transfer Date	:
Prior Sales Price	:

Document #	: 0098-77992
Deed Type	: Warranty
Vesting Type	: Married Persons
Prior Document #	:

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: W M Ladd's #15
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LT 20 LT
	: 21&22 BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $200,288
Mkt Structure	: $207,380
Mkt Total	: $407,668
%Improved	: 51
AssdTotal	: $311,003
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $5,601.14
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 4	Building SF	: 3,138	BldgTotSqFt	: 2,536
Bathrooms	: 2.00	1st Floor SF	: 1,772	Lot Acres	: 2.05
Full Baths	: 2	Upper Finished SF	: 764	Lot SqFt	: 89,152
Half Baths	:	Finished SF	: 2,536	Garage SF	: 576
Fireplace	: Single Fireplce	Above Ground SF	: 2,536	Year Built	: 1910
Heat Type	: Forced Air-Oil	Upper Total SF	: 764	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF	:	Foundation	: Concr Blk
Stories	: 1	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	:	Roof Shape	: Gable
Ext Finsh	: Shake	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

Title Order No. 98164219
Escrow No. 98164219

After recording return to:
Thomas J. Carlson
1033 Woodlawn Avenue
Oregon City, OR 97045
Name, Address, Zip

Until a change is requested all tax statements shall be sent to the following address.
Thomas J. Carlson
1033 Woodlawn Avenue
Oregon City,OR 97045
Name, Address, Zip

STATE OF OREGON 98-113741
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 83867 $35.00
DATE AND TIME: 11/30/98 02:35 PM
JOHN KAUFFMAN, COUNTY CLERK

STATUTORY
BARGAIN AND SALE DEED

Thomas J. Carlson and Donna Carlson, husband and wife, Grantor, conveys to Thomas J. Carlson and Donna S. Carlson, husband and wife , Grantee, the following described real property:

All of Lots 21 and 22 and the Southerly 20 feet of Lot 20, Tract 15, W.M. LADD'S SUBDIVISION TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14, and 15, of HEDGES ADDITION TO OREGON CITY, said Southerly 20 feet of Lot 20, as cut off by a line drawn parallel with the South line of said Lot 20, in the County of Clackamas and State of Oregon.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $0.00. (Here comply with the requirements of ORS 93.030)

Dated this 24 day of November, 19 98.

Thomas J. Carlson

Donna Carlson

OFFICIAL SEAL
NADINE STEEN
NOTARY PUBLIC-OREGON
COMMISSION NO. 317501
MY COMMISSION EXPIRES NOV 5, 2002

STATE OF OREGON
County of Washington) ss.

BE IT REMEMBERED, That on this 24 day of November, 19 1998, before me, the undersigned, a Notary Public in and for the State of Oregon, personally appeared the within named Thomas J. Carlson Donna Carlson

known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Julie Wright
Notary Public for Oregon
My Commission Expires 4/24/00

98-113741

Title Data, Inc. CH POR10563 CL 98113741.001

5
20
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Title Order No. 98157145
Escrow No. 98157145

After recording return to:
Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City, OR 97045
Name, Address, Zip

Until a change is requested all tax statements shall be sent to the following address.
Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City,OR 97045
Name, Address, Zip

This space reserved for recorder's use

98157145-C
JW

Pacific NW Title

STATUTORY WARRANTY DEED

Harold M. Black and Ruth S. Black, husband and wife, Grantor, conveys and warrants to Thomas J. Carlson and Donna Carlson, husband and wife, Grantee, the following described real property free of encumbrances, except as specifically set forth herein situated in Clackamas county, OREGON, to wit:
All of Lots 21 and 22 and the Southerly 20 feet of Lot 20, Tract 15, HEDGES ADDITION TO OREGON CITY, said Southerly 20 feet of Lot 20, as cut off by a line drawn parallel with the South Line of said Lot 20.

This property is free from encumbrances, EXCEPT:
1998/99 taxes, a lien due but not yet payable; Covenants, conditions, restrictions and easements of record.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $317,500.00. (Here comply with the requirements of ORS 93.030)

Dated this 21st day of August, 19 98.

Harold M. Black
Harold M. Black

Ruth S. Black
Ruth S. Black

STATE OF OREGON
County of Clackamas } ss.

98-077992

BE IT REMEMBERED, That on this 21st day of August, 19 98, before me, the undersigned, a Notary Public in and for the State of Oregon, personally appeared the within named Harold M. Black and Ruth S. Black

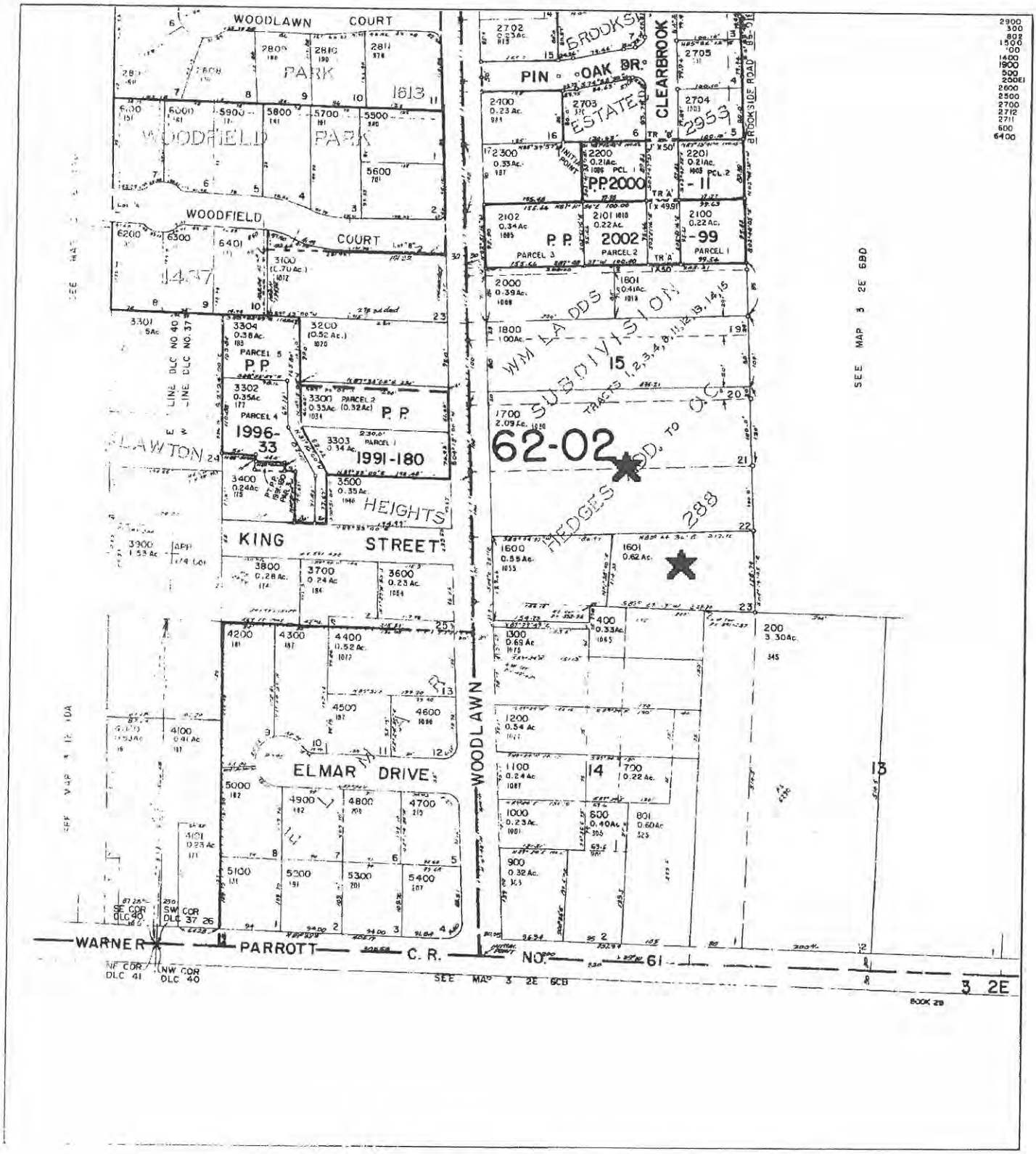
known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Julie R. Wright Notary Public for Oregon
My Commission Expires 4/24/00

OFFICIAL SEAL
JULIE R. WRIGHT
NOTARY PUBLIC - OREGON
COMMISSION NO.051317
MY COMMISSION EXPIRES APR. 24, 2000

98-077992
STATE OF OREGON
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 78328 $38.00
DATE AND TIME: 08/24/98 02:29 PM
JOHN KAUFFMAN, COUNTY CLERK

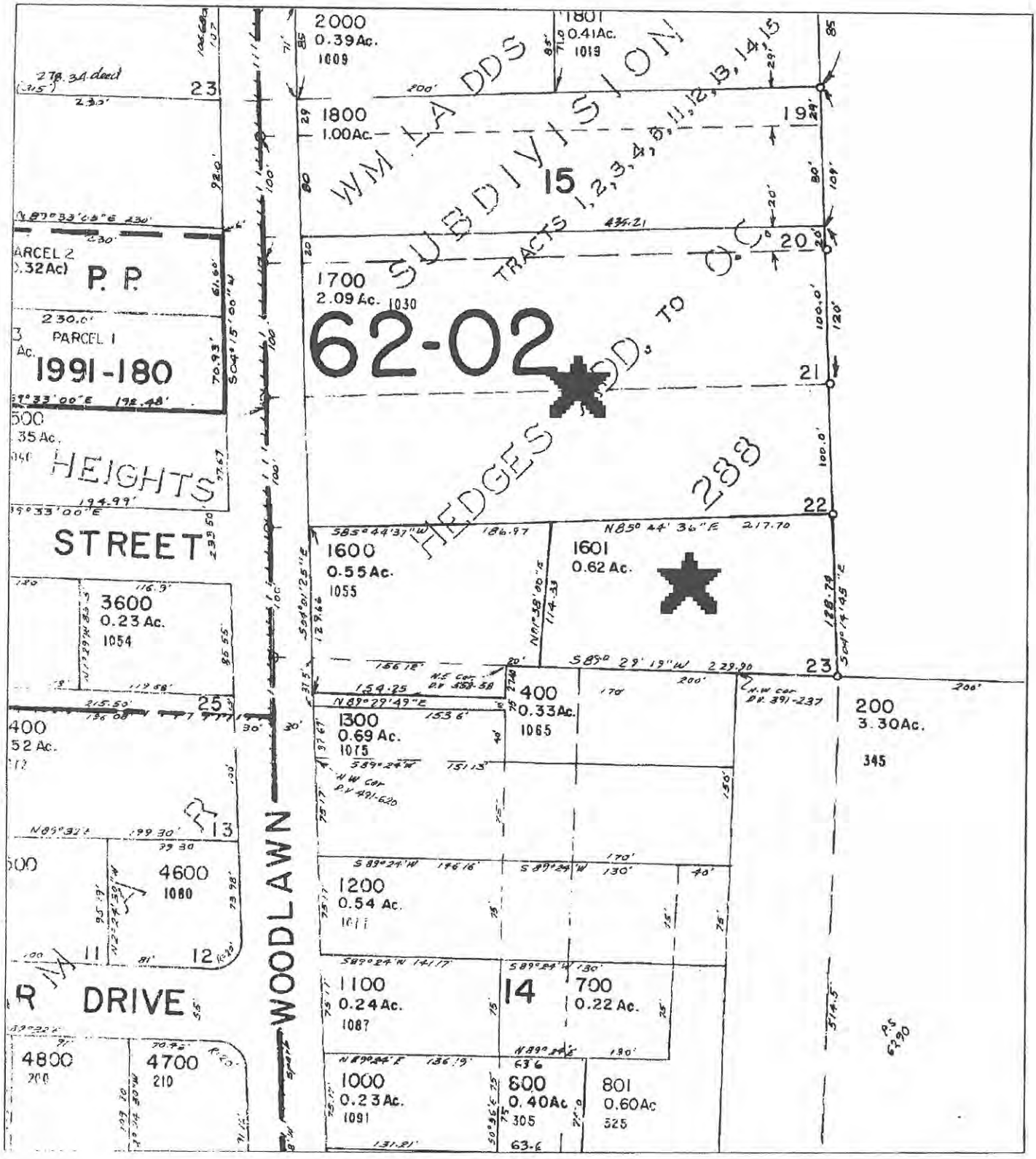


Map No. 32E06BC01601

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01601

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
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"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Wiebke Marvin R & Joan L
CoOwner	:
Site Address	: 1012 Woodlawn Ave Oregon City 97045
Mail Address	: 1012 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854926
Ref Parcel #	: 32E06BC03100
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 04/10/2006
Sale Price	: $350,000
% Owned	: 100
Prior Transfer Date	: 04/10/2006
Prior Sales Price	: $350,000

Document #	: 006-032123
Deed Type	: Warranty
Vesting Type	: Married Persons
Prior Document #	: 006-032122

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Lawton Heights
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 289 LAWTON HEIGHTS PT LT 23
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $111,721
Mkt Structure	: $128,760
Mkt Total	: $240,481
%Improved	: 54
AssdTotal	: $193,302
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $3,481.35
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 4	Building SF	: 3,338	BldgTotSqFt	: 2,942
Bathrooms	: 2.00	1st Floor SF	: 1,706	Lot Acres	: .71
Full Baths	: 2	Upper Finished SF	: 336	Lot SqFt	: 30,856
Half Baths	:	Finished SF	: 2,942	Garage SF	:
Fireplace	: Single Fireplce	Above Ground SF	: 2,042	Year Built	: 1915
Heat Type	: Forced Air-Gas	Upper Total SF	: 336	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF:		Foundation	: Concr Blk
Stories	: 1	Basement Fin SF	: 900	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	: 396	Roof Shape	: Hip
Ext Finsh	: Rustic	Basement Total SF	: 1,296		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

20 10-11 HP

FATCO NO. 7036047-00

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk
2006-032123
$41.00
00961604200600321230040040
04/10/2006 03:18:28 PM
D-D Cnt=1 Stn=13 BARBARA
$20.00 $11.00 $10.00

After recording return to:
Marvin R. Wiebke and Joan L. Wiebke
1012 Woodlawn Avenue
Oregon City, OR 97045

Until a change is requested all tax statements shall be sent to the following address:
Marvin R. Wiebke and Joan L. Wiebke
1012 Woodlawn Avenue
Oregon City, OR 97045

File No.: 7071-763647 (fm)
Date: February 21, 2006

STATUTORY WARRANTY DEED

Michael E. Warner, Trustee of the Warner Family Trust, as to an undivided 1/2 interest and Michael E. Warner, Trustee of the Warner Decedent's Trust, as to an undivided 1/2 interest, Grantor, conveys and warrants to **Marvin R. Wiebke and Joan L. Wiebke, husband and wife,** Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

This property is free from liens and encumbrances, EXCEPT:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **$350,000.00.** (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER CHAPTER 1, OREGON LAWS 2005 (BALLOT MEASURE 37 (2004)). THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER CHAPTER 1, OREGON LAWS 2005 (BALLOT MEASURE 37 (2004)).

Dated this 7th day of APRIL, 2006.

Warner Family Trust

By Michael E Warner TRUSTEE
Michael E. Warner Trustee

Warner Decedent's Trust

By Michael E Warner TRUSTEE
Michael E. Warner Trustee

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 7th day of April, 2006 by Michael E. Warner as Trustee of Warner Family Trust, on behalf of the Trust.

Frances E Miller

Notary Public for Oregon
My commission expires: 2/21/07

OFFICIAL SEAL
FRANCES E. MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 364884
MY COMMISSION EXPIRES FEB. 21, 2007

2

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 7th day of April, 2006 by Michael E. Warner as Trustee of Warner Decedent's Trust, on behalf of the Trust.

Frances E Miller

Notary Public for Oregon
My commission expires: 2/21/07

OFFICIAL SEAL
FRANCES E. MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 364884
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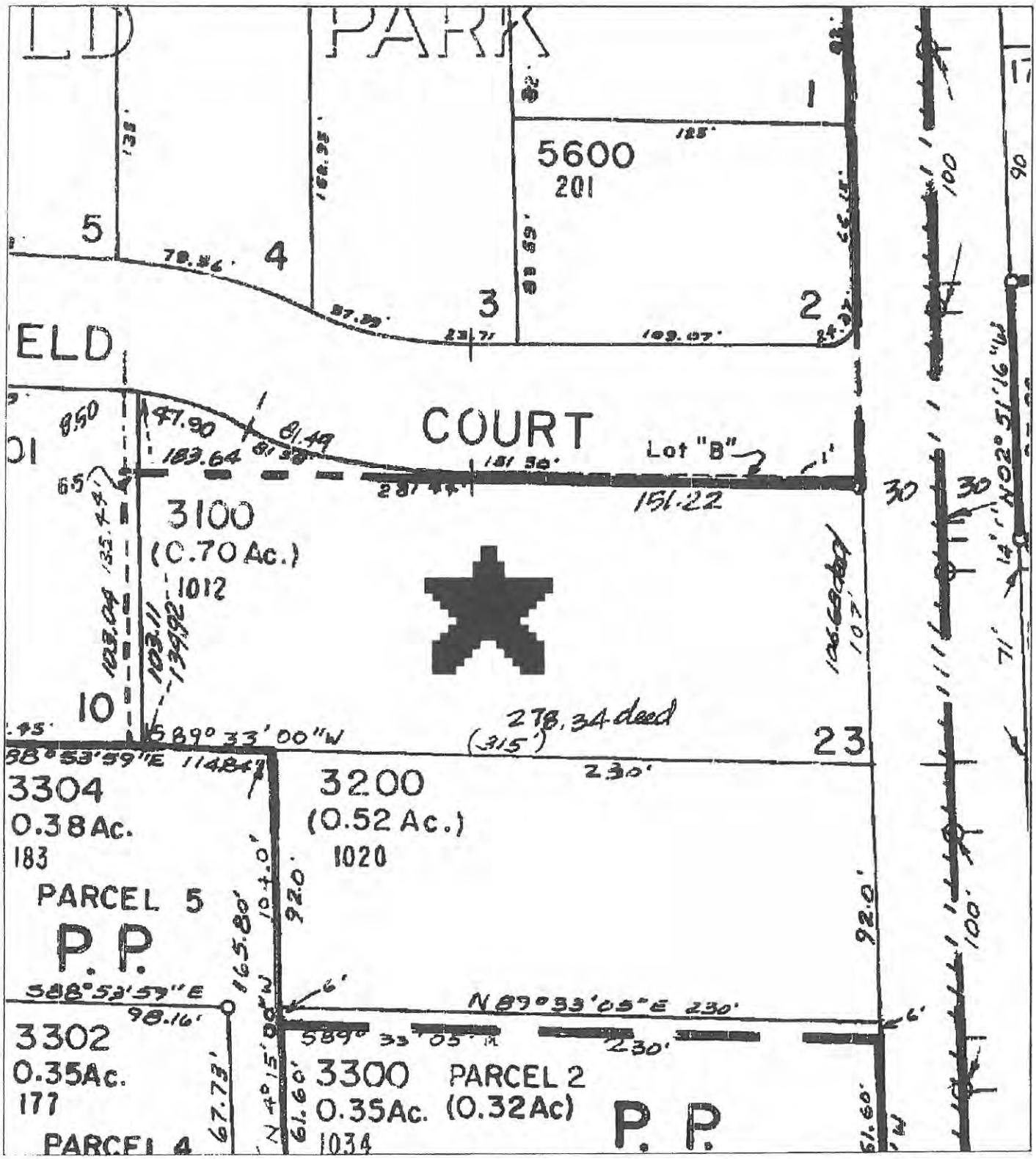
7

EXHIBIT A

LEGAL DESCRIPTION:

A tract of land, being a part of that certain tract of land conveyed to Mike Cochell, et ux, by deed recorded as Fee No. 88-23229 and part of that tract of land conveyed to Harold E. Warner, et ux, by deed described in Book 653, page 240, being a part of Lot 10, WOODFIELD PARK and part of Lot 23, LAWTON HEIGHTS, in the City of Oregon City, County of Clackamas and State of Oregon, and being more particularly described as follows:

Beginning at a 5/8 inch iron rod at the most Southerly Southeast corner of Lot 10, WOODFIELD PARK; thence North 89°32'03" East along the South line of Book 653, page 240, 6.50 feet to the true point of beginning; thence North 02°25'57" West, parallel with the East line of Lot 10, 134.92 feet to the Northerly line of Lot 10; thence Easterly around the arc of a 122.86 foot radius curve to the right, through a central angle of 22°20'18", an arc distance of 47.90 feet (the long chord bears South 75°20'34" East 47.60 feet) to a point of reverse curve; thence Southeasterly around the arc of a 172.86 foot radius curve to the left, through a central angle of 27°00'37" , an arc distance of 81.49 feet (the long chord bears South 77°40'44" East 80.74 feet) to a 5/8 inch iron rod at the most Easterly corner of Lot 10; thence North 88°48'58" East along the North line of the Warner tract 151.22 feet to the Northeast corner thereof; thence South 04°16'03" East along the Westerly right of way line of Woodlawn Avenue, 106.68 feet to the Southeast corner of the Warner tract; thence South 89°32'03" West along the South line of the Warner tract, 278.34 fet to the true point of beginning.



Map No. 32E06BC03100

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

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Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Miller Gavin/Kara	Parcel Number	: 00854695
CoOwner	:	Ref Parcel #	: 32E06BC01800
Site Address	: 1019 Woodlawn Ave Oregon City 97045	T: 03S R: 02E S: 06 Q: NW QQ: SW	
Mail Address	: 1019 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	: 10/23/2013	Document #	: 013-073104
Sale Price	: $367,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 11/30/2000	Prior Document #	: 000-077380
Prior Sales Price	: $215,000		

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Ladds #25
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LTS 19&20
	: BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $138,742
Mkt Structure	: $142,210
Mkt Total	: $280,952
%Improved	: 51
AssdTotal	: $250,767
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $4,516.29
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 5	Building SF	: 2,148	BldgTotSqFt	: 2,148
Bathrooms	: 3.00	1st Floor SF	: 1,707	Lot Acres	: 1.01
Full Baths	: 3	Upper Finished SF	: 441	Lot SqFt	: 44,176
Half Baths	:	Finished SF	: 2,148	Garage SF	: 376
Fireplace	: Backed	Above Ground SF	: 2,148	Year Built	: 1956
Heat Type	: Elec Baseboard	Upper Total SF	: 441	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF	:	Foundation	: Concrete
Stories	: 1	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	:	Roof Shape	: Gable
Ext Finsh	: Bevel Siding	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.





Clackamas County
Department of Assessment and Taxation
150 Beavercreek Rd
Oregon City, Oregon 97045
503-655-8671

Property Account Summary

Parcel Number	00854695	Situs Address	1019 WOODLAWN AVE , OREGON CITY, OR 97045

General Information

Alternate Property #	32E06BC01800
Property Description	288 WM LADDS SUBDIV PT LTS 19&20 BLK 15
Property Category	Land &/or Buildings
Status	Active, Locally Assessed
Tax Code Area	062-002
Remarks	

Tax Rate

Description	Rate
Taxable Fire District Value	2.4602
Taxable Value	15.7176

Property Characteristics

Neighborhood	13061: Oregon City newer 100, 101
Land Class Category	101: Residential land improved
Building Class Category	14: Single family res, class 4
Year Built	1956
Change property ratio	1XX

Related Properties

No Values Found

Parties

Role	Percent	Name	Address
Taxpayer	100	MILLER GAVIN & KARA	1019 WOODLAWN AVE, OREGON CITY, OR 97045 USA
Owner	100	MILLER GAVIN & KARA	1019 WOODLAWN AVE, OREGON CITY, OR 97045 USA

Property Values

Description	2013	2012	2011	2010	2009
AVR Total	258,290	250,767	243,463	236,372	229,487
Exempt					
TVR Total	258,290	250,767	243,463	236,372	229,487
Real Mkt Land	133,279	138,742	146,388	163,866	187,901
Real Mkt Bldg	168,180	142,210	149,690	170,270	196,550
Real Mkt Total	301,459	280,952	296,078	334,136	384,451
M5 Mkt Land	133,279	138,742	146,388	163,866	187,901
M5 Mkt Bldg	168,180	142,210	149,690	170,270	196,550

M5 SAV	0	0	0	0	0
SAVL (MAV Use Portion)					
MAV (Market Portion)	258,290	250,767	243,463	236,372	229,487
Mkt Exception	0	0	0	0	0
AV Exception	0	0	0	0	0

Active Exemptions

No Exemptions Found

Events

Effective Date	Entry Date-Time	Type	Remarks
10/23/2013	2013-11-04 09:31:00.000	Recording Processed	Property Transfer Filing No.: 254443, Warranty Deed, Recording No.: 2013-073104 10/23/2013 by HALLEYWUN
10/23/2013	2013-11-04 09:31:00.000	Taxpayer Changed	Property Transfer Filing No.: 254443 10/23/2013 by HALLEYWUN
04/03/2008	2008-04-03 16:25:00.000	Annexation Completed For Property	Annex to Clackamas Fire 1, Ord 2008-36 pt 1-annexed by 062-002 for 2008-Revise TCA Membership by JENMAYO
11/30/2000	2000-12-22 09:34:00.000	Taxpayer Changed	Property Transfer Filing No.: 23986 11/30/2000
11/30/2000	2000-12-22 09:34:00.000	Recording Processed	Property Transfer Filing No.: 23986, Warranty Deed, Recording No.: 2000-077380 11/30/2000
07/01/1999	1999-07-01 12:00:00.000	Ownership at Conversion	Warranty Deed: 87-27995, 6/1/87, $ 77750

As Of Date: 11/20/2013 Recalculate

Taxes

Tax Year	Category	TCA/District	Charged	Minimum	Balance Due	Due Date
1993	Property Tax Principal	062-002	2,932.56	0.00	0.00	11/15/1993
1994	Property Tax Principal	062-002	2,836.25	0.00	0.00	11/15/1994
1995	Property Tax Principal	062-002	2,590.40	0.00	0.00	11/15/1995
1996	Property Tax Principal	062-002	2,818.40	0.00	0.00	11/15/1996
1997	Property Tax Principal	062-002	2,592.64	0.00	0.00	11/15/1997
1998	Property Tax Principal	062-002	2,720.00	0.00	0.00	11/15/1998
1999	Property Tax Principal	062-002	2,784.21	0.00	0.00	11/15/1999
2000	Property Tax Principal	062-002	3,149.27	0.00	0.00	11/15/2000
2001	Property Tax Principal	062-002	3,134.67	0.00	0.00	11/15/2001
2002	Property Tax Principal	062-002	3,128.49	0.00	0.00	11/15/2002
2003	Property Tax Principal	062-002	3,222.10	0.00	0.00	11/15/2003
2004	Property Tax Principal	062-002	3,272.21	0.00	0.00	11/15/2004
2005	Property Tax Principal	062-002	3,349.54	0.00	0.00	11/15/2005
2006	Property Tax Principal	062-002	3,418.36	0.00	0.00	11/15/2006
2007	Property Tax Principal	062-002	3,632.00	0.00	0.00	11/15/2007
2008	Property Tax Principal	062-002	3,947.38	0.00	0.00	11/15/2008
2009	Property Tax Principal	062-002	4,174.00	0.00	0.00	11/15/2009
2010	Property Tax Principal	062-002	4,271.03	0.00	0.00	11/15/2010
2011	Property Tax Principal	062-002	4,360.00	0.00	0.00	11/15/2011
2012	Property Tax Principal	062-002	4,516.29	0.00	0.00	11/15/2012
2013	Property Tax Principal	062-002	4,695.15	0.00	0.00	11/15/2013
TOTAL Due as of 2013/11/20					0.00	

Receipts

Date	Receipt	Amount Applied	Amount Due	Tendered	Change
2013/10/29	3484401	4,695.15	4,695.15	4,554.30	0.00
2012/11/13	3326856	4,516.29	4,516.29	4,380.80	0.00
2011/11/17	3204324	4,360.00	4,360.00	4,229.20	0.00

2010/11/08	2902967	4,271.03	4,271.03	4,142.90	0.00
2009/11/12	2726616	4,174.00	4,174.00	4,048.78	0.00
2008/10/16	2478059	3,947.38	3,947.38	3,828.96	0.00
2008/02/13	2439488	2,421.34	2,421.34	2,421.34	0.00
2007/11/08	2318625	1,210.66	3,632.00	1,210.66	0.00
2007/04/25	2262393	1,139.45	1,139.45	1,139.45	0.00
2006/11/21	2215706	2,278.91	3,418.36	2,233.33	0.00
2005/11/14	1955822	3,349.54	3,349.54	3,249.05	0.00
2004/11/16	1814332	3,272.21	3,272.21	3,174.04	0.00
2003/11/14	1621161	3,222.10	3,222.10	3,125.44	0.00
2002/11/14	1425427	3,128.49	3,128.49	3,034.64	0.00
2001/10/30	1179748	3,134.67	3,134.67	3,040.63	0.00
2000/11/22	1119709	3,149.27	3,149.27	3,054.79	0.00
1999/11/16	872852	2,784.21	2,784.21	2,700.69	0.00
1998/11/15	550464	2,720.00	2,720.00	2,638.40	0.00
1997/11/15	550463	2,592.64	2,592.64	2,514.86	0.00
1996/11/15	550462	2,818.40	2,818.40	2,733.85	0.00
1995/11/15	550461	2,590.40	2,590.40	2,512.69	0.00
1994/11/15	550460	2,836.25	2,836.25	2,751.16	0.00
1993/11/15	550459	2,932.56	2,932.56	2,844.58	0.00

Sales History

Transfer Date	Recording Number	Sale Amount	Deed Type	Grantee	Grantor
10/18/2013	2013-073104	367,000	S	MILLER GAVIN & KARA	GRAY MARK & RHONDA
11/30/2000	2000-077380	215,000		GRAY MARK & RHONDA	BUEL DAVID C & BRENDA L
06/01/1987	1987-027995	77,750			

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths
2,148	0 X 0	1956	42	2.0	5	3	0

Printable Version

Developed by ASIX, Incorporated.
@2005 All rights reserved.
Version 1.0.3357.16890

File No. 13012135

Clackamas County Official Records Sherry Hall, County Clerk	2013-073104 10/23/2013 03:27:38 PM
D-D Cnt=1 Stn=1 LESLIE $10.00 $16.00 $10.00 $17.00	$53.00

Grantor
Mark Gray Rhonda Gray

Grantee
Gavin Miller Kara Miller 1019 Woodlawn Avenue Oregon City, OR 97045

After recording return to
Gavin Miller Kara Miller 1019 Woodlawn Avenue Oregon City, OR 97045

Until requested, all tax statements shall be sent to
Gavin Miller Kara Miller 1019 Woodlawn Avenue Oregon City, OR 97045 Tax Acct No(s): 00854695

Reserved for Recorder's Use

STATUTORY WARRANTY DEED

Mark Gray and Rhonda Gray,
Grantor(s) convey and warrant to Gavin Miller and Kara Miller, husband and wife

Grantee(s), the following described real property free of encumbrances except as specifically set forth herein:

The South 29 feet of Lot 19, and all of Lot 20, EXCEPT the South 20 feet thereof, as cut off by lines drawn parallel to the South line of said Lot 20, all in Block 15, W.M. Ladd's Subdivision of Tracts 1-2-3-4-6-11-12-13-14 and 15 , Hedges Addition to Oregon City, in the City of Oregon City, County of Clackamas and State of Oregon.

Subject to and excepting: Covenants, Conditions, Restrictions and Easements of record as of the date of this Deed, and additional Deed exceptions as shown on attached Exhibit "One", which is incorporated herein.

The true consideration for this conveyance is $367,000.00 (Here comply with requirements of ORS 93.030.)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Executed this 18th day of October, 2013.

Mark Gray

Rhonda Gray

State of Oregon, County of Multnomah) ss.

This instrument was acknowledged before me on this 18 day of October, 2013 by Mark Gray and Rhonda Gray.

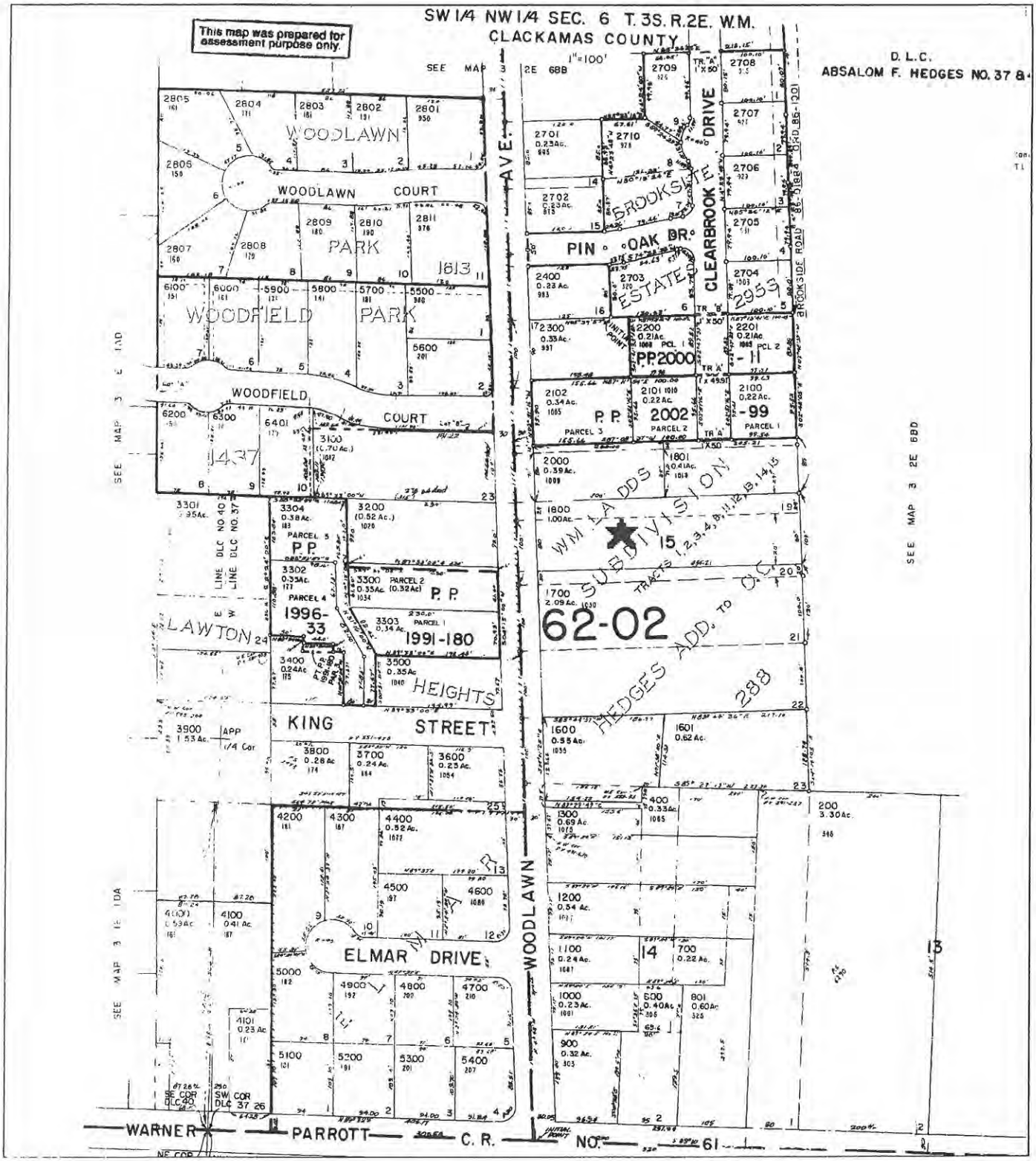
Notary Public for Oregon
My commission expires: 1/17/2016

OFFICIAL SEAL
SAHRA M HALE
NOTARY PUBLIC-OREGON
COMMISSION NO. 464556
MY COMMISSION EXPIRES JANUARY 17, 2016

WFG Title 13012135 MW

EXHIBIT "One"

1 Rights of the public in and to any portion of the herein described premises lying within the boundaries of streets, roads or highways.

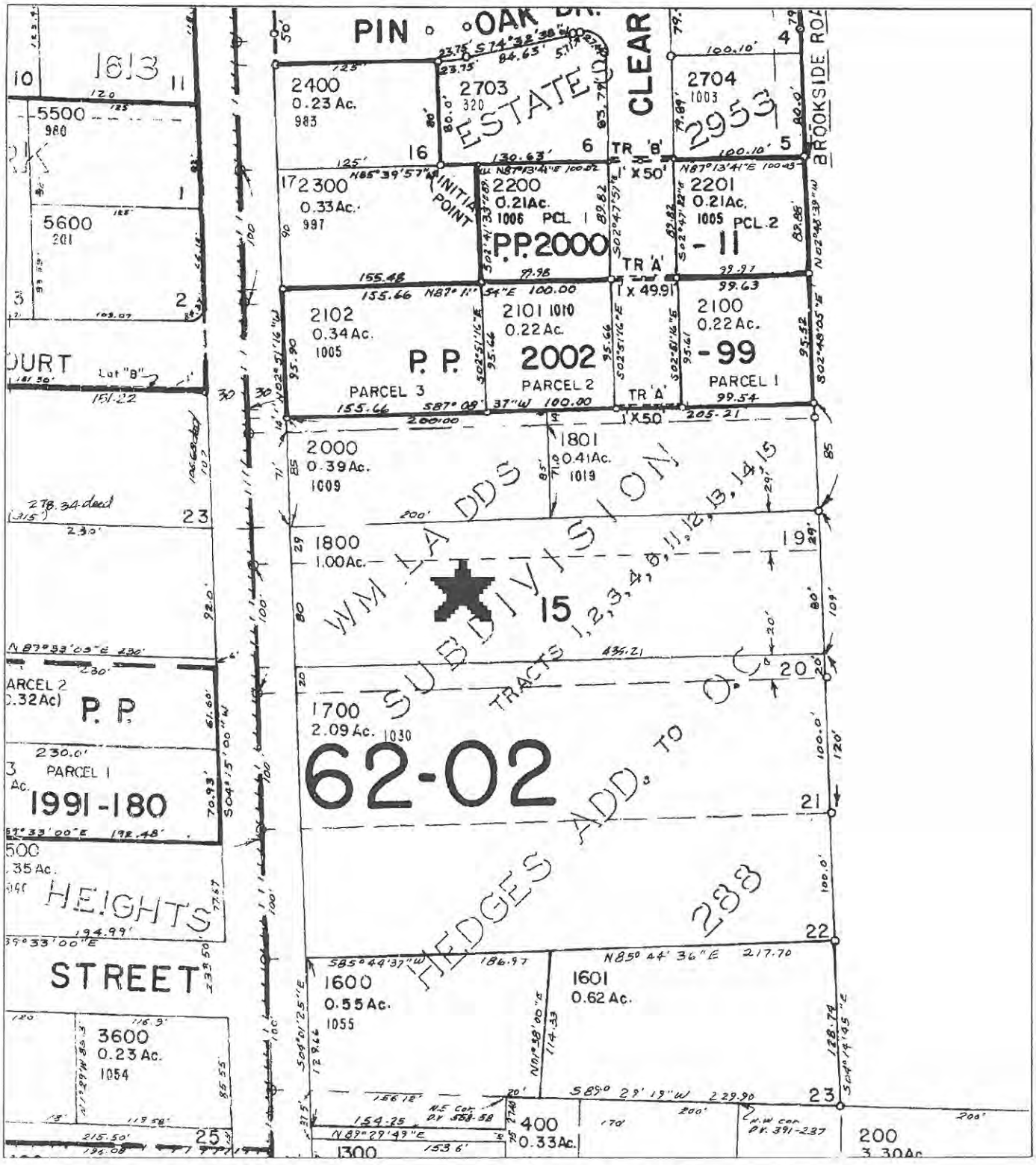


Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Gray Mark & Rhonda
CoOwner	:
Site Address	: 1019 Woodlawn Ave Oregon City 97045
Mail Address	: 1019 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854695
Ref Parcel #	: 32E06BC01800
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 11/30/2000
Sale Price	: $215,000
% Owned	: 100
Prior Transfer Date	: 06/01/1987
Prior Sales Price	: $77,750

Document #	: 000-077380
Deed Type	: Warranty
Vesting Type	: Estate By Entire
Prior Document #	: 0087-27995

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LTS 19&20
	: BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $138,742
Mkt Structure	: $142,210
Mkt Total	: $280,952
%Improved	: 51
AssdTotal	: $250,767
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $4,516.29
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 5
Bathrooms	: 3.00
Full Baths	: 3
Half Baths	:
Fireplace	: Backed
Heat Type	: Elec Baseboard
Floor Cover	: Carpet
Stories	: 1
Int Finish	: Drywall
Ext Finsh	: Bevel Siding

Building SF	: 2,148
1st Floor SF	: 1,707
Upper Finished SF	: 441
Finished SF	: 2,148
Above Ground SF	: 2,148
Upper Total SF	: 441
UnFinUpperStorySF	:
Basement Fin SF	:
Basement Unfin SF	:
Basement Total SF	:

BldgTotSqFt	: 2,148
Lot Acres	: 1.01
Lot SqFt	: 44,176
Garage SF	: 376
Year Built	: 1956
School Dist	: 062
Foundation	: Concrete
Roof Type	: Composition
Roof Shape	: Gable

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

SCANNED

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK
2000-077380
$26.00
11/30/2000 04:09:22 PM
D D - 1 - 3 BEVERLY
$5.00 $11.00 $10.00

After recording return to:
Mark & Rhonda Gray
1019 Woodlawn Avenue
Oregon City, OR 97045

Until a change is requested all tax statements shall be sent to the following address:
Mark & Rhonda Gray
1019 Woodlawn Avenue
Oregon City, OR 97045

Escrow No. 00070962
Title No. 907016

STATUTORY WARRANTY DEED

David C Buel and Brenda L Buel, Grantor, conveys and warrants to Mark Gray and Rhonda Gray, as tenants by the entirety;, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

The South 29 feet of Lot 19 and all of Lot 20, EXCEPT the south 20 feet thereof, as cut off by lines drawn parallel to the South line of said Lot 20, W.M. LADD'S SUBDIVISION OF TRACT 25, HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon;

This property is free of liens and encumbrances, EXCEPT:
None----

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $215,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 27th day of November, 2000.

David C Buel

Brenda L Buel

STATE OF OREGON
County of Clackamas } ss.

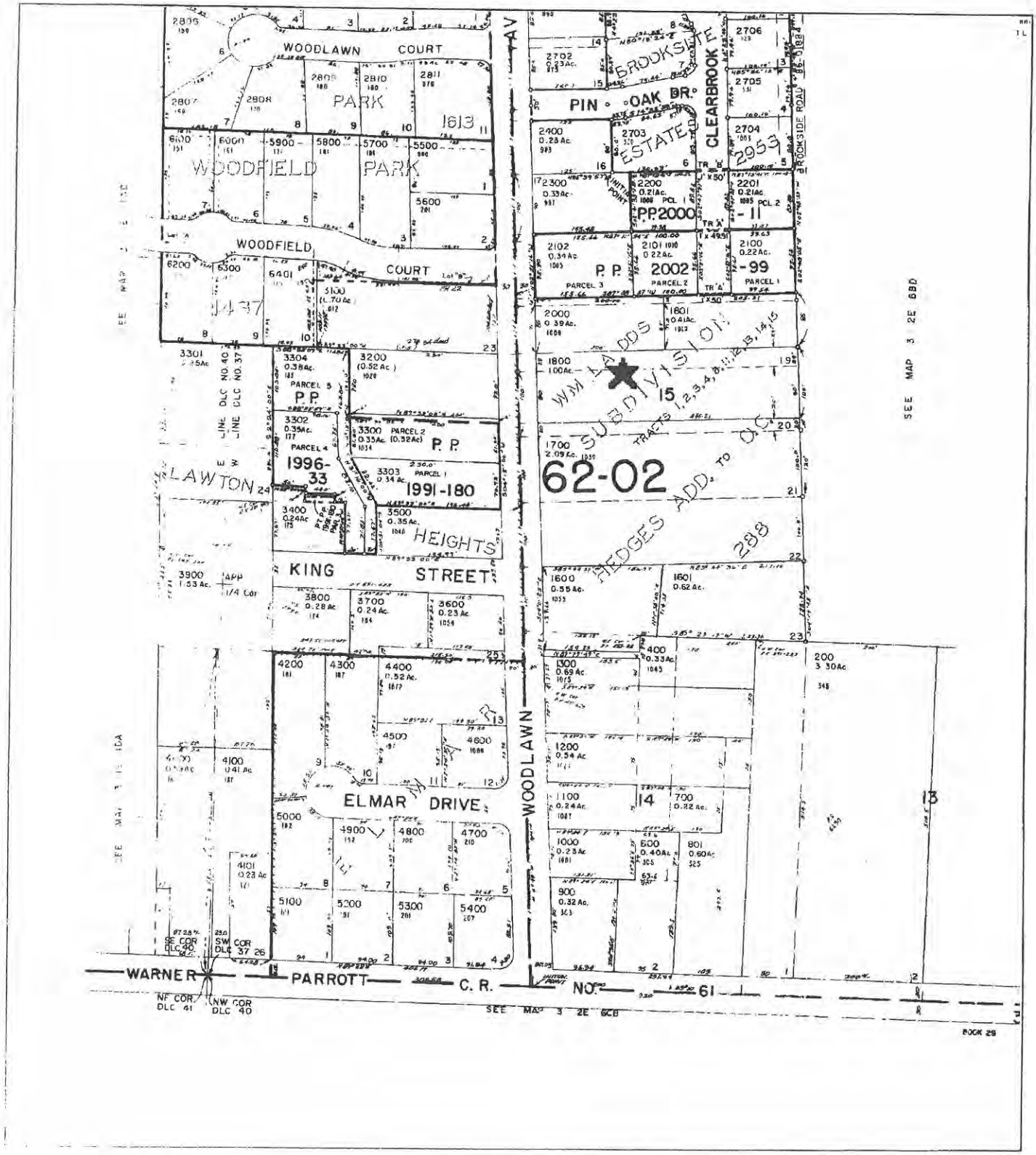
This instrument was acknowledged before me on this 27th day of November, 2000 by David C Buel and Brenda L Buel.

OFFICIAL SEAL
SHEILA M ENGEL
NOTARY PUBLIC - OREGON
COMMISSION NO. 302023
MY COMMISSION EXPIRES AUGUST 1, 2001

Notary Public for Oregon

My commission expires: 08/01/2001

Recorded by First American Title Insurance Company of Oregon
No. 907016 OC

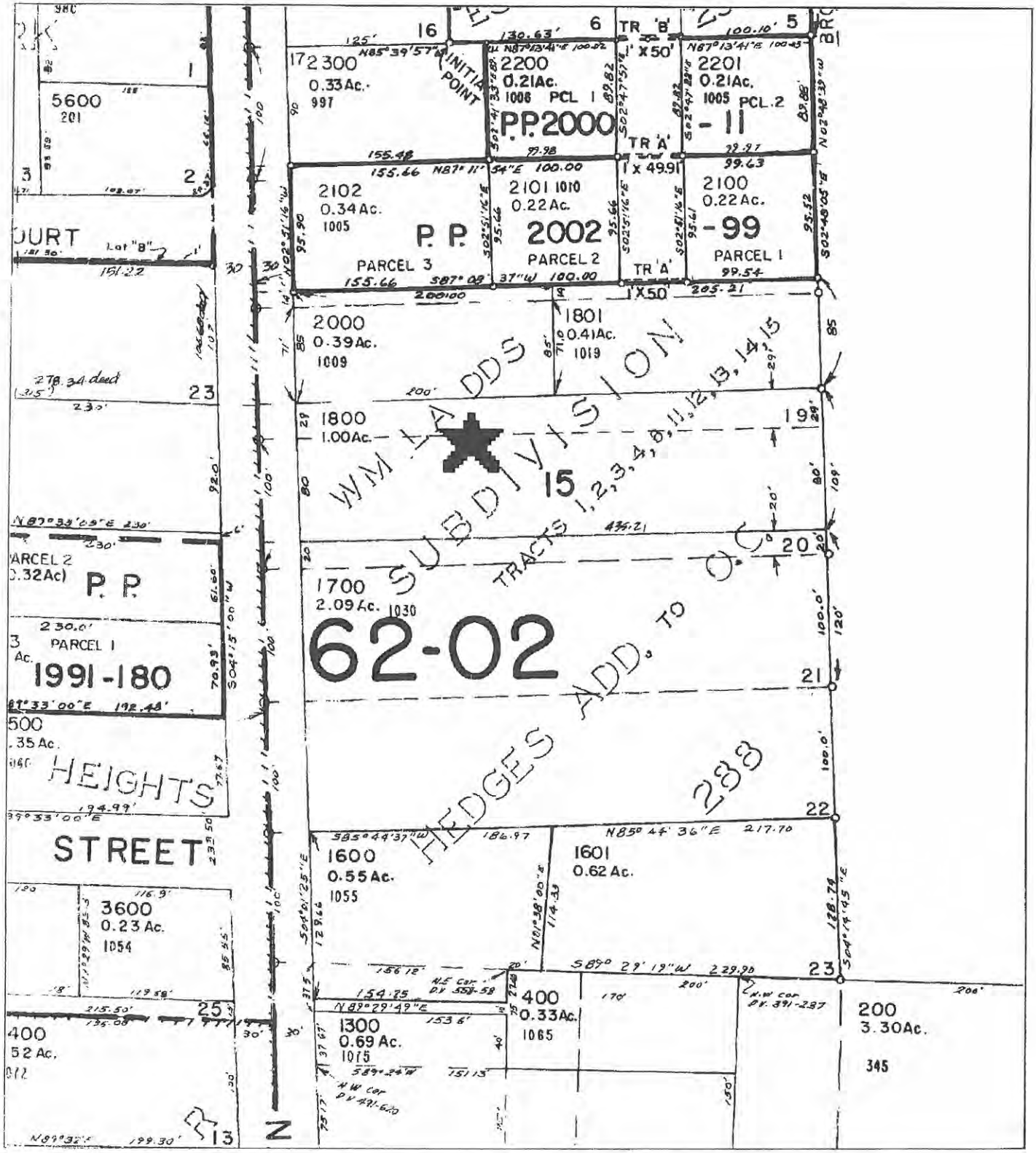


Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

MEETING MINUTES for:

South End Neighborhood Association

Meeting Date and Time:	August 15, 2013 7:00pm
Number of Attendees	22
Guest Speaker(s)	Laura Terway, Oregon City Planner
Topics/Planned Agenda Items	**Willamette Falls Legacy Project** **City Sign Project**

Picnic and meeting were held at Chapin Park with the picnic starting at 6:30pm. The general meeting beginning at 7:00pm.

Oregon City Planner Laura Terway was featured speaker for both the Oregon City Sign Code Update Project and the Willamette Falls Legacy Project.

She first spoke about the sign code updates. Current code has not been updated in almost 20 years, and while the city cannot legally regulate a sign's content they do control the type, quantity, size and materials of sign displays. Ms. Terway took suggestions from SENA members, which will then become part of the project's citizenry input.

Ms. Terway also spoke about current status of the Willamette Falls legacy project, and encouraged SENA members to submit comments as to their vision of best uses for the 23-acre former Blue Heron Paper Company site.

Mark Westermann, SENA resident, informed attendants of his application to the city for a zoning change, to allow multiple single family housing on his Woodlawn property. Those present supported his efforts.

Minutes from the May meeting were reviewed and adopted. A Treasurer's report and CIC update followed and meeting was adjourned close to 9:00pm.

T.-22

DATE	Thurs Aug 15, 2013		SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NO.	
1	Bryan Donneran	STREET:	canby	HOME:	
				CELL:	
		EMAIL:	bryan@donneran.com		
2	Ken Tenut	STREET:		HOME:	
				CELL:	
		EMAIL:			
3	Mark Westerman	STREET:		HOME:	
				CELL:	
		EMAIL:	Western@comcast.net		
4	Laura Terway	STREET:	221 Molalla Ave, Suite 200	HOME:	
				CELL:	5034961553
		EMAIL:			
5	John & Kamiko Ewing	STREET:	1136 Madrona DR Oregon City, OR 97045	HOME:	503-655-5902
				CELL:	
		EMAIL:			
6	Jason & Erin Lile	STREET:	12500 Locust Farm Ct	HOME:	
				CELL:	503-888-7241
		EMAIL:	jasonlile@msn.com		
7	Dave & Janet Bergero	STREET:	11976 Ginger Way Oregon City, OR 97045	HOME:	(503) 655-4941
				CELL:	655 219-2755
		EMAIL:	alohabergero@aol.com		
8	Jan & John Williams	STREET:	1196 Sunny Ln johnw.williams38@gmail.com	HOME:	503 655-2288
				CELL:	
		EMAIL:			
9	Donna Davis	STREET:	11675 PARTLOW OC	HOME:	
				CELL:	
		EMAIL:	—		
10	Ingra Rickerbach	STREET:		HOME:	
				CELL:	
		EMAIL:			

DATE Thurs. Aug. 15, 2013			SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NO.	
1	Brenda McConnel	STREET:	Lassen Court	HOME:	
				CELL:	971-275-2107
		EMAIL:	brengardens@yahoo.com		
2	Petronella Donovan	STREET:		HOME:	
				CELL:	503.810.9045
		EMAIL:	Petronelladonovan@comcast.net		
3	Daniel Donovan	STREET:		HOME:	
				CELL:	
		EMAIL:	Danizoo@comcast.net		
4	Joyce Clark	STREET:	Joyce Ct	HOME:	503-657-934[illegible]
				CELL:	
		EMAIL:			
5	DAVE STABENOW	STREET:	11863 PARTLOW RD	HOME:	
				CELL:	
		EMAIL:			
6	GINNY "	STREET:	11863 PARTLOW RD	HOME:	
				CELL:	
		EMAIL:			
7	Mary Ann Jensen Ginger Ries	STREET:	1160 Barker Rd.	HOME:	
				CELL:	
		EMAIL:			
8		STREET:		HOME:	
				CELL:	
		EMAIL:			
9		STREET:		HOME:	
				CELL:	
		EMAIL:			
10		STREET:		HOME:	
				CELL:	
		EMAIL:			

OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
STAFF REPORT AND RECCOMMENDATION
January 6, 2014

FILE NO.: ZC 13-02: Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District

APPLICANTS/ OWNERS: Mark and Karen Westermann, 1009 Woodlawn Ave., Oregon City, OR 97045
Marvin and Joan Wiebke, 1012 Woodlawn Ave., Oregon City, OR 97045
Thomas and Donna Carlson, 1033 Woodlawn Ave., Oregon City, OR 97045
Gavin and Kara Miller, 1019 Woodlawn Ave., Oregon City, OR 97045

REQUEST: The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District.

LOCATION: 1009 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 2000
No Address, Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1801
1012 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 3100
1033 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1700
1019 Woodlawn Ave., Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1800
No Address, Oregon City, OR 97045,
Clackamas County Map 3-2E-06BC, TL 1601

HEARING DATE: January 13, 2014 Planning Commission

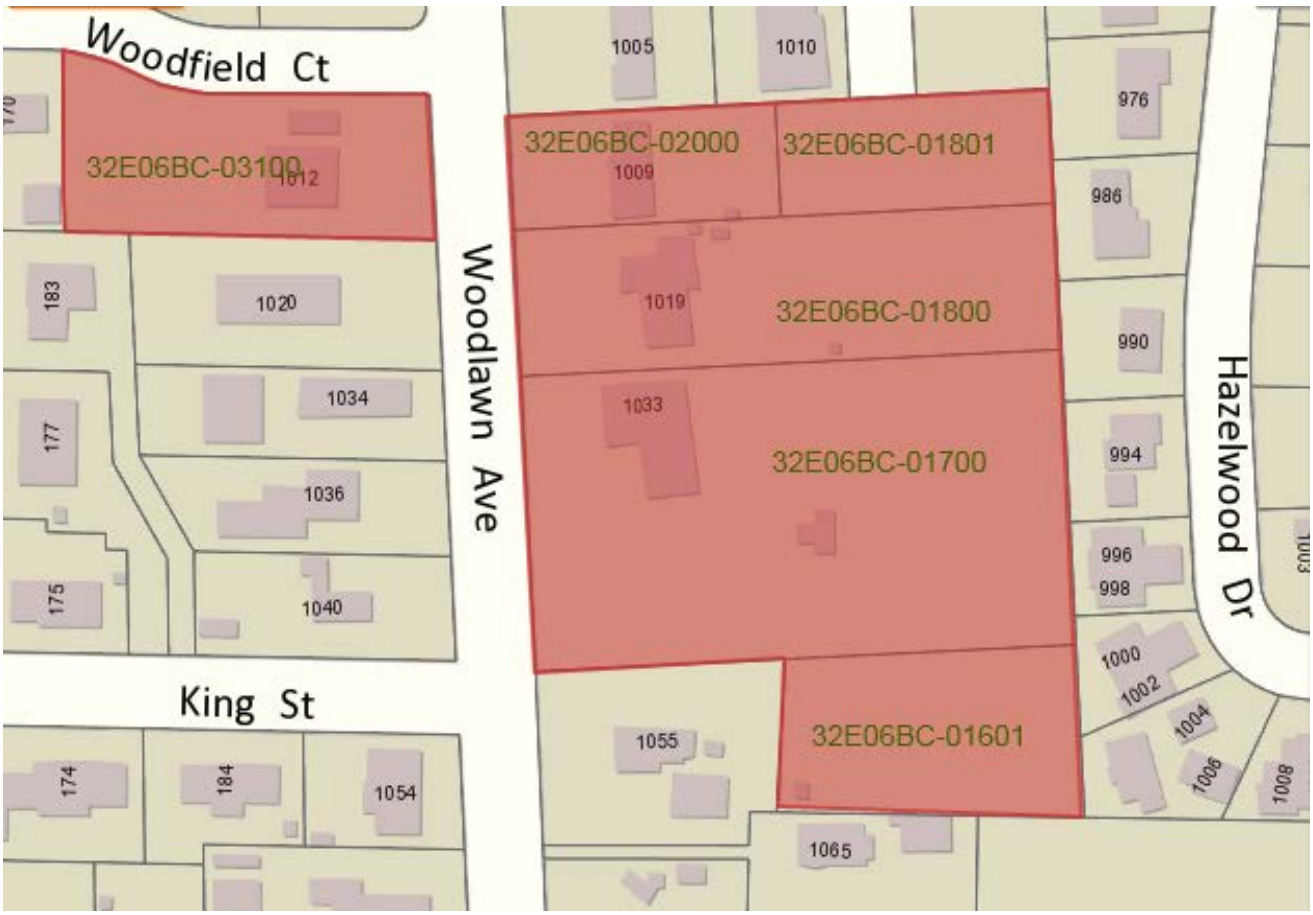
STAFF: Laura Terway, AICP, Planner
Todd Martinez and Gordon Munro, Development Services

RECOMMENDATION: Staff recommends the Planning Commission recommend approval with conditions of Planning file ZC 13-02 to the City Commission for their consideration at the February 5th, 2014 hearing.

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:

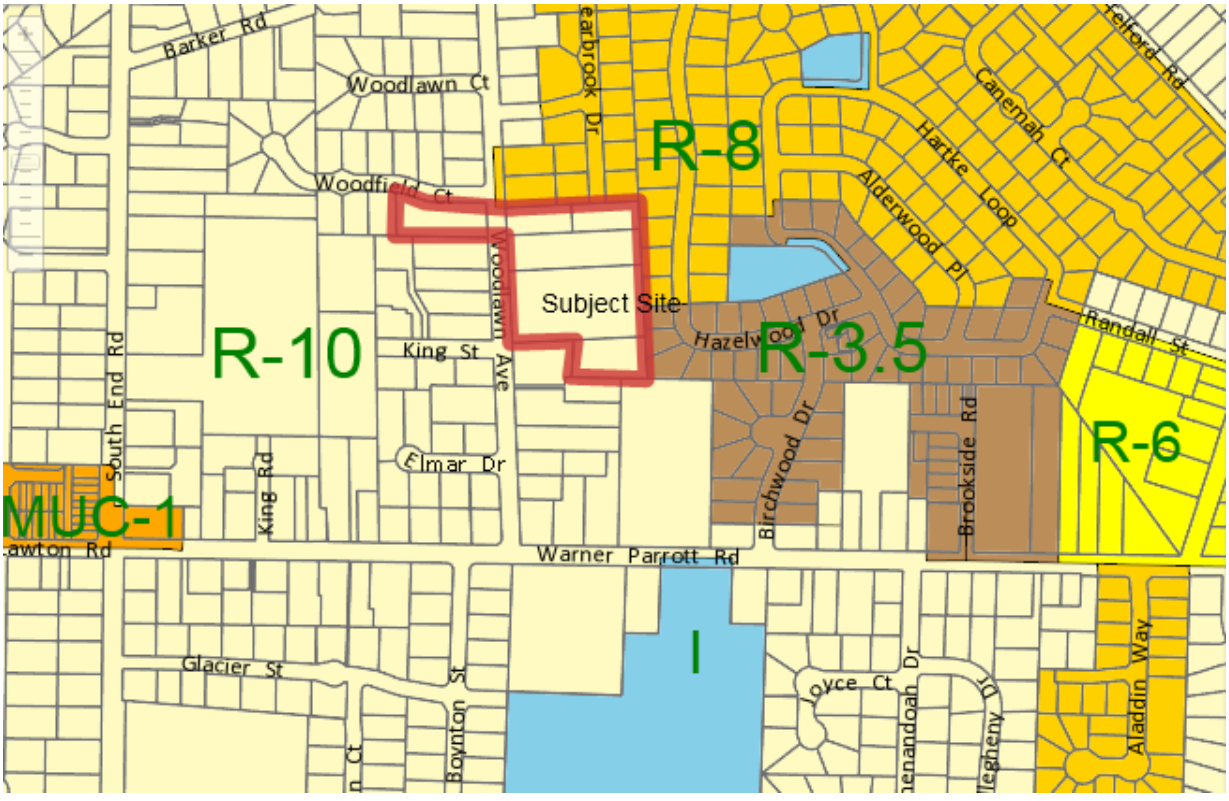
A Zone Change application has been submitted for property located near Woodlawn Avenue and Woodfield Court at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 (Exhibits 1 and 2). The Applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District. The applicant has not submitted an application for further development of the site at this time. Future development will require additional review by the Planning Division.





Note that Clackamas County Map 3-2E-06BC Tax Lot 1700 and 1601 consists of one lot, though two tax lots are present. The land associated with Tax Lot 1601 was incorporated into Tax Lot 1700 with a Lot Line Adjustment in 1999 (Planning file LL 99-06, Exhibit 4). Tax lots are created for taxable purposes with the Clackamas County Tax Assessor and do not result in a land division.

Surrounding Uses: As demonstrated below, the site is surrounded by a variety of zoning designations.



II. DECISION-MAKING CRITERIA:

Oregon City Municipal Code Standards and Requirements
Title 17: Zoning:

Chapter 17.08, R-10 Single Family Dwelling District
Chapter 17.12, R-6 Single Family Dwelling District
Chapter 17.50, Administration and Procedures
Chapter 17.68, Zone Changes and Amendments

III. COMPLIACE WITH APPROVAL CRITERIA

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES
Finding: Complies as Proposed. Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject site. 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 City Engineer, Development Services Manager, Clackamas County Fire Department, the neighborhood association, the Citizen Involvement Council 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 (Exhibit 3).

Laura Terway, Planner with the City of Oregon City sent an email responding to an in person query (Exhibit 5).

No other comments were received regarding this application prior to January 6, 2014. Any comments received after January 6, 2014 will be forwarded to the Commission at the next hearing.

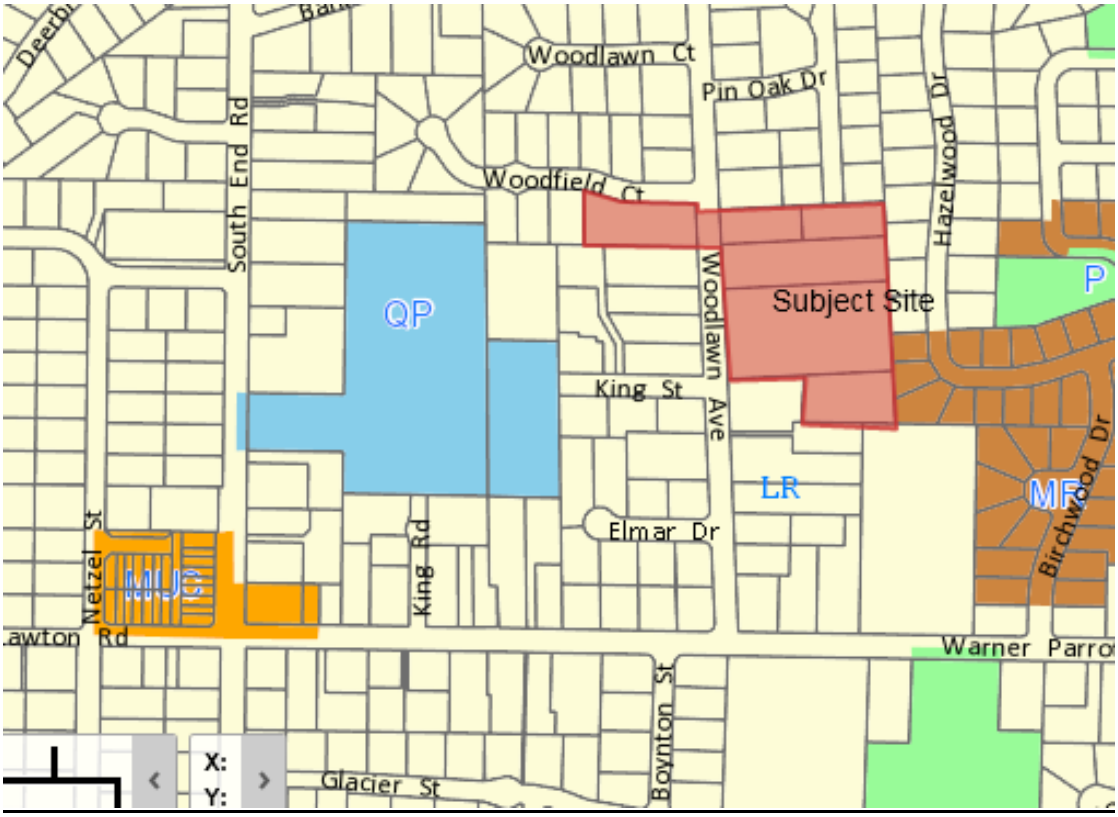
CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

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, the neighborhood association, Citizens Involvement Council, posted notice in the paper and posted the application on the City's website. Signs were also posted on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal 2: Land Use
Goal 2.1: Ensure that property planned for residential, commercial, office and industrial uses is used efficiently and that land is developed following principles of sustainable development.
Finding: Complies as Proposed. The applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-6" Single-Family Dwelling District. The zone change would allow additional

dwellings to be constructed in the future 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 which includes the following zoning designations: R-10, R-8 and R-6 Single-Family Dwelling Districts. The applicant proposed to retain the Comprehensive Plan designation and change the zoning from R-10 to R-6. The zone change remains compliant with the Comprehensive Plan designation of the site. The subject site is primarily surrounded by other properties within the Low Density Residential Comprehensive Plan Designation with the exception of Medium Density Residential directly adjacent to the east of the site.



Goal (5) Natural Resources
Policy 5.4.4: Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.
Finding: Complies as Proposed. This policy is implemented by the application of the Natural Resources Overlay District (NROD). The subject property is not located within the NROD boundary.

Goal 6: Quality of Air, Water and Land Resources
Goal 6.1.1: Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.
Finding: Complies as Proposed. The proposed R-6 zoning designation will allow approximately 14 more single-family dwellings on the same land creating of a more compact land use pattern and reduction in the square footage of paved street and sidewalk per dwelling. As development occurs on the subject

site construction of a street and associated sidewalk would be required, allowing easier travel for the subject site and surrounding areas. This standard has been met.

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. As demonstrated below, only 21% of the residentially zoned property within the City is within the R-6 Single Family Dwelling District, with more than 60% of the residentially zoned land in a lower density zoning designation. The increased density allowed by the R-6 zoning, as compared with the existing R-10 district will provide for approximately 14 more single-family homes on this site, thereby increasing the availability of more choices in the marketplace. This standard has been met.

Zoning Designation	Acres (Non River)	Percentage of Total Residential Land
R-10	1,593.20	38%
R-8	1,058.00	25%
R-6	871.3	21%
R-5	0	0%
R-3.5	424.1	10%
R-2	262.2	6%
Total	4,208.80	100%

Goal 11: Public Facilities

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

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning.

Sanitary sewer is available from an existing 8-inch line that is installed in Clearbrook Drive and Woodlawn Ave. Sanitary sewer may be extended into the property.

Water service is available from an 8-inch City line in Clearbrook Drive and Woodlawn Avenue, and a 4-inch line on Woodfield Ct. Water service may be extended into the property, and the 4-inch pipe may be up-sized.

Storm water service is provided by a 12-inch pipe on Clearbrook Drive, which also has underground detention. Storm water detention and treatment is often provided within each development. There appears to be sufficient room for storm water facilities.

Oregon City Public Schools provide education services and has adequate levels of service available. Police and fire protection are provided by the City of Oregon City. In addition, future dwellings will mitigate the impact of development with payment of water, sanitary sewer, stormwater, transportation, bicycle/pedestrian, and park system development charges.

Policy 11.1.4: Support development of underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land use compatibility can be found relative to the environment, zoning and comprehensive plan goals.
Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan.

Goal 12: Transportation
Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.
Finding: Complies as Proposed. A Traffic Analysis Letter (TAL) was prepared by Frank Charbonneau of Charbonneau Engineering, Inc., dated September 19, 2013 (Exhibit 2). The TAL concluded a maximum estimate for dwelling units and associated transportation impacts as:

Scenario	Dwelling Units	AM Peak Trips	PM Peak Trips
R-10	11	8	11
R-8	16	12	16
R-6	25	19	25

The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change." (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 additional demand on the public facilities from the proposed zone charge will be minimal. All the services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.
Finding: Complies as Proposed. A Traffic Analysis Letter (TAL) was prepared by Frank Charbonneau of Charbonneau Engineering, Inc., dated September 19, 2013 (Exhibit 2). The TAL was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change." (Exhibit 3).

D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.
Finding: Not Applicable. The Comprehensive Plan contains specific policies and provisions which control the zone change.

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

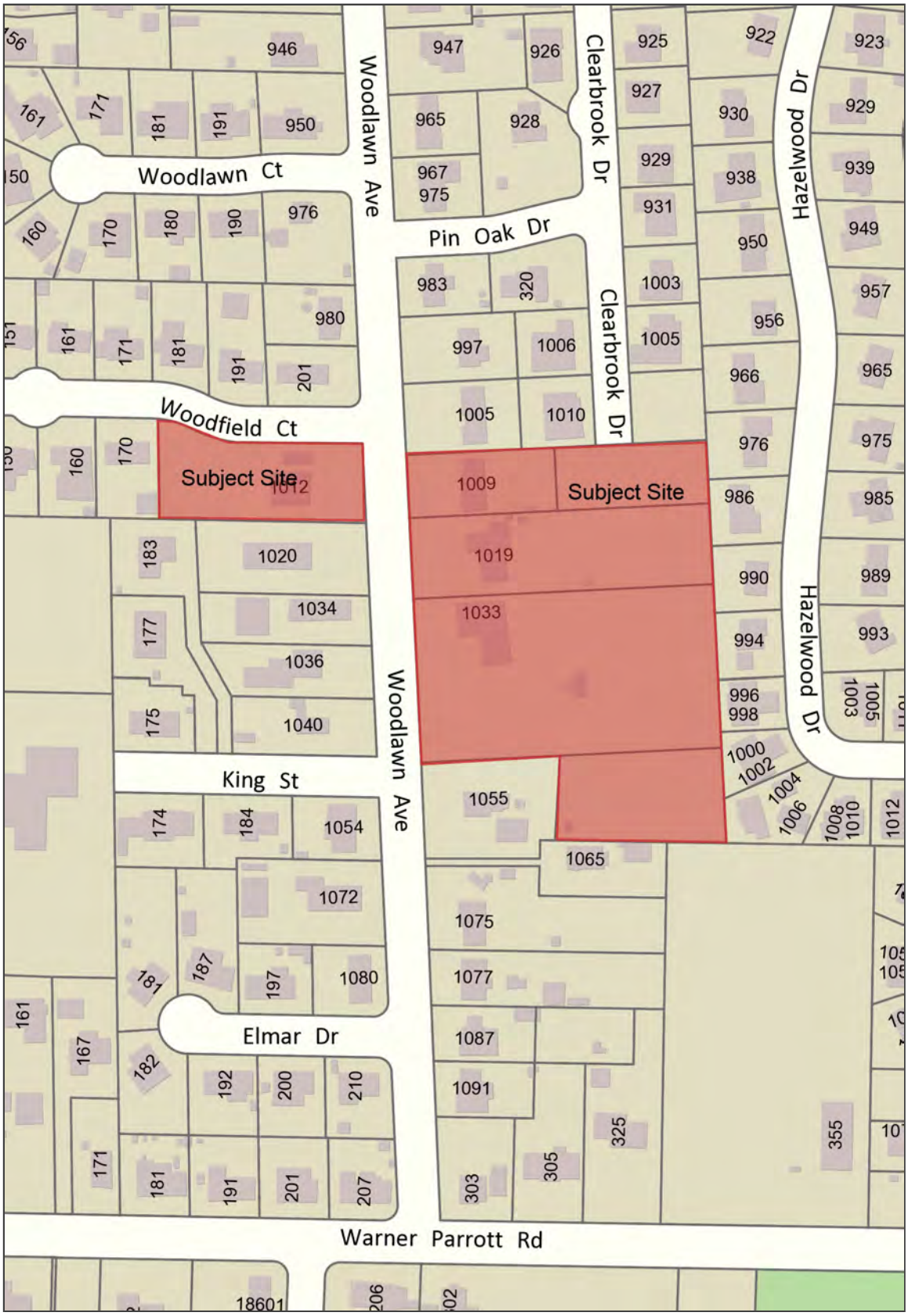
17.12.040. A. Minimum lot area, six thousand square feet;
17.12.040. B. Minimum lot width, fifty feet;
17.12.040. C. Minimum lot depth, seventy feet;
17.12.040.D. Maximum building height: two and one-half stories, not to exceed thirty-five feet.
17.12.040.E
1. Front yard: ten feet minimum depth.
2. Front porch, five feet minimum setback,
3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.
4. Interior side yard, nine feet minimum setback for at least one side yard; five feet minimum setback for the other side yard,
5. Corner side yard, fifteen feet minimum setback,
6. Rear yard, twenty-foot minimum setback
7. Rear porch, fifteen-foot minimum setback.
17.12.040.F. Garage standards: See Chapter 17.21—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.
Finding: Not Applicable. The applicant has not proposed any development with the Zone Change application. Future development will be reviewed for compliance with the dimensional standards of the zoning designation upon submission of permits.

IV. CONCLUSION AND RECOMMENDATION:
In conclusion, the proposed zone change located at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 can meet the approval standards outlined in this Staff Report, subject to the Applicant's proposal. Therefore, the Community Development Director recommends approval of the application.

V. EXHIBITS
The following exhibits are attached to this staff report.

1. Vicinity Map
2. Applicant's Submittal
3. Comments from John Replinger of Replinger and Associates
4. Approved Survey for Planning File LL 99-06
5. Email from Laura Terway, AICP dated 12/3/2013

ZC 13-02



Legend

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

Notes

Overview Map



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

N

0 202 Feet

1: 2,425

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

Map created 11/21/2013

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

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AM 10:54

File Number(s): ZC 13-02

Proposed Land Use or Activity: Rezone from R-10 to *R-6 ~~or R-8~~

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: 1009 Woodlawn Ave, 1012 Woodlawn Ave, 1019 Woodlawn Ave, 1033 Woodlawn Ave

Clackamas County Map and Tax Lot Number(s): 3-2E-06BC-02000, 3-2E-06BC-03100, 3-2E-06BC-01800, 3-2E-06CC-01700, 01901, 01600

Applicant(s):

Applicant(s) Signature: Mark Westerman / Mark Westerman / Mark Wieske / Thomas Carlson

Applicant(s) Name Printed: Mark Westerman, Marc Corey, Tom Carlson, Marc Wieske Date: _____

Mailing Address: 1009 Woodlawn Ave, Oregon City, OR 97045

Phone: 503-720-5050 Fax: _____ Email: Western@comcast.net

Property Owner(s):

Property Owner(s) Signature: Mark Westerman / Mark Westerman / Mark Wieske / Thomas Carlson

Property Owner(s) Name Printed: Mark Westerman, Marc Corey, Tom Carlson, Marc Wieske Date: _____

Mailing Address: 1009, 1012, 1019, 1033 Woodlawn Ave, Oregon City, OR 97045

Phone: 503-720-5050 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

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File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Karen Westermann

Property Owner(s) Name Printed: Karen Westermann Date: 9/20/13

Mailing Address: 1009 Woodlawn Ave

Phone: 503-655-1736 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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❑ Compatibility Review	❑ Extension	❑ Annexation
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	❑ Subdivision (4+ lots)	❑ Municipal Code Amendment
	❑ Minor Variance	❑ Variance
	❑ Natural Resource (NROD) Review	❑ Zone Change

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CITY OF OREGON CITY

File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Joan B Wiebke

Property Owner(s) Name Printed: JOAN WIEBKE Date: 9-20-2013

Mailing Address: 1012 WOODLAWN AVE, OREGON CITY, OR. 97045

Phone: 503-278-1425 Fax: — Email: Joanwiebke@gmail.com

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)
- ❑ Compatibility Review
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- ❑ Extension
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- ❑ Non-Conforming Use Review
- ❑ Site Plan and Design Review
- ❑ Subdivision (4+ lots)
- ❑ Minor Variance
- ❑ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)
- ❑ Annexation
- ❑ Code Interpretation / Similar Use
- ❑ Concept Development Plan
- ❑ Conditional Use
- ❑ Comprehensive Plan Amendment (Text/Map)
- ❑ Detailed Development Plan
- ❑ Historic Review
- ❑ Municipal Code Amendment
- ❑ Variance
- ❑ Zone Change

File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: _____ Kara Miller

Applicant(s) Name Printed: Gavin Miller Kara Miller Date: 11/10/13

Mailing Address: 1019 Woodlawn Ave Oregon City, OR. 97045

Phone: 503-680-8062 Fax: n/a Email: n/a

Property Owner(s):

Property Owner(s) Signature: _____ Kara Miller

Property Owner(s) Name Printed: Gavin Miller Kara Miller Date: 11/10/13

Mailing Address: 1019 Woodlawn Ave. Oregon City, OR. 97045

Phone: 503-680-5579 Fax: n/a Email: n/a

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
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LAND USE APPLICATION FORM

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	☐ Site Plan and Design Review	☐ Historic Review
	☐ Subdivision (4+ lots)	☐ Municipal Code Amendment
	☐ Minor Variance	☐ Variance
	☐ Natural Resource (NROD) Review	☒ Zone Change

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CITY OF OREGON

File Number(s): _____

Proposed Land Use or Activity: _____

_____

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): _____

Applicant(s):

Applicant(s) Signature: Donna Carlson

Applicant(s) Name Printed: Donna Carlson Date: 9/21/13

Mailing Address: 1033 Woodlawn Ave, oregon City, OR 97045

Phone: 503 650-0415 Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Donna Carlson

Property Owner(s) Name Printed: Donna Carlson Date: 9/21/13

Mailing Address: 1033 Woodlawn Ave, oregon City, OR 97045

Phone: 503 650-0415 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

Applicant/Owners:	Mark Westermann 1009 Woodlawn Ave Oregon City, Or 97045	Marv Wiebke 1012 Woodlawn Ave Oregon City, or 97045
	Marc Gray 1019 Woodlawn Ave Oregon City, Or 97045	Tom Carlson 1033 Woodlawn Ave Oregon City, Or 97045

Request:

The applicants are requesting the approval of a zoning change from an R-10 Single family Dwelling District to an R-6 Single Family Dwelling District with an R-8 Single Family Dwelling District as a backup.

Location: The properties as listed above: 1009, 1012, 1019 and 1033 Woodlawn Ave, Oregon City, Or 97045 (See Attached Map)

Legal description: Tax Lots: 3-2E-06BC-02000, 3-2E-06BC-01801, 3-2E-06BC-03100, 3-2E-06BC-01800, 3-2E-06BC-01700 and 3-2E-06BC-01601

Background Information:

The subject properties are on Woodlawn Ave and rezoning would allow for the subdivision and development of these properties. Specifically the extension of Clearbrook Dr. which was developed as a subdivision a few years ago.

Adjacent properties are zoned both R-10, R-8 and R-3.5 (See Zoning Map)

The subject properties are currently zoned R-10. Application for a subdivision or minor partition will occur after the zoning process is complete.

Zone Change:

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

Compliance with OCC 17.68 is required. The criteria include compliance with:

A. Goals and policies of the comprehensive plan. Example goals and policies include:

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: The Applicant met with the Southend Neighborhood Ass. prior to submitting this application.

2. Land Use

Goal2.7: 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: The Applicant is requesting a zone change from R-10 Single Family Dwelling District to R-6 Single Family Dwelling District or R-8 Single Family Dwelling district. The zone change would allow for additional dwellings to be constructed and the property to be utilized in an efficient manner consistent with the adjacent properties.

5. Natural resources

Policy 5.44: 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: The Oregon City Comprehensive Plan designates the subject property as within the LR Low Density Residential Development designation. The "LR" Low Density Development designation includes R-10, R-8 and R-6 zoning designations. The Applicant has not proposed to alter the Comprehensive Plan designation of this site. The subject sites are located next to R-3.5 and R-8 zoned properties and thus the R-6 development is appropriate.

6. Quality of Air, Water, and Land Resources

Policy 6.11: 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: The proposed R-6 or 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.

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: This policy is implemented by development standards that require appropriate handling of storm water runoff. Standard erosion control measures control measures will be implemented during construction. Storm runoff from the proposed development will be collected with a storm sewer system that will connect to the existing systems in place on Clearbrook Dr.

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.

Finding: The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. The increased density allowed by the R-6 or R-8 zoning as compared to the existing R-10 district will provide for a greater number of single-family homes on these sites, there-by increasing the availability of more choices in the marketplace.

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:. Oregon City Public Schools provide education services and has adequate levels of service available. This site is located approximately a half mile from Chapin Park and King School to meet recreational needs. This area is serviced by Clackamas County One Fire and the Oregon City Police Dept. and is within easy driving distance to Willamette Falls Hospital.

12. Transportation

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

Finding: The cities transportation engineer "John Replinger" was asked what was required at this rezoning stage for the Traffic Analysis Letter.

Reply: *The applicant would be required to submit a partial Transportation Analysis Letter that includes a calculation of how many trips would be generated during the peak hours and on a daily basis with the current zoning and the proposed zoning. Essentially, we would be requiring that, in connection with the rezoning, the applicant address item #1 of the seven required elements of the TAL. Providing this information would simply require fairly careful calculation of how many lots would be allowed under the two zoning scenarios. I believe the TAL provided does this.*
(See Attached TAL)

B. Adequacy of public facilities and services (water, sewer, drainage, transportation, schools, police and fire protection) prior to issuing a certificate of occupancy.

Finding: All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 or R-8 zoning. Sanitary sewer, water and storm sewer will be extended from Clearbrook Dr. These lines were sized for this future development. The water and sanitary sewer are 8-inch and the storm pipe is 12-inch with an underground storage tank in Clearbrook Dr.

Oregon City Public Schools provide education services and has adequate levels of service available. This site is located approximately a half mile from Chapin Park and King School to meet recreational needs. This area is serviced by Clackamas

County One Fire and the Oregon City Police Dept. and is within easy driving distance to Willamette Falls Hospital.

C. Land uses are consistent with the existing or planned function, capacity and level of service of the transportation system.

Finding: The proposed development would maintain the Comprehensive Plan designation of Low Density Residential. The proposed Zone Change would retain the use of the site as for single-family dwellings.

A Traffic Assessment Letter (TAL) that addresses additional trip generation at peak times was prepared for this project for R-6 & R-8 single-family dwellings. Any development will result in minimal additional traffic.

Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

Applicant/Owners:	Mark Westermann 1009 Woodlawn Ave Oregon City, Or 97045	Marv Wiebke 1012 Woodlawn Ave Oregon City, or 97045
	Marc Gray 1019 Woodlawn Ave Oregon City, Or 97045	*Tom Carlson* 1033 Woodlawn Ave Oregon City, Or 97045

Request:

The applicants are requesting the approval of a zoning change from an R-10 Single family Dwelling District to an R-6 Single Family Dwelling District with an R-8 Single Family Dwelling District as a backup.

Location: The properties as listed above: 1009, 1012, 1019 and 1033 Woodlawn Ave, Oregon City, Or 97045 (See Attached Map)

Legal description: Tax Lots: 3-2E-06BC-02000, 3-2E-06BC-01801, 3-2E-06BC-03100, 3-2E-06BC-01800, 3-2E-06BC-01700 and 3-2E-06BC-01601

Background Information:

The subject properties are on Woodlawn Ave and rezoning would allow for the subdivision and development of these properties. Specifically the extension of Clearbrook Dr.

Adjacent properties are zoned both R-8 and R-3.5 (See Zoning Map)

The subject properties are currently zoned R-10. Application for a subdivision or minor partition will occur after the zoning process is complete.

Zone Change:

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

Compliance with OCMC 17.68 is required. The criteria include compliance with:

A. Goals and policies of the comprehensive plan. Example goals and policies include:
    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.

2. Land Use

Goal2.7: 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.

5. Natural resources

Policy 5.44: 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.

6. Quality of Air, Water, and Land Resources

Policy 6.11: Promote land use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.

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

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.

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.

12. Transportation

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

B. Adequacy of public facilities and services (water, sewer, drainage, transportation, schools, police and fire protection) prior to issuing a certificate of occupancy.

C. Land uses are consistent with the existing or planned function, capacity and level of service of the transportation system.

Southend Neighborhood Ass / Aug 15th, 2013 Meeting

Presented our intention to seek rezoning and development of our properties on Woodlawn Ave..

Questions were asked:

What does R-6 & R-8 mean?

Why do you need to rezone, What would the development entail?

Will these be single family homes?

How many houses would you be adding?

Would the road just dead-end?

Where will the road eventually go?

After answering the questions, attendees encouraged us to " go for it ".

Prepared by Mark Westermann

From: Mark Westermann
To: Laura Terway
Subject: RE: Zone Change Application
Date: Tuesday, September 10, 2013 12:30:16 PM

Laura,
We have picked to go for the R-6 zone but was instructed to be open to R-8 so we wouldn't have to do this again. That is why I worded it so. I'm sorry if that wasn't clear.
Mark

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]
Sent: Tuesday, September 10, 2013 11:48 AM
To: Mark Westermann
Subject: Zone Change Application

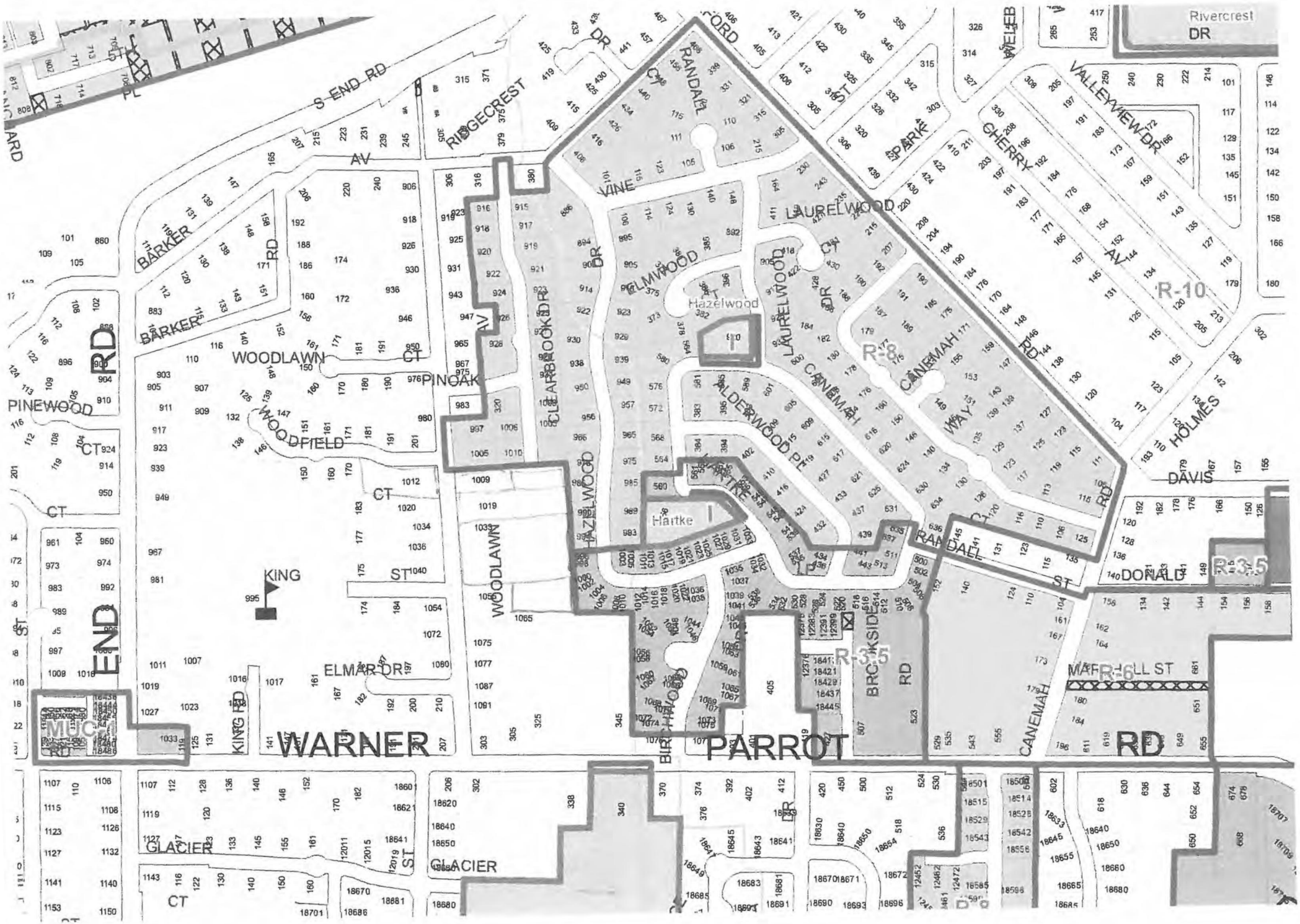
Mark,
I spoke with our lawyer and they indicated that you will have to pick a preferred zone (R-8 or R-6) for your zone change. You can still have in your application that you are okay with either zone, but you have to pick a zone which you are officially applying for. Please feel free to contact me if you would like to discuss. Thanks

---

Laura Terway, AICP
Planner
Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Please note the Planning Division is available from 7:30am - 6:00pm Monday - Thursday and by appointment on Friday.
Phone: 503.496.1553
Fax: 503.722.3880
lterway@orcity.org

Need an answer? Did you know that our website can help you 24-hours a day, 7-days a week? Online, you have access to permit forms, applications, handouts, inspection results, codebooks, info on permits applied for since 2002, inspection information, application checklists, and much more at www.orcity.org. Quickly and easily print a report of your property with a Property Zoning Report or view our interactive mapping at OCWebMaps. Let's work together to improve our transportation system. Provide your input at www.OCTransportationPlan.org.

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Hartke
HAZELWOOD
WAY
HOLMES
DAVIS
DONALD
R-3.5
KING
ST
ELMAR DR
WARNER
PARROT
BROOKSIDE
MARDELL ST
R-6
MEC
END
KING RD
GLACIER
BIRCHWOOD

Situs Address Detail Report

1012 WOODLAWN AVE





Address Information

Site Address: 1012 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

APN: 3-2E-06BC-03100

Alt ID: 00854926

Parcel Area (acres - approx): 0.70

Parcel Area (sq. ft. - approx): 30,492

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1915

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of:	10/10/2012
Land Value (Mkt):	$111,721
Building Value (Mkt):	$128,760
Exempt Amount:	$0
Net Value (Mkt):	$240,481
Assessed Value:	$193,302

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: LAWTON HEIGHTS

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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

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

Situs Address Detail Report

1009 WOODLAWN AVE





Address Information

Site Address: 1009 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

APN: 3-2E-06BC-02000

Alt ID: 00854711

Parcel Area (acres - approx): 0.39

Parcel Area (sq. ft. - approx): 16,988

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built 1962

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of:	10/10/2012
Land Value (Mkt):	$84,700
Building Value (Mkt):	$119,380
Exempt Amount:	$0
Net Value (Mkt):	$204,080
Assessed Value:	$182,449

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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Report generated 4/30/2013 8:14 AM

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

Oregon City Property Report

Taxlot: 3-2E-06BC-01801

Report generated 04/06/2007



Citylimits Line
UGB Line
Sanitary Pipes
Storm Lines
Water Lines



Taxlot 3-2E-06BC-01801 highlighted in blue

Aerial Photos 2006 shown

Taxlot Information

Taxlot #:	3-2E-06BC-01801
Site Address:	NO SITUS ADDRESS n/a n/a n/a
Parcel Acres:	0.40
Twn/Rng/Sec:	03S 02E 6
Ref. Tax Map:	32E06BC

Planning Designations

Zoning:	R10
Zoning Description:	10,000 SF SFR DWELLING UNIT
Comprehensive Plan:	LR
Comp. Plan Description:	RESIDENTIAL - LOW DENSITY
Subdivision:	NONE
Neighborhood Assn:	SOUTH END NA
Urban Renewal Dist:	n/a
Historic District:	n/a

Assessments

As of:	2007-03-08
Land Value:	$27,675
Building Value:	$0
Exempt Value:	$0
Net Value:	$27,675

Overlay Information

In Willamette Greenway?:	N
Geologic Hazards (Steep Slope)?:	N
Slope Category (%):	0-25
In Water Resource Overlay District?:	Y
In 1996 Floodplain?:	N
In Historic District?	N

Disclaimer: The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Oregon City Planning Department to verify report information is complete and accurate.

To generate another property report, go to
http://maps.orcity.org/imf/ext/OC/viewPropertyReport/viewPropertyReport_Search.jsp

To access online mapping, go to OCWebmaps at
http://maps.orcity.org

City of Oregon City
P.O. Box 3040
320 Warner Milne Rd
Oregon City, OR 97045
Phone: (503) 657-0891
Fax: (503) 657-7892
Web: www.orcity.org

Situs Address Detail Report

1019 WOODLAWN AVE





Address Information

Site Address: 1019 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

APN: 3-2E-06BC-01800

Alt ID: 00854695

Parcel Area (acres - approx): 1.01

Parcel Area (sq. ft. - approx): 43,995

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1956

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of: 10/10/2012

Land Value (Mkt): $138,742

Building Value (Mkt): $142,210

Exempt Amount: $0

Net Value (Mkt): $280,952

Assessed Value: $250,767

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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.

Report generated 4/25/2013 9:08 AM

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

Situs Address Detail Report

1033 WOODLAWN AVE





Address Information

Site Address: 1033 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

The following information was derived from the taxlot database and may not necessarily apply to the specific address location

Taxlot Description

3-2E-06BC-01601

APN: 3-2E-06BC-01700

Alt ID: 00854686

Parcel Area (acres - approx): 2.04

Parcel Area (sq. ft. - approx): 88,862

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1910

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

In Nat. Res. Overlay District (NROD)? N

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of:	10/10/2012
Land Value (Mkt):	$200,288
Building Value (Mkt):	$207,380
Exempt Amount:	$0
Net Value (Mkt):	$407,668
Assessed Value:	$311,003

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

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.

Report generated 4/25/2013 9:10 AM

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

Oregon City GIS Map



Legend

- Taxlots
- Unimproved ROW
- City Limits
- UGB

Notes

Overview Map



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

N

0 147 Feet

1: 1,758

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

Map created 11/20/2013

CHARBONNEAU
ENGINEERING LLC

MEMORANDUM

Date: September 19, 2013

To: Mark Westermann

From: Frank Charbonneau, PE, PTOE

Subject: Trip Generation FL1388
Woodlawn Properties
City of Oregon City

As requested we have calculated the trip generation totals for the various zoning plans under consideration for your Oregon City project.

For each of the zoning plans the following trip rates based on ITE Trip Generation manual (code # 210, single-family housing) were applied. Table 1 presents the trip generation in terms of ADT, AM peak hour, and the PM peak hour based on the R-10 zoning. Likewise Table 2 is for the R-8 zoning based and 16 homes and Table 3 for the R-6 zoning and 25 homes.

Once your project gets into the land use portion of the subdivision application it will be necessary for us to address the City's Traffic Analysis Letter (TAL) scoping in full and submit a complete traffic document.

If you should have any questions, please contact Frank Charbonneau, PE, PTOE at 503.293.1118 or email Frank@CharbonneauEngineer.com.

9-19-13

REGISTERED PROFESSIONAL ENGINEER
9301
OREGON
July 22, 1977
FRANK R. CHARBONNEAU
RENEWS: 12-31-13

10211 SW Barbur Blvd, Suite 210A, Portland, OR 97219 Phone: (503) 293-1118

Table 1 Woodlawn Properties Trip Generation for R-10 Zoning, 11 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	11							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**105**	**8**	2	6	**11**	7	4

Table 2 Woodlawn Properties Trip Generation for R-8 Zoning, 16 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	16							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**153**	**12**	3	9	**16**	10	6

Table 3 Woodlawn Properties Trip Generation for R-6 Zoning, 125 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	25							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**239**	**19**	5	14	**25**	16	9

[1] Source: Trip Generation, 8th Edition, ITE, 2008, average rates.

TRAFFIC ANALYSIS LETTER

This letter addresses item #1 of the seven elements of the TAL.as requested by John Relinger, the Oregon City transportation engineer.

-- As requested we have calculated the trip generation totals for the various zoning under consideration for your Oregon City project.

For each of the zoning situations the following trip rates based on ITE Trip Generation manual (code # 210, single-family housing) were applied. Table 1 presents the trip generation in terms of ADT, AM peak hour, and the PM peak hour based on the R-10 zoning. Likewise Table 2 is for the R-8 zoning based and 16 homes and Table 3 for the R-6 zoning and 25 homes.

Once your project gets into the land use portion of the subdivision application it will be necessary for us to address the City's Traffic Analysis Letter (TAL) scoping in full and submit a complete traffic document.

Please let me know if you should have any questions.

Frank Charbonneau, PE, PTOE
Charbonneau Engineering LLC
503.293.1118

Table 1 Woodlawn Properties Trip Generation for R-10 Zoning, 11 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	11							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**105**	**8**	2	6	**11**	7	4

Table 2 Woodlawn Properties Trip Generation for R-8 Zoning, 16 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	16							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**153**	**12**	3	9	**16**	10	6

Table 3 Woodlawn Properties Trip Generation for R-6 Zoning, 25 Single-Family Units

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	25							
Generation Rate [1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**239**	**19**	5	14	**25**	16	9

1 Source: Trip Generation, 8th Edition, ITE, 2008, average rates.

OREGON CITY

Permit Receipt

RECEIPT NUMBER 00027093

Account Number: 016428

Paid: 11/12/2013

Applicant: MARK G & KAREN K WESTERMANN

Cashier: lterway

Type: check

Description: November 2013

Notes:

Permit Number	Fee Description	Amount
ZC-13-0002	4346 Traffic Impact Study Fee	450.00
	Total:	$450.00

PAID

OREGON CITY

Permit Receipt

RECEIPT NUMBER 00026564

Account Number: 016428 **Paid:** 9/3/2013

Applicant: MARK G & KAREN K WESTERMANN **Cashier:** kmoosburgg

Type: check # 7039

Description: September 2013

Notes:

Permit Number	Fee Description	Amount
ZC-13-0002	4332 Zone Change Fee	2,683.00
ZC-13-0002	4138 Mailing Labels	15.00
	Total:	$2,698.00

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Westermann Mark G & Karen K
CoOwner	:
Site Address	: *no Site Address*
Mail Address	: 1009 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854702
Ref Parcel #	: 32E06BC01801
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 05/08/1995	Document #	: 0095-26646 Multi-Parcel
Sale Price	: $162,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 09/01/1987	Prior Document #	: 0087-41911
Prior Sales Price	: $5,000		

PROPERTY DESCRIPTION

Map Page Grid	:
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: *unknown Improvement Code*
Land Use	: 100 Vacant,Residential Land
Legal	: 288 WM LADDS SUBDIV PT LTS 18&19
	: BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $24,408
Mkt Structure	:
Mkt Total	: $24,408
%Improved	:
AssdTotal	: $17,697
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $318.72
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: .40
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 17,520
Half Baths	:	Finished SF	:	Garage SF	:
Fireplace	:	Above Ground SF	:	Year Built	:
Heat Type	:	Upper Total SF	:	School Dist	: 062
Floor Cover	:	UnFinUpperStorySF	:	Foundation	:
Stories	:	Basement Fin SF	:	Roof Type	:
Int Finish	:	Basement Unfin SF	:	Roof Shape	:
Ext Finsh	:	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Westermann Mark G & Karen K
CoOwner	:
Site Address	: 1009 Woodlawn Ave Oregon City 97045
Mail Address	: 1009 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854711
Ref Parcel #	: 32E06BC02000
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 05/08/1995
Sale Price	: $162,000
% Owned	: 100
Prior Transfer Date	: 04/01/1986
Prior Sales Price	: $78,500

Document #	: 0095-26646 Multi-Parcel
Deed Type	: Warranty
Vesting Type	: Married Persons
Prior Document #	: 0086-13980

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: 142 Sgl Family,R1-4,1-Story (Basement)
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LT 18&19 BLK : 15 :

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $84,700
Mkt Structure	: $119,380
Mkt Total	: $204,080
%Improved	: 58
AssdTotal	: $182,449
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $3,285.89
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 3	Building SF	: 2,812	BldgTotSqFt	: 1,406
Bathrooms	: 1.50	1st Floor SF	: 1,406	Lot Acres	: .39
Full Baths	: 1	Upper Finished SF	:	Lot SqFt	: 17,033
Half Baths	: 1	Finished SF	: 1,406	Garage SF	: 441
Fireplace	: Stacked	Above Ground SF	: 1,406	Year Built	: 1962
Heat Type	: Forced Air-Gas	Upper Total SF	:	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF	:	Foundation	: Concrete
Stories	: 1 Story-Bsmt	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	: 1,406	Roof Shape	: Hip
Ext Finsh	: Bevel Siding	Basement Total SF	: 1,406		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

STATUTORY WARRANTY DEED

ALBERT K. GOTTSCHALK AND ELLEN M. GOTTSCHALK, HUSBAND AND WIFE
Grantor,
conveys and warrants to MARK G. WESTERMANN AND KAREN K. WESTERMANN, HUSBAND AND WIFE
Grantee,
the following described real property free of liens and encumbrances, except as specifically set forth herein:
SEE ATTACHED EXHIBIT "A"

SUBJECT TO: COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED 7/15/42, IN BOOK 295, PAGE 594 AND COVENANTS AND RESTRICTIONS RECORDED 7/15/42 IN BOOK 295, PAGE 594.

This property is free of liens and encumbrances, EXCEPT: SEE ABOVE

Recorded By First American Title Insurance Company of Oregon
No. 772853

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $ 162,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 3rd day of May 19 95.

Albert K. Gottschalk
ALBERT K. GOTTSCHALK

Ellen M. Gottschalk
ELLEN M. GOTTSCHALK

STATE OF OREGON
County of CLACKAMAS } ss.

BE IT REMEMBERED, That on this 3rd day of May, 19 95, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named ALBERT K. GOTTSCHALK AND ELLEN M. GOTTSCHALK

known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that THEY executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

OFFICIAL SEAL
STACIE E. ROBISON
NOTARY PUBLIC-OREGON
COMMISSION NO. 021245
MY COMMISSION EXPIRES JAN. 12, 1997

Stacie E. Robison
Notary Public for Oregon.
My Commission expires ~~2/20/96~~ SR 1/12/97

Title Order No. 772853
Escrow No. 95080177

THIS SPACE RESERVED FOR RECORDER'S USE

After recording return to:
Mark G. Westermann
1009 WOODLAWN AVENUE
OREGON CITY, OR 97045
Name, Address, Zip

Until a change is requested all tax statement shall be sent to the following address.
Mark G. Westermann
1009 WOODLAWN AVENUE
OREGON CITY, OR 97045
Name, Address, Zip

95-026646

Order No. 772853

AMENDED EXHIBIT "A"

PARCEL I:

Part of Lots 18 and 19, Block 15, W.M. LADD'S SUBDIVISION OF TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14 AND 15, HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning on the East line of Woodlawn Avenue at its intersection with the South line of the North 6 feet of the South 20 feet of Lot 18, as described in deed recorded February 24, 1961 in Deed Book 567, page 626; thence East along said South line 200 feet; thence South parallel with Woodlawn Avenue, 85 feet; thence West parallel with the lot line between Lots 18 and 19, 200 feet to the East line of Woodlawn Avenue; thence North along said East line 85 feet to the point of beginning.

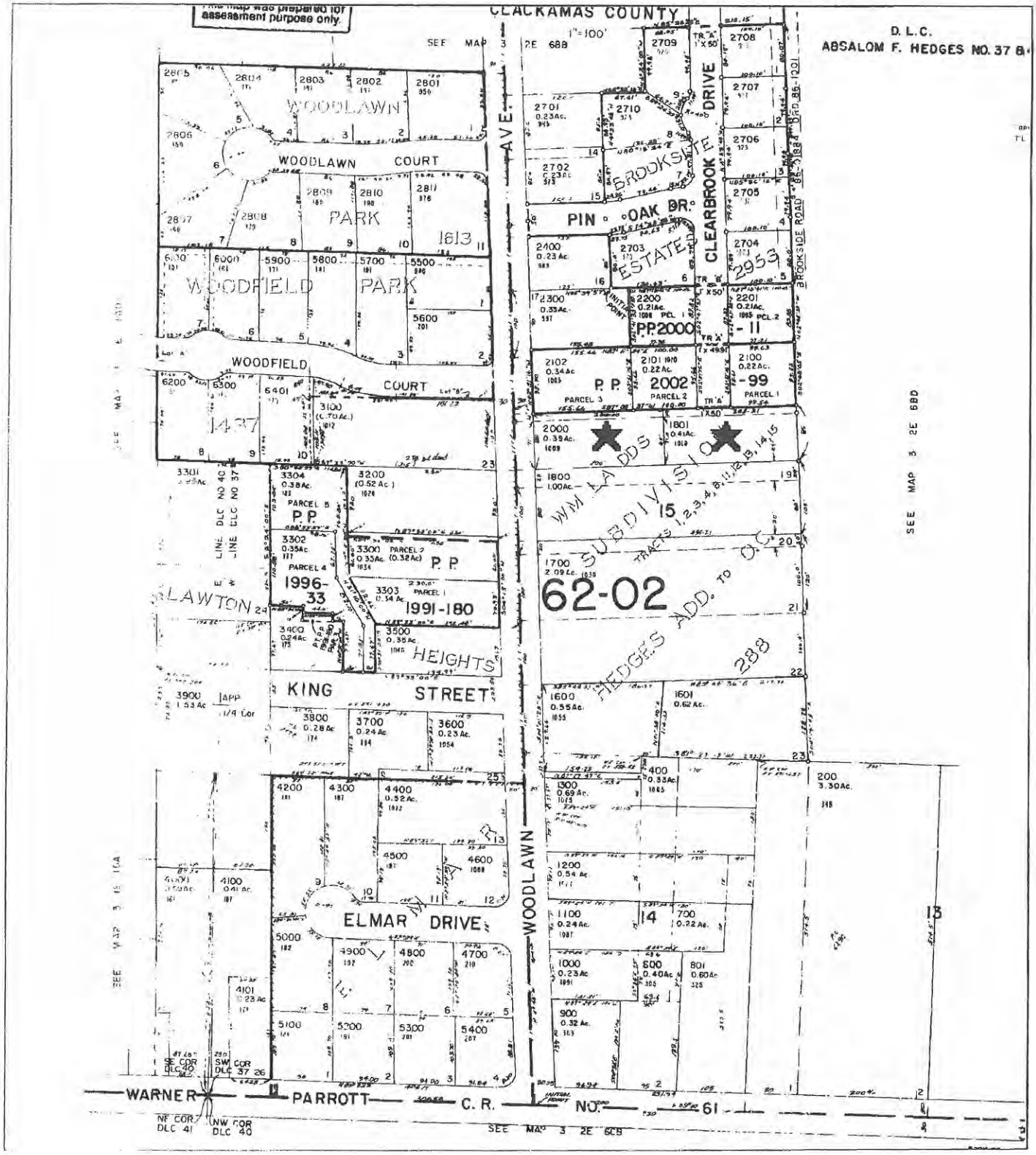
PARCEL II:

The South 14 feet of Lot 18 and all of Lot 19, EXCEPT the South 29 feet thereof, W.M. LADD'S SUBDIVISION OF TRACTS 2-3-3-4-5-6-11-12-13-14 and 15, HEDGE'S ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon.

AND ALSO EXCEPTING that portion conveyed to Dale Walker and Helen Walker, husband and wife, by deed recorded July 10, 1963 in Book 606, page 540 as Recorder's Fee No. 14599, Deed Records.

STATE OF OREGON 95-026646
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 19228 $38.00
DATE AND TIME: 05/08/95 03:22 PM
JOHN KAUFFMAN, COUNTY CLERK

2

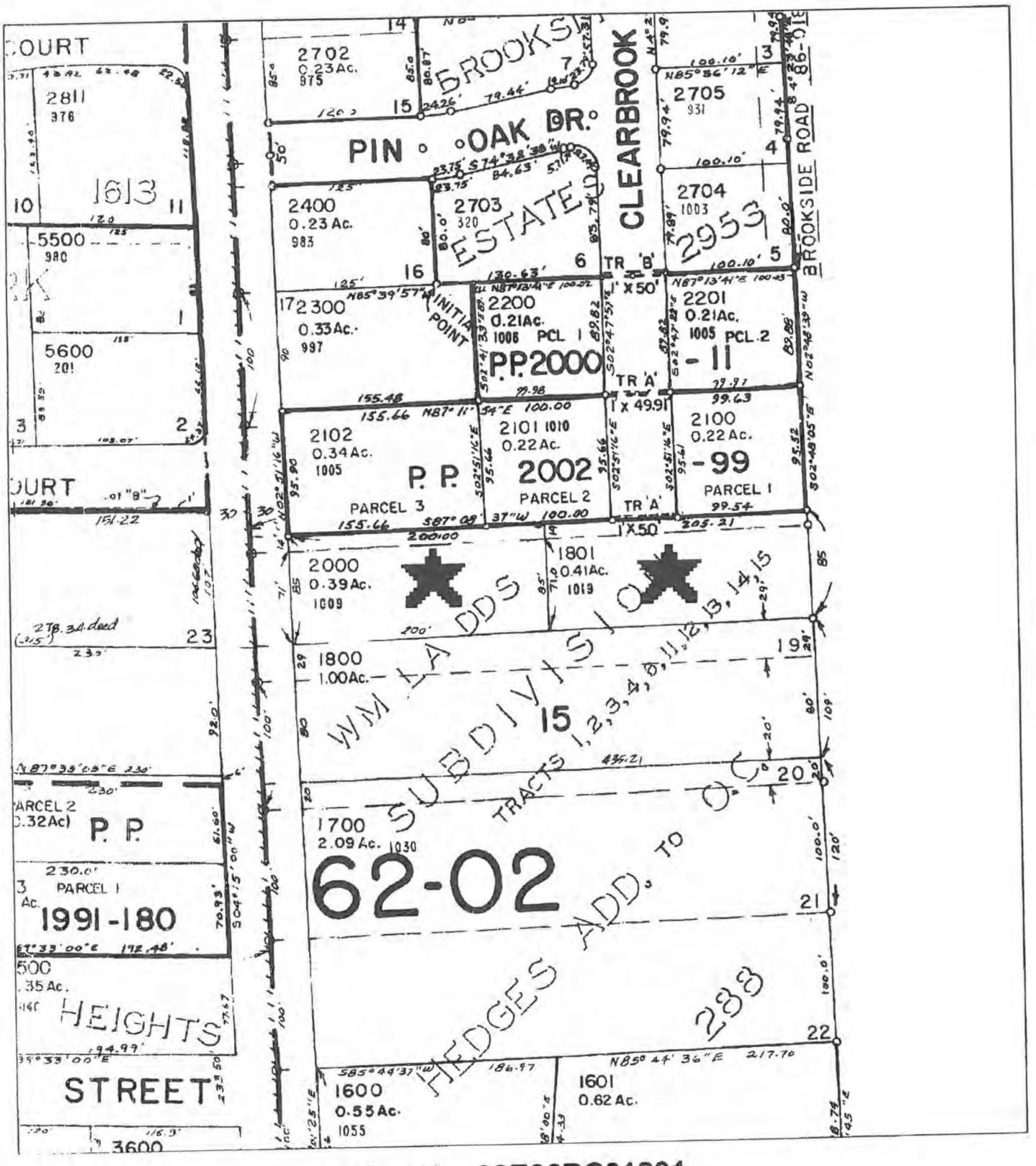


Map No. 32E06BC01801

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01801

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Carlson Thomas J & Donna S	Parcel Number	: 01868571
CoOwner	:	Ref Parcel #	: 32E06BC01601
Site Address	: *no Site Address*	T: 03S R: 02E S: 06 Q: NW QQ: SW	
Mail Address	: 1033 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	: 06/01/1999	Document #	: 99-058806
Sale Price	: $70,000	Deed Type	:
% Owned	:	Vesting Type	:
Prior Transfer Date	:	Prior Document #	:
Prior Sales Price	:		

PROPERTY DESCRIPTION

Map Page Grid	:
Census Tract	: 225.00 Block: 2
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: *unknown Improvement Code*
Land Use	: 100 Vacant,Residential Land
Legal	: 288 WM LADDS SUBDIV PT LT 23 BLK 15
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $85,815
Mkt Structure	:
Mkt Total	: $85,815
%Improved	:
AssdTotal	: $64,940
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $1,169.56
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: .62
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 27,207
Half Baths	:	Finished SF	:	Garage SF	:
Fireplace	:	Above Ground SF	:	Year Built	:
Heat Type	:	Upper Total SF	:	School Dist	: 062
Floor Cover	:	UnFinUpperStorySF	:	Foundation	:
Stories	:	Basement Fin SF	:	Roof Type	:
Int Finish	:	Basement Unfin SF	:	Roof Shape	:
Ext Finsh	:	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

10 28
1 36
10

FIRST AMERICAN

THIS SPACE RESERVED FOR RECORDER'S USE

After recording return to:
Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City, OR 97045

Until a change is requested all tax statements shall be sent to the following address:

Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City, OR 97045

Escrow No. 22070575
Title No. 878981

FIRST AMERICAN TITLE CO. OF OREGON
NO. 878981-OC

STATUTORY BARGAIN AND SALE DEED

JAMES WALTER HODGKINSON and KATHLEEN A. HODGKINSON, as tenants by the entirety:, Grantor, conveys to THOMAS J. CARLSON and DONNA S. CARLSON, as tenants by the entirety:, Grantee, the following described real property:

For legal description see Exhibit "A" attached hereto;

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $70,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 7th day of June, 1999.

James Walter Hodgkinson
JAMES WALTER HODGKINSON

Kathleen A. Hodgkinson
KATHLEEN A. HODGKINSON

STATE OF OREGON
County of Clackamas } ss.

This instrument was acknowledged before me on this 7 day of June, 1999 by James Walter Hodgkinson and Kathleen A. Hodgkinson

Donna Norlander
Notary Public for Oregon

DONNA [illegible] NORLANDER
[illegible]

My commission expires: 05/07/2000

99-058806

Order No. 576991

EXHIBIT "A"

A tract of land, being a part of that certain tract of land conveyed to James W. Hodgkinson, et ux, by Deed recorded as Fee No. 85-74823, Clackamas County Deed Records, which is located in the Northwest one-quarter of Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, being more particularly described as follows:

Beginning at the Southeast corner of Lot 23, W.M. LADD'S SUBDIVISION OF TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14 and 15, HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon; thence South 89°26'15" West along the South line of said Lot 23, 229.90 feet; thence North 01°39'00" East 114.33 feet to the North line of said Lot 23; thence North 89°44'37" East along the North line of said Lot 23, 217.70 feet to the Northeast corner thereof; thence South 04°14'45" East along the East line of said Lot 23, 120.74 feet to the point of beginning.

STATE OF OREGON 99-058806
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 84128 $40.00
DATE AND TIME: 06/09/99 03:12 PM
JOHN KAUFFMAN, COUNTY CLERK

2

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Carlson Thomas J & Donna S
CoOwner	:
Site Address	: 1033 Woodlawn Ave Oregon City 97045
Mail Address	: 1033 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854686
Ref Parcel #	: 32E06BC01700
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 08/24/1998
Sale Price	: $317,500
% Owned	: 100
Prior Transfer Date	:
Prior Sales Price	:

Document #	: 0098-77992
Deed Type	: Warranty
Vesting Type	: Married Persons
Prior Document #	:

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: W M Ladd's #15
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LT 20 LT
	: 21&22 BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $200,288
Mkt Structure	: $207,380
Mkt Total	: $407,668
%Improved	: 51
AssdTotal	: $311,003
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $5,601.14
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 4	Building SF	: 3,138	BldgTotSqFt	: 2,536
Bathrooms	: 2.00	1st Floor SF	: 1,772	Lot Acres	: 2.05
Full Baths	: 2	Upper Finished SF	: 764	Lot SqFt	: 89,152
Half Baths	:	Finished SF	: 2,536	Garage SF	: 576
Fireplace	: Single Fireplce	Above Ground SF	: 2,536	Year Built	: 1910
Heat Type	: Forced Air-Oil	Upper Total SF	: 764	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF	:	Foundation	: Concr Blk
Stories	: 1	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	:	Roof Shape	: Gable
Ext Finsh	: Shake	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

Title Order No. 98164219
Escrow No. 98164219

After recording return to:
Thomas J. Carlson
1033 Woodlawn Avenue
Oregon City, OR 97045
Name, Address, Zip

Until a change is requested all tax statements shall be sent to the following address.
Thomas J. Carlson
1033 Woodlawn Avenue
Oregon City,OR 97045
Name, Address, Zip

STATE OF OREGON 98-113741
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 83867 $35.00
DATE AND TIME: 11/30/98 02:35 PM
JOHN KAUFFMAN, COUNTY CLERK

STATUTORY
BARGAIN AND SALE DEED

Thomas J. Carlson and Donna Carlson, husband and wife, Grantor, conveys to Thomas J. Carlson and Donna S. Carlson, husband and wife , Grantee, the following described real property:

All of Lots 21 and 22 and the Southerly 20 feet of Lot 20, Tract 15, W.M. LADD'S SUBDIVISION TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14, and 15, of HEDGES ADDITION TO OREGON CITY, said Southerly 20 feet of Lot 20, as cut off by a line drawn parallel with the South line of said Lot 20, in the County of Clackamas and State of Oregon.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $0.00. (Here comply with the requirements of ORS 93.030)

Dated this 24 day of November, 19 98.

Thomas J. Carlson

Donna Carlson

OFFICIAL SEAL
NADINE STEEN
NOTARY PUBLIC-OREGON
COMMISSION NO. 317501
MY COMMISSION EXPIRES NOV 5, 2002

STATE OF OREGON
County of Washington) ss.

BE IT REMEMBERED, That on this 24 day of November, 19 1998, before me, the undersigned, a Notary Public in and for the State of Oregon, personally appeared the within named Thomas J. Carlson Donna Carlson

known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Julie Wright
Notary Public for Oregon
My Commission Expires 4/24/00

98-113741

Title Data, Inc. CH POR10563 CL 98113741.001

5
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10

Title Order No. 98157145
Escrow No. 98157145

After recording return to:
Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City, OR 97045
Name, Address, Zip

Until a change is requested all tax statements shall be sent to the following address.
Thomas J. Carlson
1033 Woodlawn Ave.
Oregon City,OR 97045
Name, Address, Zip

This space reserved for recorder's use

98157145-C
JW

Pacific NW Title

STATUTORY WARRANTY DEED

Harold M. Black and Ruth S. Black, husband and wife, Grantor, conveys and warrants to Thomas J. Carlson and Donna Carlson, husband and wife, Grantee, the following described real property free of encumbrances, except as specifically set forth herein situated in Clackamas county, OREGON, to wit:
All of Lots 21 and 22 and the Southerly 20 feet of Lot 20, Tract 15, HEDGES ADDITION TO OREGON CITY, said Southerly 20 feet of Lot 20, as cut off by a line drawn parallel with the South Line of said Lot 20.

This property is free from encumbrances, EXCEPT:
1998/99 taxes, a lien due but not yet payable; Covenants, conditions, restrictions and easements of record.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $317,500.00. (Here comply with the requirements of ORS 93.030)

Dated this 21st day of August, 19 98.

Harold M. Black
Harold M. Black

Ruth S. Black
Ruth S. Black

STATE OF OREGON
County of Clackamas } ss.

98-077992

BE IT REMEMBERED, That on this 21st day of August, 19 98, before me, the undersigned, a Notary Public in and for the State of Oregon, personally appeared the within named Harold M. Black and Ruth S. Black

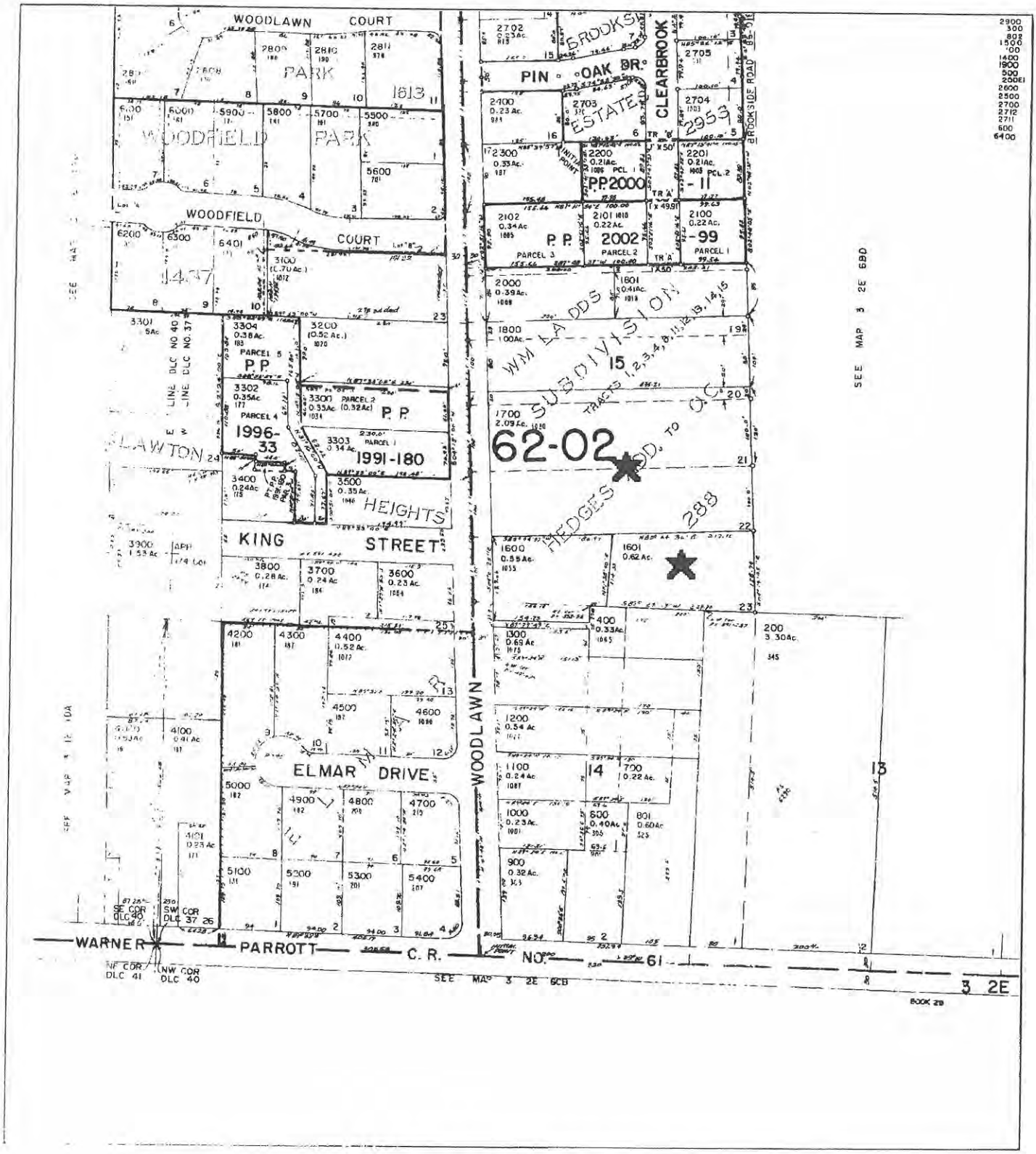
known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Julie R. Wright Notary Public for Oregon
My Commission Expires 4/24/00

OFFICIAL SEAL
JULIE R. WRIGHT
NOTARY PUBLIC - OREGON
COMMISSION NO.051317
MY COMMISSION EXPIRES APR. 24, 2000

98-077992
STATE OF OREGON
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 78328 $38.00
DATE AND TIME: 08/24/98 02:29 PM
JOHN KAUFFMAN, COUNTY CLERK

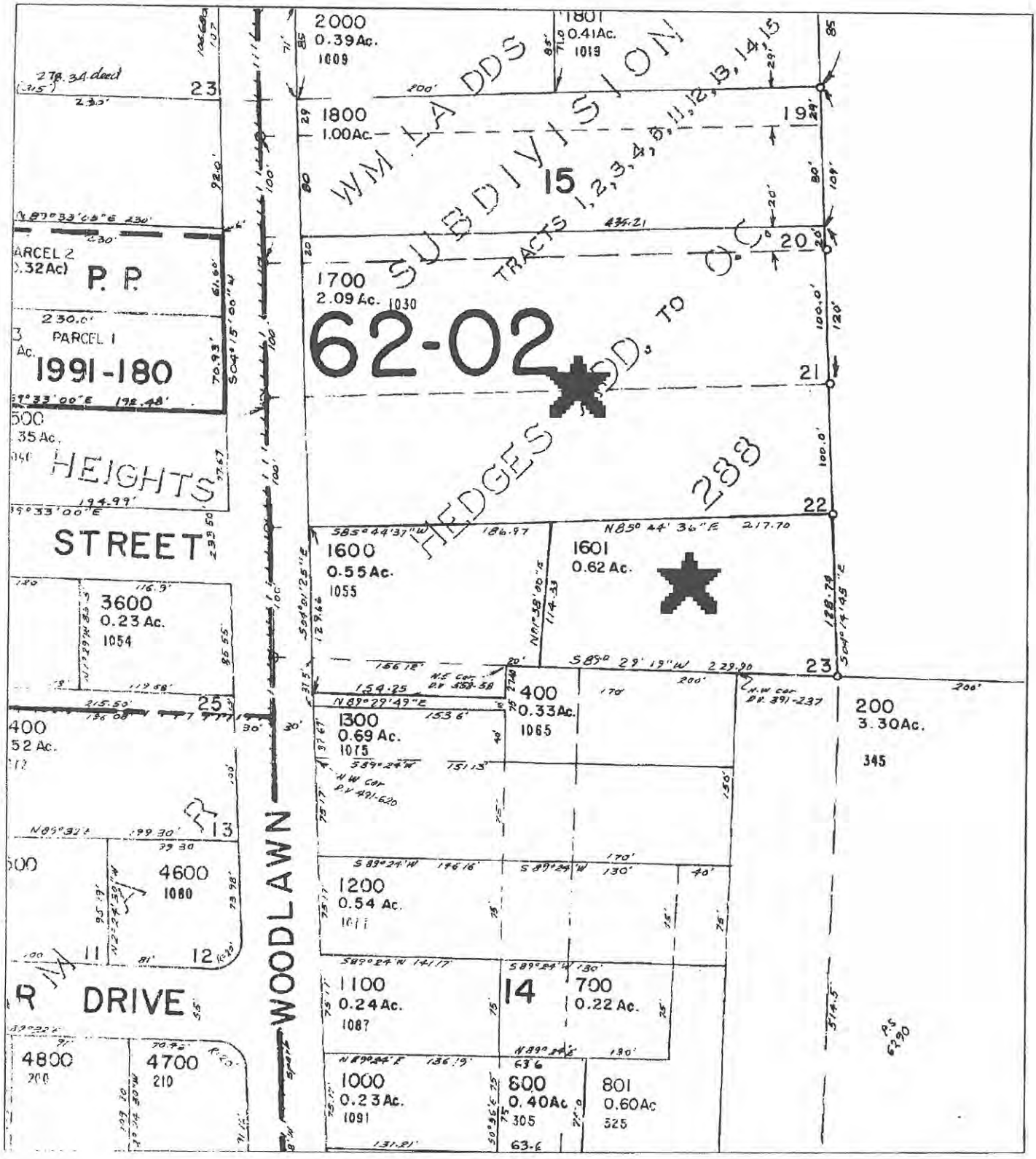


Map No. 32E06BC01601

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01601

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Wiebke Marvin R & Joan L
CoOwner	:
Site Address	: 1012 Woodlawn Ave Oregon City 97045
Mail Address	: 1012 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854926
Ref Parcel #	: 32E06BC03100
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 04/10/2006
Sale Price	: $350,000
% Owned	: 100
Prior Transfer Date	: 04/10/2006
Prior Sales Price	: $350,000

Document #	: 006-032123
Deed Type	: Warranty
Vesting Type	: Married Persons
Prior Document #	: 006-032122

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Lawton Heights
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 289 LAWTON HEIGHTS PT LT 23
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $111,721
Mkt Structure	: $128,760
Mkt Total	: $240,481
%Improved	: 54
AssdTotal	: $193,302
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $3,481.35
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 4	Building SF	: 3,338	BldgTotSqFt	: 2,942
Bathrooms	: 2.00	1st Floor SF	: 1,706	Lot Acres	: .71
Full Baths	: 2	Upper Finished SF	: 336	Lot SqFt	: 30,856
Half Baths	:	Finished SF	: 2,942	Garage SF	:
Fireplace	: Single Fireplce	Above Ground SF	: 2,042	Year Built	: 1915
Heat Type	: Forced Air-Gas	Upper Total SF	: 336	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF:		Foundation	: Concr Blk
Stories	: 1	Basement Fin SF	: 900	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	: 396	Roof Shape	: Hip
Ext Finsh	: Rustic	Basement Total SF	: 1,296		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

20 10-11 HP

FATCO NO. 7036047-00

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk
2006-032123
$41.00
00961604200600321230040040
04/10/2006 03:18:28 PM
D-D Cnt=1 Stn=13 BARBARA
$20.00 $11.00 $10.00

After recording return to:
Marvin R. Wiebke and Joan L. Wiebke
1012 Woodlawn Avenue
Oregon City, OR 97045

Until a change is requested all tax statements shall be sent to the following address:
Marvin R. Wiebke and Joan L. Wiebke
1012 Woodlawn Avenue
Oregon City, OR 97045

File No.: 7071-763647 (fm)
Date: February 21, 2006

STATUTORY WARRANTY DEED

Michael E. Warner, Trustee of the Warner Family Trust, as to an undivided 1/2 interest and Michael E. Warner, Trustee of the Warner Decedent's Trust, as to an undivided 1/2 interest, Grantor, conveys and warrants to **Marvin R. Wiebke and Joan L. Wiebke, husband and wife,** Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

This property is free from liens and encumbrances, EXCEPT:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **$350,000.00.** (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER CHAPTER 1, OREGON LAWS 2005 (BALLOT MEASURE 37 (2004)). THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER CHAPTER 1, OREGON LAWS 2005 (BALLOT MEASURE 37 (2004)).

Dated this 7th day of APRIL, 2006.

Warner Family Trust

By Michael E Warner TRUSTEE
Michael E. Warner Trustee

Warner Decedent's Trust

By Michael E Warner TRUSTEE
Michael E. Warner Trustee

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 7th day of April, 2006 by Michael E. Warner as Trustee of Warner Family Trust, on behalf of the Trust.

Frances E Miller

Notary Public for Oregon
My commission expires: 2/21/07

OFFICIAL SEAL
FRANCES E. MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 364884
MY COMMISSION EXPIRES FEB. 21, 2007

2

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 7th day of April, 2006 by Michael E. Warner as Trustee of Warner Decedent's Trust, on behalf of the Trust.

Frances E Miller

Notary Public for Oregon
My commission expires: 2/21/07

OFFICIAL SEAL
FRANCES E. MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 364884
MY COMMISSION EXPIRES FEB. 21, 2007

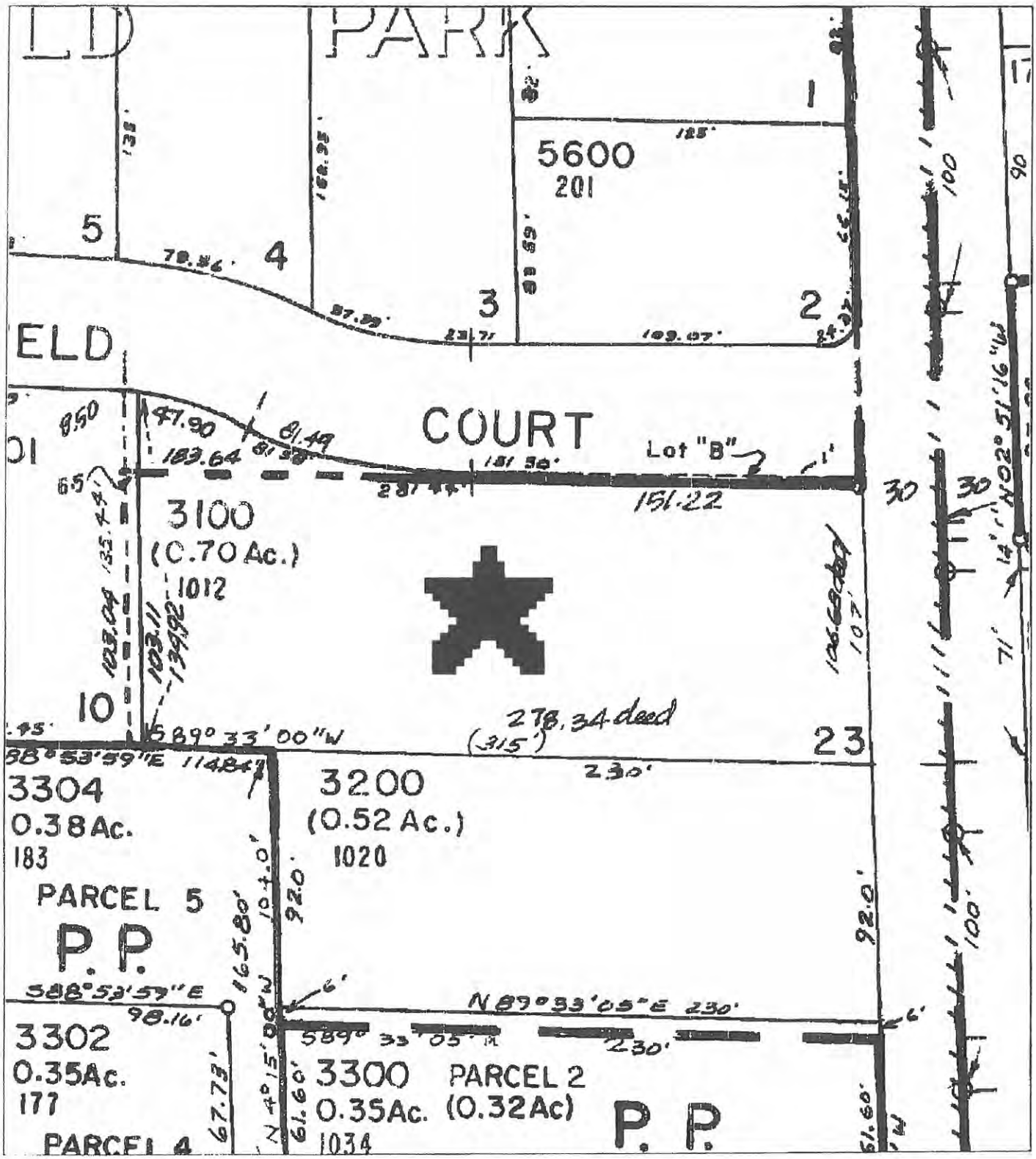
7

EXHIBIT A

LEGAL DESCRIPTION:

A tract of land, being a part of that certain tract of land conveyed to Mike Cochell, et ux, by deed recorded as Fee No. 88-23229 and part of that tract of land conveyed to Harold E. Warner, et ux, by deed described in Book 653, page 240, being a part of Lot 10, WOODFIELD PARK and part of Lot 23, LAWTON HEIGHTS, in the City of Oregon City, County of Clackamas and State of Oregon, and being more particularly described as follows:

Beginning at a 5/8 inch iron rod at the most Southerly Southeast corner of Lot 10, WOODFIELD PARK; thence North 89°32'03" East along the South line of Book 653, page 240, 6.50 feet to the true point of beginning; thence North 02°25'57" West, parallel with the East line of Lot 10, 134.92 feet to the Northerly line of Lot 10; thence Easterly around the arc of a 122.86 foot radius curve to the right, through a central angle of 22°20'18", an arc distance of 47.90 feet (the long chord bears South 75°20'34" East 47.60 feet) to a point of reverse curve; thence Southeasterly around the arc of a 172.86 foot radius curve to the left, through a central angle of 27°00'37" , an arc distance of 81.49 feet (the long chord bears South 77°40'44" East 80.74 feet) to a 5/8 inch iron rod at the most Easterly corner of Lot 10; thence North 88°48'58" East along the North line of the Warner tract 151.22 feet to the Northeast corner thereof; thence South 04°16'03" East along the Westerly right of way line of Woodlawn Avenue, 106.68 feet to the Southeast corner of the Warner tract; thence South 89°32'03" West along the South line of the Warner tract, 278.34 fet to the true point of beginning.



Map No. 32E06BC03100

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Miller Gavin/Kara	Parcel Number	: 00854695
CoOwner	:	Ref Parcel #	: 32E06BC01800
Site Address	: 1019 Woodlawn Ave Oregon City 97045	T: 03S R: 02E S: 06 Q: NW QQ: SW	
Mail Address	: 1019 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	: 10/23/2013	Document #	: 013-073104
Sale Price	: $367,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 11/30/2000	Prior Document #	: 000-077380
Prior Sales Price	: $215,000		

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Ladds #25
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LTS 19&20
	: BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $138,742
Mkt Structure	: $142,210
Mkt Total	: $280,952
%Improved	: 51
AssdTotal	: $250,767
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $4,516.29
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 5	Building SF	: 2,148	BldgTotSqFt	: 2,148
Bathrooms	: 3.00	1st Floor SF	: 1,707	Lot Acres	: 1.01
Full Baths	: 3	Upper Finished SF	: 441	Lot SqFt	: 44,176
Half Baths	:	Finished SF	: 2,148	Garage SF	: 376
Fireplace	: Backed	Above Ground SF	: 2,148	Year Built	: 1956
Heat Type	: Elec Baseboard	Upper Total SF	: 441	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF	:	Foundation	: Concrete
Stories	: 1	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	:	Roof Shape	: Gable
Ext Finsh	: Bevel Siding	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.





Clackamas County
Department of Assessment and Taxation
150 Beavercreek Rd
Oregon City, Oregon 97045
503-655-8671

Property Account Summary

Parcel Number	00854695	Situs Address	1019 WOODLAWN AVE , OREGON CITY, OR 97045

General Information

Alternate Property #	32E06BC01800
Property Description	288 WM LADDS SUBDIV PT LTS 19&20 BLK 15
Property Category	Land &/or Buildings
Status	Active, Locally Assessed
Tax Code Area	062-002
Remarks	

Tax Rate

Description	Rate
Taxable Fire District Value	2.4602
Taxable Value	15.7176

Property Characteristics

Neighborhood	13061: Oregon City newer 100, 101
Land Class Category	101: Residential land improved
Building Class Category	14: Single family res, class 4
Year Built	1956
Change property ratio	1XX

Related Properties

No Values Found

Parties

Role	Percent	Name	Address
Taxpayer	100	MILLER GAVIN & KARA	1019 WOODLAWN AVE, OREGON CITY, OR 97045 USA
Owner	100	MILLER GAVIN & KARA	1019 WOODLAWN AVE, OREGON CITY, OR 97045 USA

Property Values

Description	2013	2012	2011	2010	2009
AVR Total	258,290	250,767	243,463	236,372	229,487
Exempt					
TVR Total	258,290	250,767	243,463	236,372	229,487
Real Mkt Land	133,279	138,742	146,388	163,866	187,901
Real Mkt Bldg	168,180	142,210	149,690	170,270	196,550
Real Mkt Total	301,459	280,952	296,078	334,136	384,451
M5 Mkt Land	133,279	138,742	146,388	163,866	187,901
M5 Mkt Bldg	168,180	142,210	149,690	170,270	196,550

M5 SAV	0	0	0	0	0
SAVL (MAV Use Portion)					
MAV (Market Portion)	258,290	250,767	243,463	236,372	229,487
Mkt Exception	0	0	0	0	0
AV Exception	0	0	0	0	0

Active Exemptions

No Exemptions Found

Events

Effective Date	Entry Date-Time	Type	Remarks
10/23/2013	2013-11-04 09:31:00.000	Recording Processed	Property Transfer Filing No.: 254443, Warranty Deed, Recording No.: 2013-073104 10/23/2013 by HALLEYWUN
10/23/2013	2013-11-04 09:31:00.000	Taxpayer Changed	Property Transfer Filing No.: 254443 10/23/2013 by HALLEYWUN
04/03/2008	2008-04-03 16:25:00.000	Annexation Completed For Property	Annex to Clackamas Fire 1, Ord 2008-36 pt 1-annexed by 062-002 for 2008-Revise TCA Membership by JENMAYO
11/30/2000	2000-12-22 09:34:00.000	Taxpayer Changed	Property Transfer Filing No.: 23986 11/30/2000
11/30/2000	2000-12-22 09:34:00.000	Recording Processed	Property Transfer Filing No.: 23986, Warranty Deed, Recording No.: 2000-077380 11/30/2000
07/01/1999	1999-07-01 12:00:00.000	Ownership at Conversion	Warranty Deed: 87-27995, 6/1/87, $ 77750

As Of Date: 11/20/2013 Recalculate

Taxes

Tax Year	Category	TCA/District	Charged	Minimum	Balance Due	Due Date
1993	Property Tax Principal	062-002	2,932.56	0.00	0.00	11/15/1993
1994	Property Tax Principal	062-002	2,836.25	0.00	0.00	11/15/1994
1995	Property Tax Principal	062-002	2,590.40	0.00	0.00	11/15/1995
1996	Property Tax Principal	062-002	2,818.40	0.00	0.00	11/15/1996
1997	Property Tax Principal	062-002	2,592.64	0.00	0.00	11/15/1997
1998	Property Tax Principal	062-002	2,720.00	0.00	0.00	11/15/1998
1999	Property Tax Principal	062-002	2,784.21	0.00	0.00	11/15/1999
2000	Property Tax Principal	062-002	3,149.27	0.00	0.00	11/15/2000
2001	Property Tax Principal	062-002	3,134.67	0.00	0.00	11/15/2001
2002	Property Tax Principal	062-002	3,128.49	0.00	0.00	11/15/2002
2003	Property Tax Principal	062-002	3,222.10	0.00	0.00	11/15/2003
2004	Property Tax Principal	062-002	3,272.21	0.00	0.00	11/15/2004
2005	Property Tax Principal	062-002	3,349.54	0.00	0.00	11/15/2005
2006	Property Tax Principal	062-002	3,418.36	0.00	0.00	11/15/2006
2007	Property Tax Principal	062-002	3,632.00	0.00	0.00	11/15/2007
2008	Property Tax Principal	062-002	3,947.38	0.00	0.00	11/15/2008
2009	Property Tax Principal	062-002	4,174.00	0.00	0.00	11/15/2009
2010	Property Tax Principal	062-002	4,271.03	0.00	0.00	11/15/2010
2011	Property Tax Principal	062-002	4,360.00	0.00	0.00	11/15/2011
2012	Property Tax Principal	062-002	4,516.29	0.00	0.00	11/15/2012
2013	Property Tax Principal	062-002	4,695.15	0.00	0.00	11/15/2013
TOTAL Due as of 2013/11/20					0.00	

Receipts

Date	Receipt	Amount Applied	Amount Due	Tendered	Change
2013/10/29	3484401	4,695.15	4,695.15	4,554.30	0.00
2012/11/13	3326856	4,516.29	4,516.29	4,380.80	0.00
2011/11/17	3204324	4,360.00	4,360.00	4,229.20	0.00

2010/11/08	2902967	4,271.03	4,271.03	4,142.90	0.00
2009/11/12	2726616	4,174.00	4,174.00	4,048.78	0.00
2008/10/16	2478059	3,947.38	3,947.38	3,828.96	0.00
2008/02/13	2439488	2,421.34	2,421.34	2,421.34	0.00
2007/11/08	2318625	1,210.66	3,632.00	1,210.66	0.00
2007/04/25	2262393	1,139.45	1,139.45	1,139.45	0.00
2006/11/21	2215706	2,278.91	3,418.36	2,233.33	0.00
2005/11/14	1955822	3,349.54	3,349.54	3,249.05	0.00
2004/11/16	1814332	3,272.21	3,272.21	3,174.04	0.00
2003/11/14	1621161	3,222.10	3,222.10	3,125.44	0.00
2002/11/14	1425427	3,128.49	3,128.49	3,034.64	0.00
2001/10/30	1179748	3,134.67	3,134.67	3,040.63	0.00
2000/11/22	1119709	3,149.27	3,149.27	3,054.79	0.00
1999/11/16	872852	2,784.21	2,784.21	2,700.69	0.00
1998/11/15	550464	2,720.00	2,720.00	2,638.40	0.00
1997/11/15	550463	2,592.64	2,592.64	2,514.86	0.00
1996/11/15	550462	2,818.40	2,818.40	2,733.85	0.00
1995/11/15	550461	2,590.40	2,590.40	2,512.69	0.00
1994/11/15	550460	2,836.25	2,836.25	2,751.16	0.00
1993/11/15	550459	2,932.56	2,932.56	2,844.58	0.00

Sales History

Transfer Date	Recording Number	Sale Amount	Deed Type	Grantee	Grantor
10/18/2013	2013-073104	367,000	S	MILLER GAVIN & KARA	GRAY MARK & RHONDA
11/30/2000	2000-077380	215,000		GRAY MARK & RHONDA	BUEL DAVID C & BRENDA L
06/01/1987	1987-027995	77,750			

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths
2,148	0 X 0	1956	42	2.0	5	3	0

Printable Version

Developed by ASIX, Incorporated.

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Version 1.0.3357.16890

File No. 13012135

Clackamas County Official Records Sherry Hall, County Clerk	2013-073104 10/23/2013 03:27:38 PM
D-D Cnt=1 Stn=1 LESLIE $10.00 $16.00 $10.00 $17.00	$53.00

Grantor
Mark Gray Rhonda Gray

Grantee
Gavin Miller Kara Miller 1019 Woodlawn Avenue Oregon City, OR 97045

After recording return to
Gavin Miller Kara Miller 1019 Woodlawn Avenue Oregon City, OR 97045

Until requested, all tax statements shall be sent to
Gavin Miller Kara Miller 1019 Woodlawn Avenue Oregon City, OR 97045 Tax Acct No(s): 00854695

Reserved for Recorder's Use

STATUTORY WARRANTY DEED

Mark Gray and Rhonda Gray,
Grantor(s) convey and warrant to Gavin Miller and Kara Miller, husband and wife

Grantee(s), the following described real property free of encumbrances except as specifically set forth herein:

The South 29 feet of Lot 19, and all of Lot 20, EXCEPT the South 20 feet thereof, as cut off by lines drawn parallel to the South line of said Lot 20, all in Block 15, W.M. Ladd's Subdivision of Tracts 1-2-3-4-6-11-12-13-14 and 15 , Hedges Addition to Oregon City, in the City of Oregon City, County of Clackamas and State of Oregon.

Subject to and excepting: Covenants, Conditions, Restrictions and Easements of record as of the date of this Deed, and additional Deed exceptions as shown on attached Exhibit "One", which is incorporated herein.

The true consideration for this conveyance is $367,000.00 (Here comply with requirements of ORS 93.030.)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Executed this 18th day of October, 2013.

Mark Gray

Rhonda Gray

State of Oregon, County of Multnomah) ss.

This instrument was acknowledged before me on this 18 day of October, 2013 by Mark Gray and Rhonda Gray.

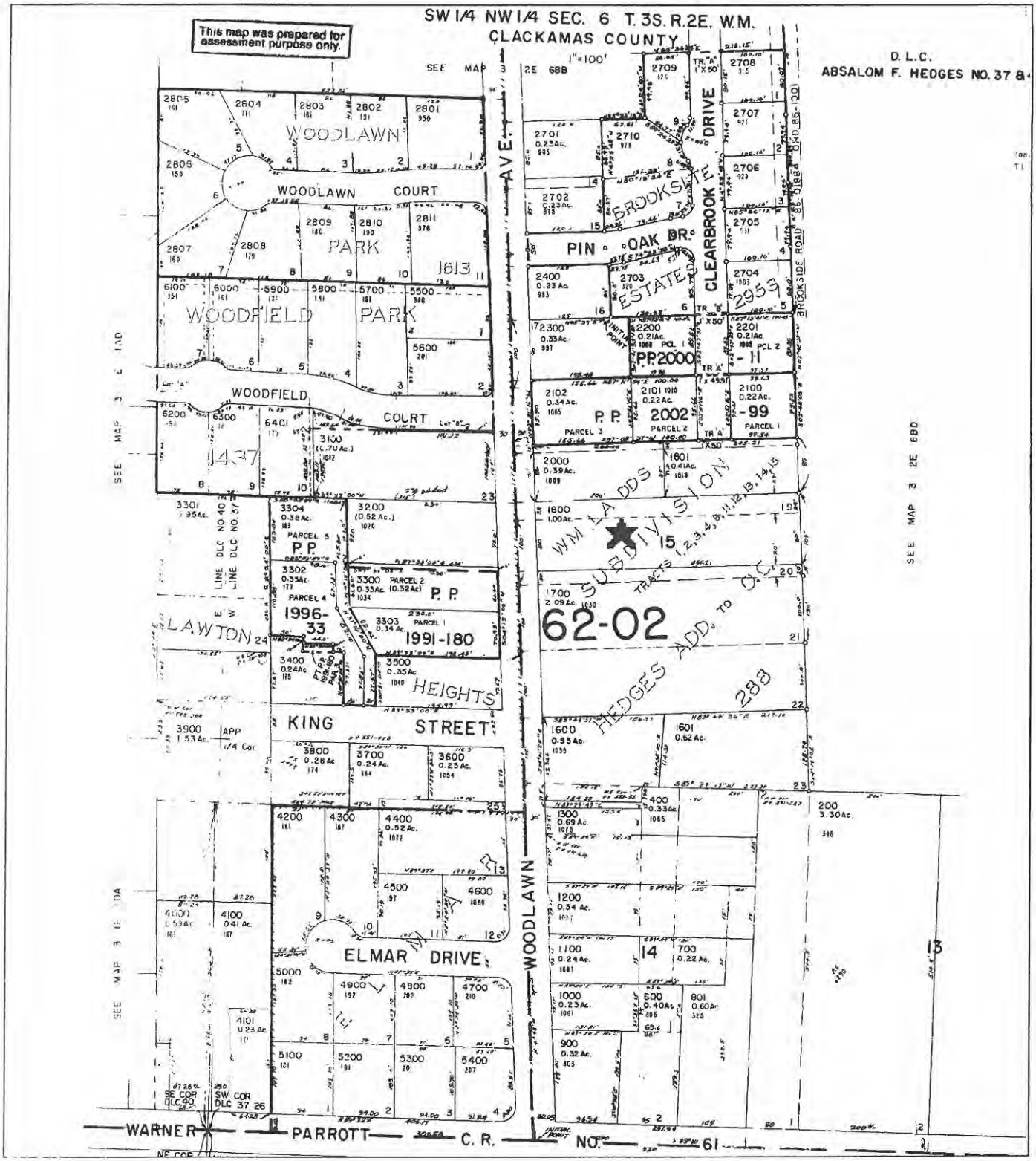
Notary Public for Oregon
My commission expires: 1/17/2016

OFFICIAL SEAL
SAHRA M HALE
NOTARY PUBLIC-OREGON
COMMISSION NO. 464556
MY COMMISSION EXPIRES JANUARY 17, 2016

WFG Title 13012135 MW

EXHIBIT "One"

1 Rights of the public in and to any portion of the herein described premises lying within the boundaries of streets, roads or highways.

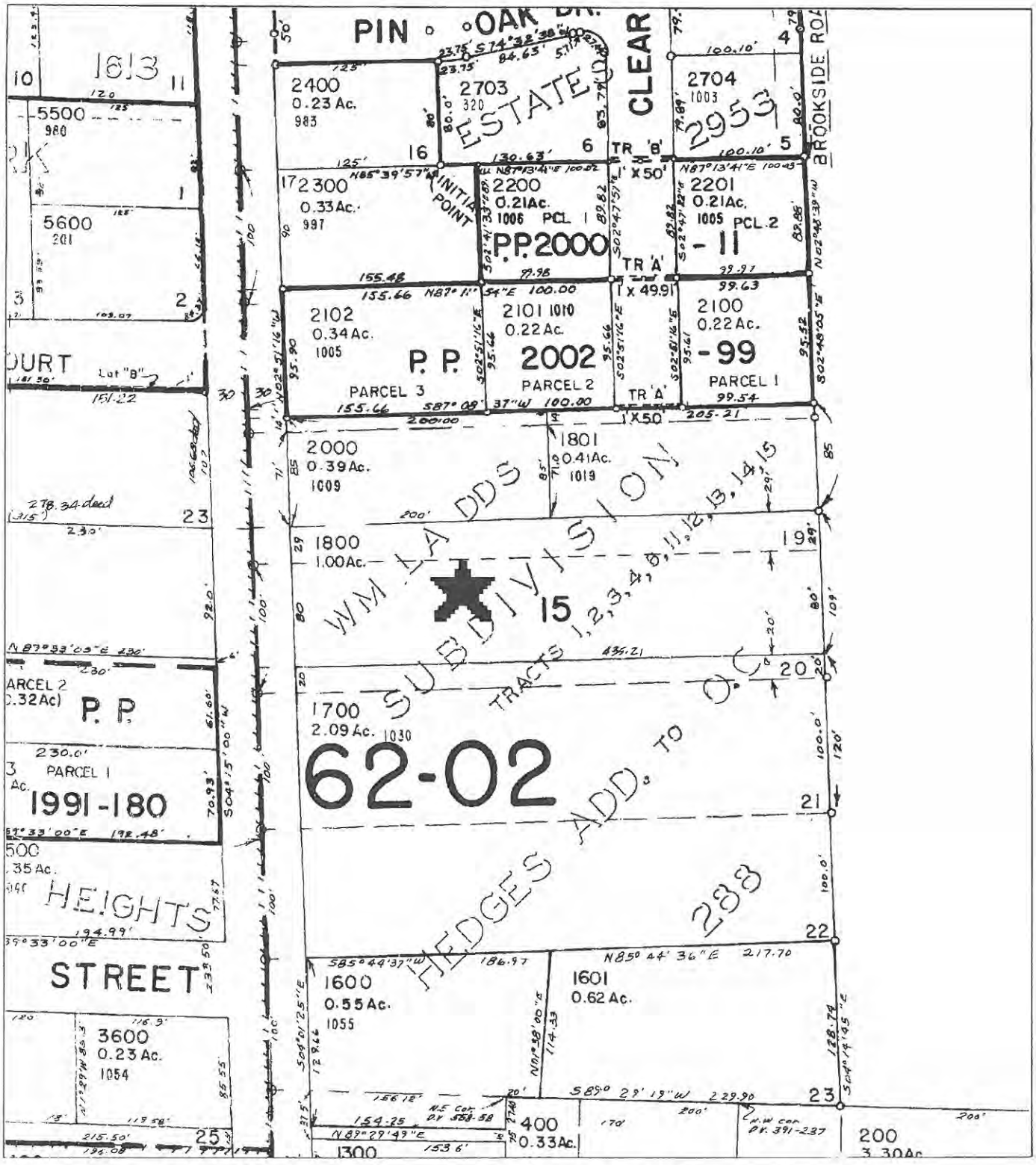


Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

N
W E
S

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
CLACKAMAS, OREGON 97015

"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

Chicago Title Company

10135 SE Sunnyside Road, Suite 200
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 503.653.7833
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Gray Mark & Rhonda
CoOwner	:
Site Address	: 1019 Woodlawn Ave Oregon City 97045
Mail Address	: 1019 Woodlawn Ave Oregon City Or 97045
Telephone	:

Parcel Number	: 00854695
Ref Parcel #	: 32E06BC01800
T: 03S R: 02E S: 06 Q: NW QQ: SW	

SALES INFORMATION

Transfer Date	: 11/30/2000
Sale Price	: $215,000
% Owned	: 100
Prior Transfer Date	: 06/01/1987
Prior Sales Price	: $77,750

Document #	: 000-077380
Deed Type	: Warranty
Vesting Type	: Estate By Entire
Prior Document #	: 0087-27995

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Wm Ladds
Improvement	: 141 Sgl Family,R1-4,1-Story
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LTS 19&20
	: BLK 15
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $138,742
Mkt Structure	: $142,210
Mkt Total	: $280,952
%Improved	: 51
AssdTotal	: $250,767
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	: $4,516.29
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	: 5
Bathrooms	: 3.00
Full Baths	: 3
Half Baths	:
Fireplace	: Backed
Heat Type	: Elec Baseboard
Floor Cover	: Carpet
Stories	: 1
Int Finish	: Drywall
Ext Finsh	: Bevel Siding

Building SF	: 2,148
1st Floor SF	: 1,707
Upper Finished SF	: 441
Finished SF	: 2,148
Above Ground SF	: 2,148
Upper Total SF	: 441
UnFinUpperStorySF	:
Basement Fin SF	:
Basement Unfin SF	:
Basement Total SF	:

BldgTotSqFt	: 2,148
Lot Acres	: 1.01
Lot SqFt	: 44,176
Garage SF	: 376
Year Built	: 1956
School Dist	: 062
Foundation	: Concrete
Roof Type	: Composition
Roof Shape	: Gable

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

SCANNED

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK
2000-077380
$26.00
11/30/2000 04:09:22 PM
D D - 1 - 3 BEVERLY
$5.00 $11.00 $10.00

After recording return to:
Mark & Rhonda Gray
1019 Woodlawn Avenue
Oregon City, OR 97045

Until a change is requested all tax statements shall be sent to the following address:
Mark & Rhonda Gray
1019 Woodlawn Avenue
Oregon City, OR 97045

Escrow No. 00070962
Title No. 907016

STATUTORY WARRANTY DEED

David C Buel and Brenda L Buel, Grantor, conveys and warrants to Mark Gray and Rhonda Gray, as tenants by the entirety;, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

The South 29 feet of Lot 19 and all of Lot 20, EXCEPT the south 20 feet thereof, as cut off by lines drawn parallel to the South line of said Lot 20, W.M. LADD'S SUBDIVISION OF TRACT 25, HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon;

This property is free of liens and encumbrances, EXCEPT:
None----

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $215,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 27th day of November, 2000.

David C Buel

Brenda L Buel

STATE OF OREGON
County of Clackamas } ss.

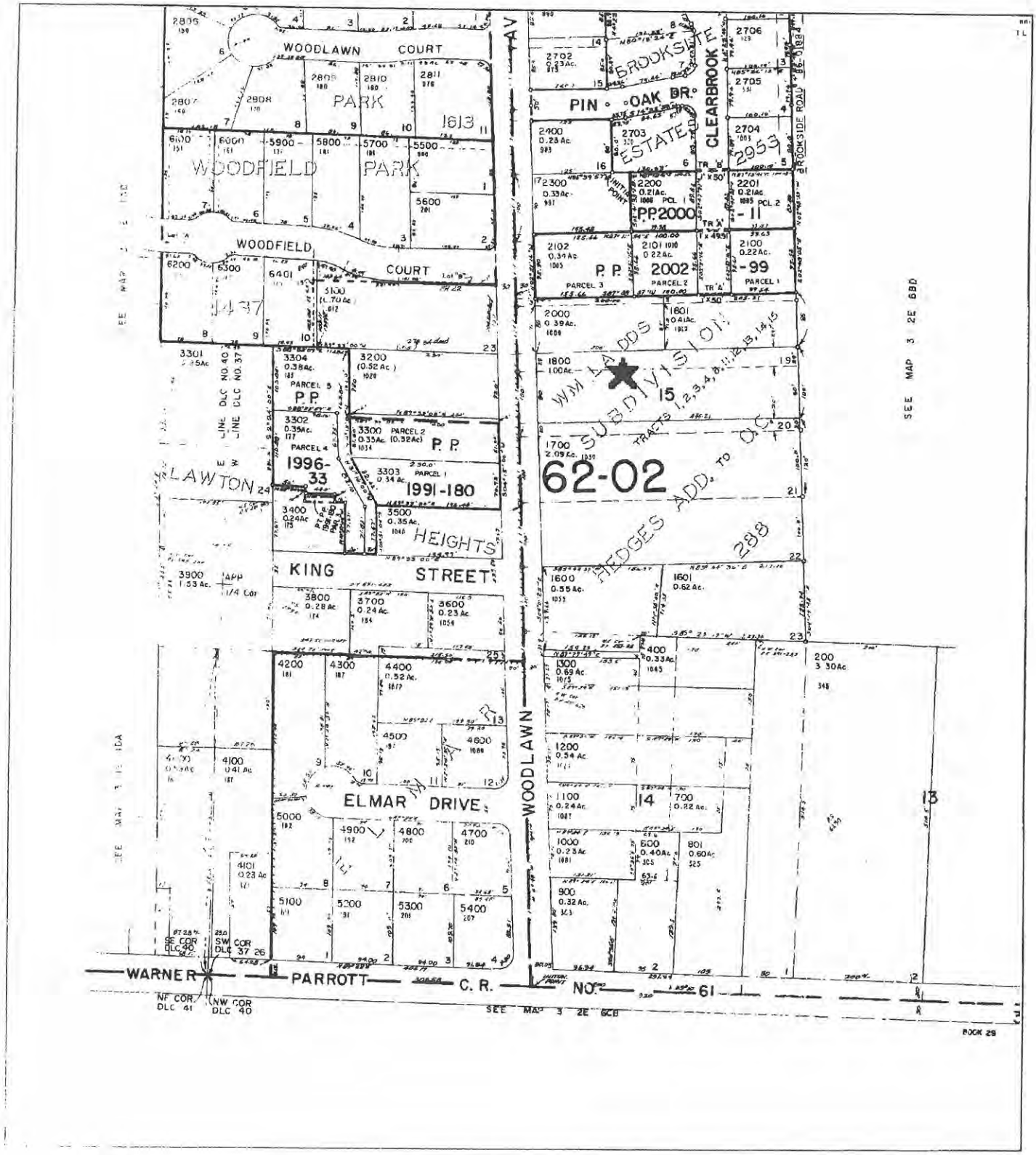
This instrument was acknowledged before me on this 27th day of November, 2000 by David C Buel and Brenda L Buel.

OFFICIAL SEAL
SHEILA M ENGEL
NOTARY PUBLIC - OREGON
COMMISSION NO. 302023
MY COMMISSION EXPIRES AUGUST 1, 2001

Notary Public for Oregon

My commission expires: 08/01/2001

Recorded by First American Title Insurance Company of Oregon
No. 907016 OC

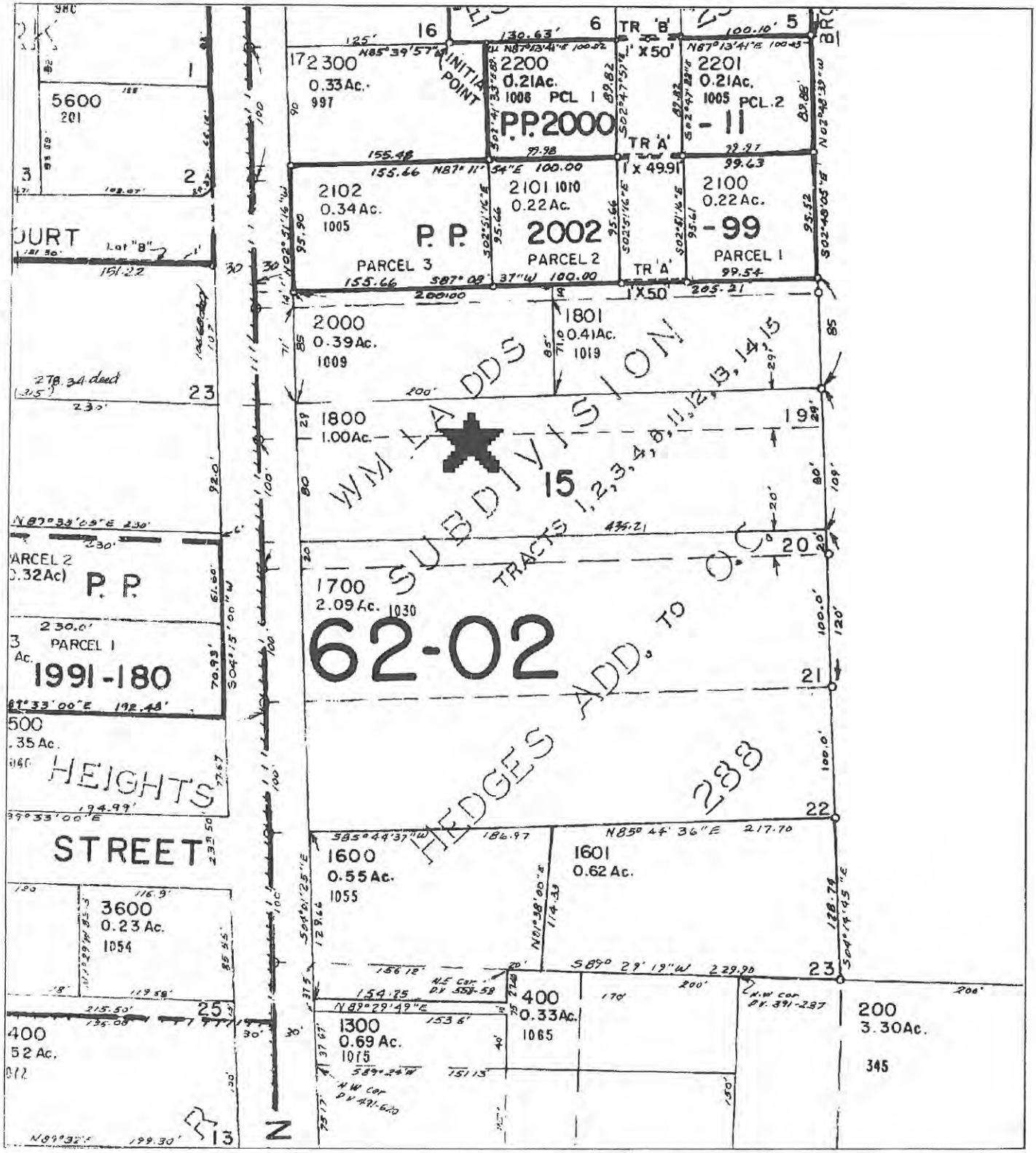


Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
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"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01800

CHICAGO TITLE COMPANY
10135 S.E. SUNNYSIDE ROAD Suite 200
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"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."

MEETING MINUTES for:

South End Neighborhood Association

Meeting Date and Time:	August 15, 2013 7:00pm
Number of Attendees	22
Guest Speaker(s)	Laura Terway, Oregon City Planner
Topics/Planned Agenda Items	**Willamette Falls Legacy Project** **City Sign Project**

Picnic and meeting were held at Chapin Park with the picnic starting at 6:30pm. The general meeting beginning at 7:00pm.

Oregon City Planner Laura Terway was featured speaker for both the Oregon City Sign Code Update Project and the Willamette Falls Legacy Project.

She first spoke about the sign code updates. Current code has not been updated in almost 20 years, and while the city cannot legally regulate a sign's content they do control the type, quantity, size and materials of sign displays. Ms. Terway took suggestions from SENA members, which will then become part of the project's citizenry input.

Ms. Terway also spoke about current status of the Willamette Falls legacy project, and encouraged SENA members to submit comments as to their vision of best uses for the 23-acre former Blue Heron Paper Company site.

Mark Westermann, SENA resident, informed attendants of his application to the city for a zoning change, to allow multiple single family housing on his Woodlawn property. Those present supported his efforts.

Minutes from the May meeting were reviewed and adopted. A Treasurer's report and CIC update followed and meeting was adjourned close to 9:00pm.

T.-22

DATE	Thurs Aug 15, 2013		SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NO.	
1	Bryan Donaldson	STREET:	ramby	HOME:	
				CELL:	
		EMAIL:	bryan@donaldsonmen.com		
2	Ken Tent	STREET:		HOME:	
				CELL:	
		EMAIL:			
3	Mark Westerman	STREET:		HOME:	
				CELL:	
		EMAIL:	Western@comcast.net		
4	Laura Terway	STREET:	221 Molalla Ave, Suite 200	HOME:	
				CELL:	5034961553
		EMAIL:			
5	John & Kamiko Ewing	STREET:	1136 Madrona DR Oregon City, OR 97045	HOME:	503-655-5907
				CELL:	
		EMAIL:			
6	Jason & Erin Lile	STREET:	12500 Locust Farm Ct	HOME:	
				CELL:	503-888-7241
		EMAIL:	jasonlile@msn.com		
7	Dave & Janet Bergero	STREET:	11976 Ginger Way Oregon City, OR 97045	HOME:	(503) 655-4941
				CELL:	655 219-2755
		EMAIL:	alohabergero@aol.com		
8	Jan & John Williams	STREET:	1176 Sunny Ln	HOME:	503 655-2288
			johnw.illiams38@gmail.com	CELL:	
		EMAIL:			
9	Donna Davis	STREET:	11675 PARTLOW OC	HOME:	
				CELL:	
		EMAIL:	—		
10	Ingra Rickerbach	STREET:		HOME:	
				CELL:	
		EMAIL:			

DATE Thurs. Aug. 15, 2013			SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NO.	
1	Brenda McConnel	STREET:	Lassen Court	HOME:	
				CELL:	971-275-2107
		EMAIL:	brengardens@yahoo.com		
2	Petronella Donovan	STREET:		HOME:	
				CELL:	503.810.9045
		EMAIL:	Petronelladonovan@comcast.net		
3	Daniel Donovan	STREET:		HOME:	
				CELL:	
		EMAIL:	danizoe@comcast.net		
4	Joyce Clark	STREET:	Joyce Ct	HOME:	503-657-934[illegible]
				CELL:	
		EMAIL:			
5	DAVE STABENOW	STREET:	11863 PARTLOW RD	HOME:	
				CELL:	
		EMAIL:			
6	GINNY "	STREET:	11863 PARTLOW RD	HOME:	
				CELL:	
		EMAIL:			
7	Mary Ann Jensen Ginger Ries	STREET:	1160 Barker Rd.	HOME:	
				CELL:	
		EMAIL:			
8		STREET:		HOME:	
				CELL:	
		EMAIL:			
9		STREET:		HOME:	
				CELL:	
		EMAIL:			
10		STREET:		HOME:	
				CELL:	
		EMAIL:			

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

September 29, 2013

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – WOODLAWN PROPERTIES ZONE CHANGE – ZC13-02

Dear Ms. Terway:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed rezoning of four properties on Woodlawn Avenue near Woodfield Court. The undated TAL was prepared by of Frank Charbonneau, PE of Charbonneau Engineering.

The proposal would allow residential developments with a higher density than allowed under current zoning. The purpose of the analysis is to evaluate and compare the trip generation under three different zoning categories, R-10, R-8 and R-6.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed zone change only.

Comments

1. ***Trip Generation.*** The TAL presents information on trip generation from the construction of single-family dwellings on the four parcels on Woodlawn Avenue. The calculations are presented for three development scenarios: R-10, R-8 and R-6. The calculated maximum number of single-family dwelling units is 11, 16, and 25 units, respectively. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation.* The numbers of AM peak hour trips and PM peak hour trips for these scenarios are summarized below.

Scenario	Dwelling Units	AM Peak Trips	PM Peak Trips
R-10	11	8	11
R-8	16	12	16
R-6	25	19	25

It should be noted that these values are the theoretical maximum numbers; it is likely that due to parcel size and configuration and the need to provide new streets to serve all portions of the parcels that the number of parcels, dwelling units and trips will likely be somewhat lower for all scenarios.

2. ***Access Locations.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

3. ***Driveway Width.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

4. ***Intersection Spacing.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action s.

5. ***Sight Distance.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

6. ***Safety Issues.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

7. ***Consistency with the Transportation System Plan (TSP).*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2013\ZC13-02

APPROVAL

CITY OF OREGON CITY PLANNING FILE No. LL 99-06

BY: _____ DATE: 5-6-99

CITY OF OREGON CITY PLANNING DEPARTMENT

PS-28259(2)

NARRATIVE:

THE BASIS OF BEARINGS OF THIS SURVEY IS THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT 95-74823 (TAX LOT 1600, MAP 3 2E 6BC), AS DETERMINED BE RECORD SURVEY PS 25425, AND WHICH IS SHOWN AS NORTH 85°44'37" EAST ON THE ATTACHED MAP.

THE PURPOSE OF THIS SURVEY WAS TO PROPERLY MONUMENT A PROPOSED PROPERTY LINE ADJUSTMENT BETWEEN DEED DOCUMENTS 95-74823 AND 98-77992, (TAX LOTS 1600 AND 1700, MAP 3 2E 6BC).

MONUMENTS AND OTHER DATA FROM PS 25425 WERE HELD FOR BOUNDARY DETERMINATION. THE ADJUSTED PROPERTY LINE WAS AS PER CLIENT'S INSTRUCTIONS.

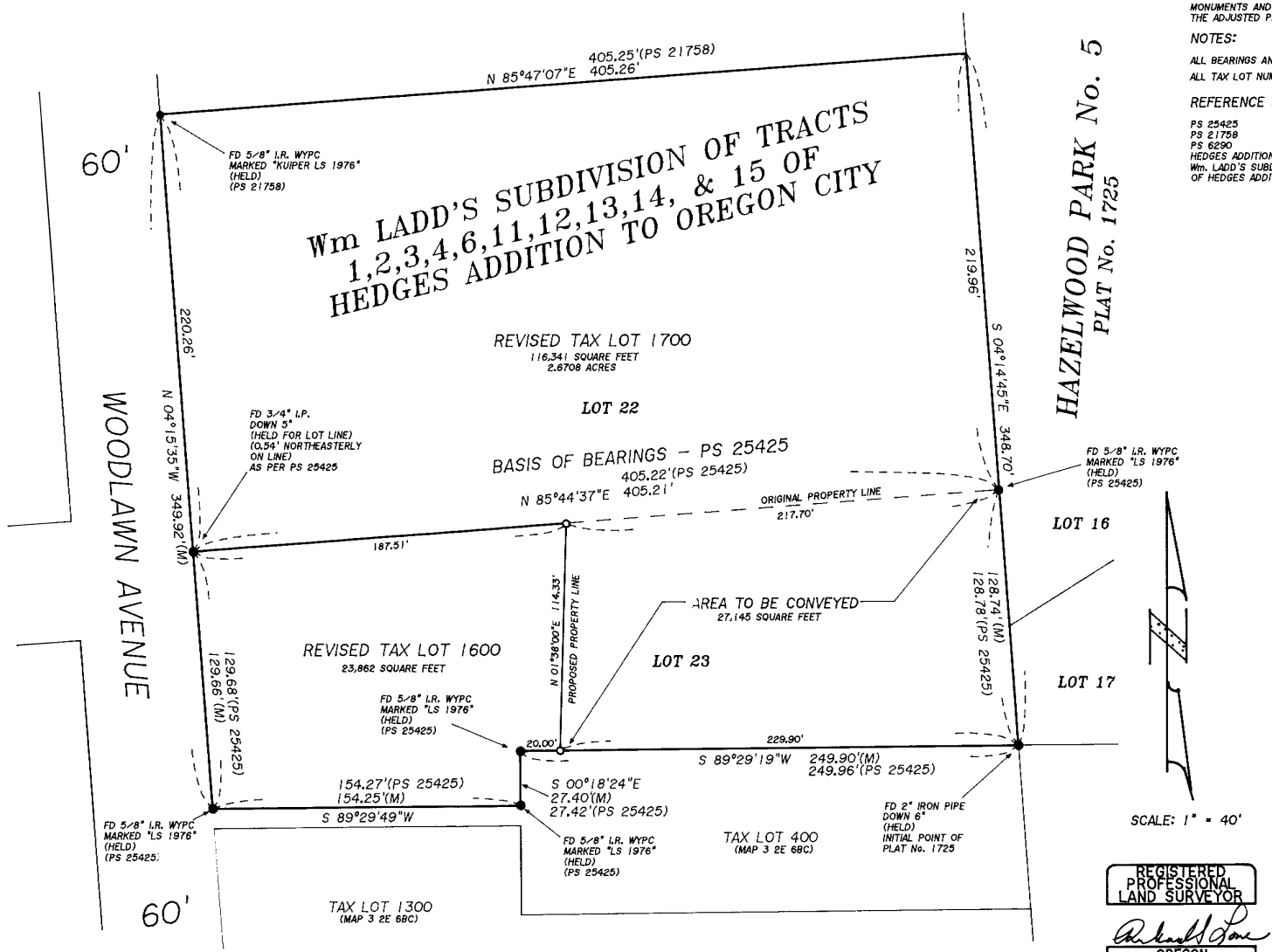
NOTES:

ALL BEARINGS AND DISTANCES ARE CALCULATED UNLESS SPECIFICALLY STATED OTHERWISE.

ALL TAX LOT NUMBERS RELATE TO THE CURRENT TAX ASSESSOR'S MAP 3 2E 6BC.

REFERENCE SURVEYS

PS 25425
PS 21758
PS 6290
HEDGES ADDITION TO OREGON CITY, PLAT No. 288
Wm. LADD'S SUBDIVISION OF TRACTS 1,2,3,4,6,11,12,13,14,& 15 OF HEDGES ADDITION TO OREGON CITY



SCALE: 1" = 40'

PS-28259
CLACKAMAS COUNTY SURVEYOR
RECEIVED
MAY 6 1999
County Surveyor
DATE Filed 5/6/99 Deputy

LEGEND

●	MONUMENT FOUND AS NOTED
○	5/8" X 30" IRON ROD SET WITH YELLOW PLASTIC CAP MARKED "LOVE PLS 747" (MONUMENTS SET APRIL 16, 1999)
(M)	MEASURED DATA
(D)	DEED DATA
(HELD)	MONUMENT OR OTHER DATA USED FOR CONTROL
FD	FOUND
I.P.	IRON PIPE
I.R.	IRON ROD
℄	CENTER LINE
WYPC	WITH YELLOW PLASTIC CAP
R/W	RIGHT OF WAY
(PS XXXX)	PRIVATE SURVEY RECORD ON FILE AT CLACKAMAS COUNTY SURVEYOR'S OFFICE

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON JULY 8, 1966 RICHARD S. LOVE 747

EXPIRES 12/31/00

PROJECT: PROPOSED PROPERTY LINE ADJUSTMENT SURVEY BETWEEN DEED DOCUMENTS 95-74823 & 98-77992

LOCATION: SW 1/4 OF THE NW 1/4 OF SEC. 6, T. 3S., R.2E., W.M. CITY OF OREGON CITY, OREGON

CLIENT: JAMES W. HODGKINSON

DATE: APRIL 16, 1999

SCALE: 1" = 40'

JOB NUMBER: 99-2508

DICK LOVE LAND SURVEYS, INC.
P.O. BOX 307 GLADSTONE, OR 97027 (503)-656-4915

From: Laura Terway
To: "ochall@comcast.net"
Cc: "Mark Westermann"
Subject: ZC 13-02: Woodlawn
Date: Tuesday, December 03, 2013 2:45:00 PM
Attachments: Southend Neighborhood Mtg.pdf
1999 LL.pdf
image002.png

Mr. Hall,
The notes from the neighborhood meeting you requested are enclosed.

Also, I have had an opportunity to review the legality of the tax lot at the southern portion of the Zone Change proposal (Tax Lot 1601). Though they are separate tax lots for tax purposes, Tax Lots 1700 and 1601 are actually part of the same lot. The approved Lot Line Adjustment from 1999 is attached. Though it is legal to create an additional tax lots, the tax lots are created for taxable purposes and the appearance of Tax Lot 1601 does not result in the creation of a separate building lot. Land divisions and/or the creation of a new building lot require approval by the City of Oregon City Planning Division pursuant to Oregon City land division and zoning regulations. As the City is not aware of an approval creating Clackamas County Map 3-2E-06BC, Tax Lot 1601, it is assumed that the tax lot is not a legal building lot and cannot be sold as a separate lot. We have informed the applicant of this information as well.



Please let me know if you have any additional questions or concerns.

Southend Neighborhood Ass / Aug 15th, 2013 Meeting

Presented our intention to seek rezoning and development of our properties on Woodlawn Ave..

Questions were asked:

What does R-6 & R-8 mean?

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Will these be single family homes?

How many houses would you be adding?

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After answering the questions, attendees encouraged us to " go for it ".

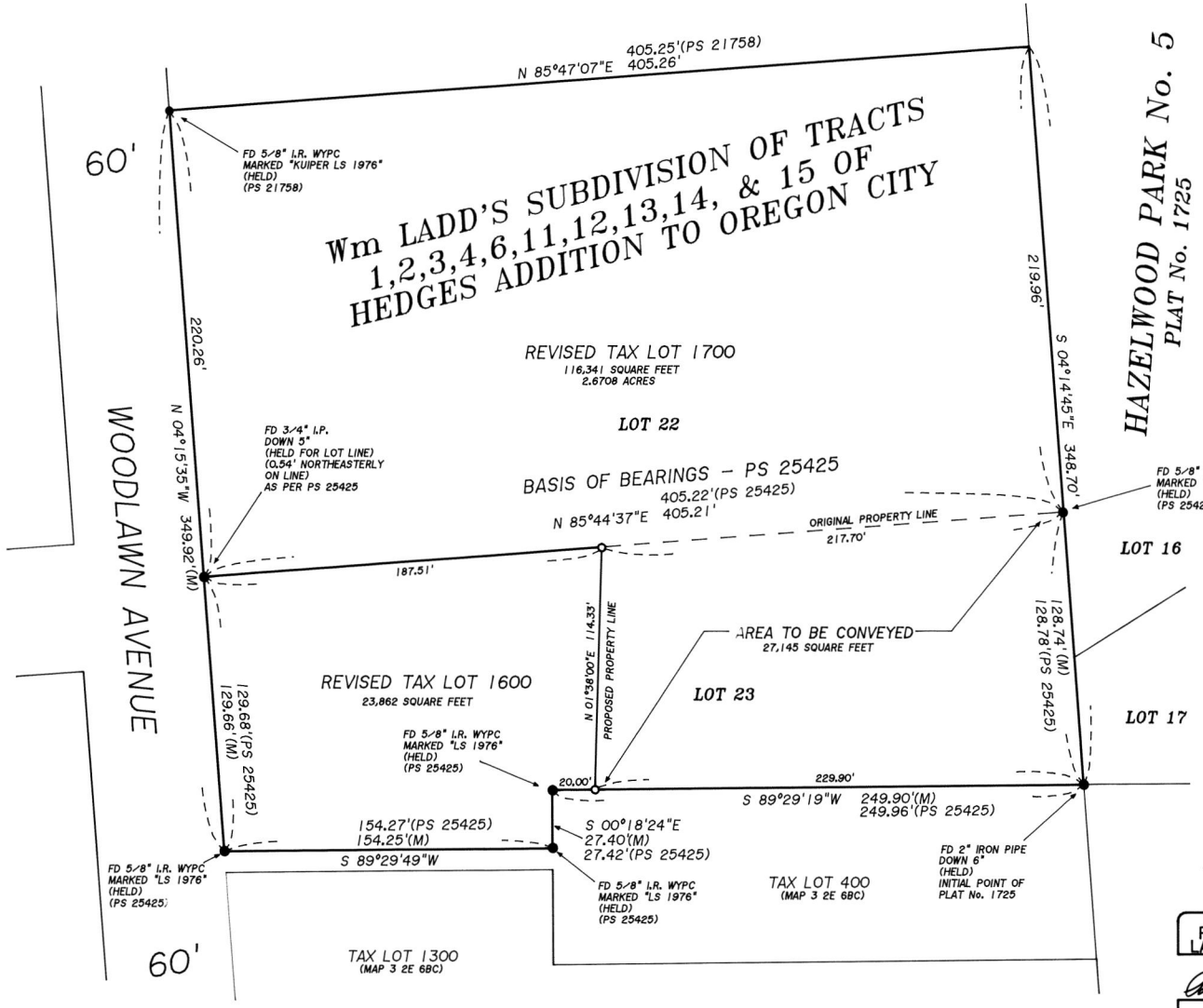
Prepared by Mark Westermann

APPROVAL

CITY OF OREGON CITY PLANNING FILE No. LL 99-06

BY: _____ DATE: 5-6-99

CITY OF OREGON CITY PLANNING DEPARTMENT



SCALE: 1" = 40'

NARRATIVE:

THE BASIS OF BEARINGS OF THIS SURVEY IS THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT 95-74823 (TAX LOT 1600, MAP 3 2E 6BC), AS DETERMINED BE RECORD SURVEY PS 25425, AND WHICH IS SHOWN AS NORTH 85°44'37" EAST ON THE ATTACHED MAP.

THE PURPOSE OF THIS SURVEY WAS TO PROPERLY MONUMENT A PROPOSED PROPERTY LINE ADJUSTMENT BETWEEN DEED DOCUMENTS 95-74823 AND 98-77992, (TAX LOTS 1600 AND 1700, MAP 3 2E 6BC).

MONUMENTS AND OTHER DATA FROM PS 25425 WERE HELD FOR BOUNDARY DETERMINATION. THE ADJUSTED PROPERTY LINE WAS AS PER CLIENT'S INSTRUCTIONS.

NOTES:

ALL BEARINGS AND DISTANCES ARE CALCULATED UNLESS SPECIFICALLY STATED OTHERWISE.

ALL TAX LOT NUMBERS RELATE TO THE CURRENT TAX ASSESSOR'S MAP 3 2E 6BC.

REFERENCE SURVEYS

PS 25425
PS 21758
PS 6290
HEDGES ADDITION TO OREGON CITY, PLAT No. 288
Wm. LADD'S SUBDIVISION OF TRACTS 1,2,3,4,6,11,12,13,14,& 15 OF HEDGES ADDITION TO OREGON CITY

PS-28259
CLACKAMAS COUNTY SURVEYOR
RECEIVED
MAY 6 1999
County Surveyor
DATE Filed 5/6/99 Deputy

LEGEND

●	MONUMENT FOUND AS NOTED
○	5/8" X 30" IRON ROD SET WITH YELLOW PLASTIC CAP MARKED "LOVE PLS 747" (MONUMENTS SET APRIL 16, 1999)
(M)	MEASURED DATA
(D)	DEED DATA
(HELD)	MONUMENT OR OTHER DATA USED FOR CONTROL
FD	FOUND
I.P.	IRON PIPE
I.R.	IRON ROD
℄	CENTER LINE
WYPC	WITH YELLOW PLASTIC CAP
R/W	RIGHT OF WAY
(PS XXXX)	PRIVATE SURVEY RECORD ON FILE AT CLACKAMAS COUNTY SURVEYOR'S OFFICE

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON JULY 9, 1966 RICHARD S. LOVE 747

EXPIRES 12/31/00

PROJECT:
PROPOSED PROPERTY LINE ADJUSTMENT SURVEY BETWEEN DEED DOCUMENTS 95-74823 & 98-77992

LOCATION:
SW 1/4 OF THE NW 1/4 OF SEC. 6, T. 3S., R.2E., W.M.
CITY OF OREGON CITY, OREGON

CLIENT: JAMES W. HODGKINSON

DATE: APRIL 16, 1999

SCALE: 1" = 40'

JOB NUMBER: 99-2508

DICK LOVE LAND SURVEYS, INC.
P.O. BOX 307 GLADSTONE, OR 97027 (503)-656-4915

PS-28259(C)

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

September 29, 2013

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – WOODLAWN PROPERTIES ZONE CHANGE – ZC13-02

Dear Ms. Terway:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed rezoning of four properties on Woodlawn Avenue near Woodfield Court. The undated TAL was prepared by of Frank Charbonneau, PE of Charbonneau Engineering.

The proposal would allow residential developments with a higher density than allowed under current zoning. The purpose of the analysis is to evaluate and compare the trip generation under three different zoning categories, R-10, R-8 and R-6.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed zone change only.

Comments

1. ***Trip Generation.*** The TAL presents information on trip generation from the construction of single-family dwellings on the four parcels on Woodlawn Avenue. The calculations are presented for three development scenarios: R-10, R-8 and R-6. The calculated maximum number of single-family dwelling units is 11, 16, and 25 units, respectively. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation.* The numbers of AM peak hour trips and PM peak hour trips for these scenarios are summarized below.

Scenario	Dwelling Units	AM Peak Trips	PM Peak Trips
R-10	11	8	11
R-8	16	12	16
R-6	25	19	25

It should be noted that these values are the theoretical maximum numbers; it is likely that due to parcel size and configuration and the need to provide new streets to serve all portions of the parcels that the number of parcels, dwelling units and trips will likely be somewhat lower for all scenarios.

2. ***Access Locations.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

3. ***Driveway Width.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

4. ***Intersection Spacing.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action s.

5. ***Sight Distance.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

6. ***Safety Issues.*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

7. ***Consistency with the Transportation System Plan (TSP).*** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2013\ZC13-02

APPROVAL

CITY OF OREGON CITY PLANNING FILE No. LL 99-06

BY: _____ DATE: 5-6-99

CITY OF OREGON CITY PLANNING DEPARTMENT

PS-28259(2)

NARRATIVE:

THE BASIS OF BEARINGS OF THIS SURVEY IS THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT 95-74823 (TAX LOT 1600, MAP 3 2E 6BC), AS DETERMINED BE RECORD SURVEY PS 25425, AND WHICH IS SHOWN AS NORTH 85°44'37" EAST ON THE ATTACHED MAP.

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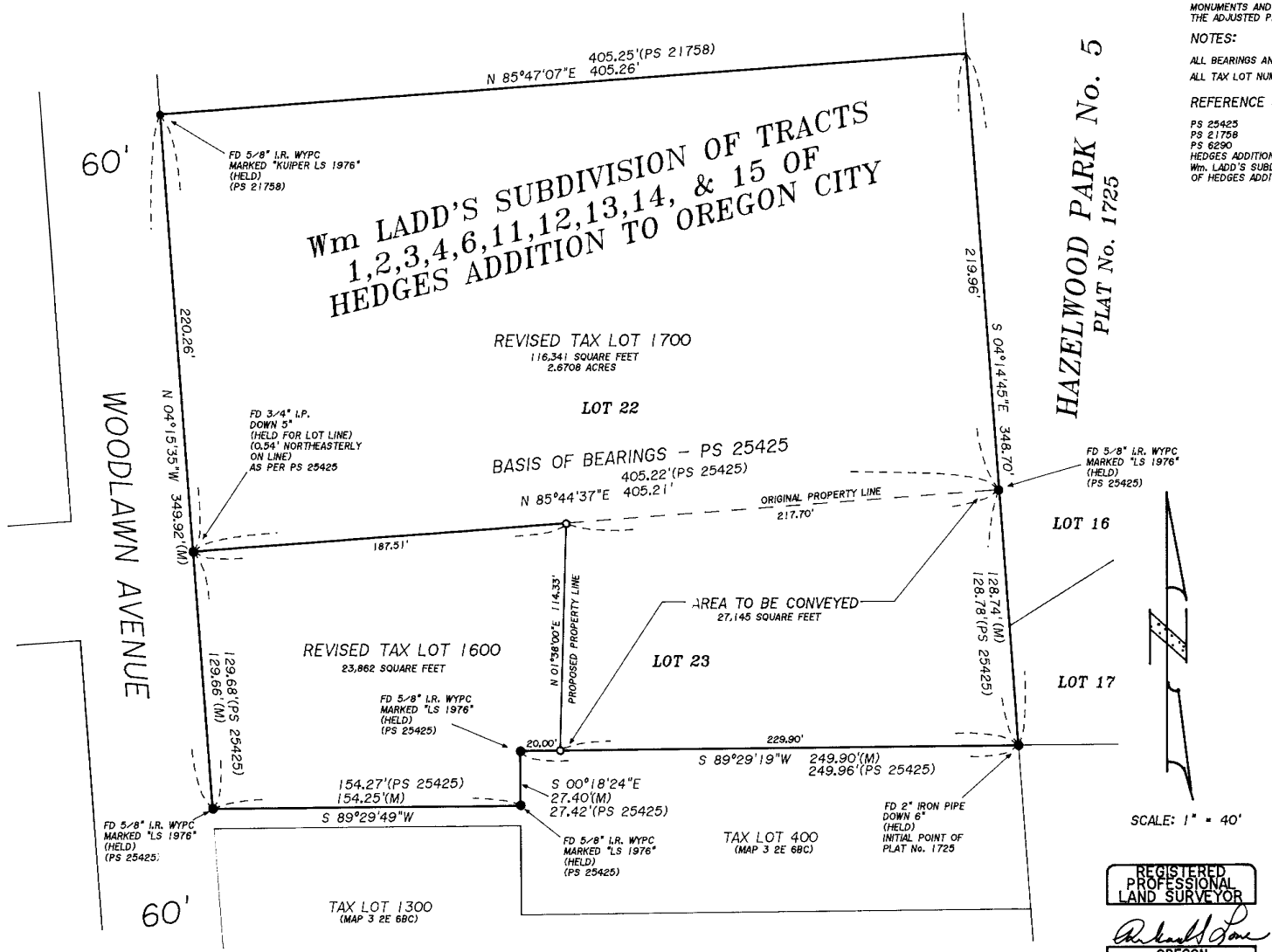
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SCALE: 1" = 40'

PS-28259
CLACKAMAS COUNTY SURVEYOR
RECEIVED
MAY 6 1999
County Surveyor
DATE Filed 5/6/99 Deputy

LEGEND

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REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON JULY 8, 1966 RICHARD S. LOVE 747

EXPIRES 12/31/00

PROJECT: PROPOSED PROPERTY LINE ADJUSTMENT SURVEY BETWEEN DEED DOCUMENTS 95-74823 & 98-77992

LOCATION: SW 1/4 OF THE NW 1/4 OF SEC. 6, T. 3S., R.2E., W.M. CITY OF OREGON CITY, OREGON

CLIENT: JAMES W. HODGKINSON

DATE: APRIL 16, 1999

SCALE: 1" = 40'

JOB NUMBER: 99-2508

DICK LOVE LAND SURVEYS, INC.
P.O. BOX 307 GLADSTONE, OR 97027 (503)-656-4915

From: Laura Terway
To: "ochall@comcast.net"
Cc: "Mark Westermann"
Subject: ZC 13-02: Woodlawn
Date: Tuesday, December 03, 2013 2:45:00 PM
Attachments: Southend Neighborhood Mtg.pdf
1999 LL.pdf
image002.png

Mr. Hall,
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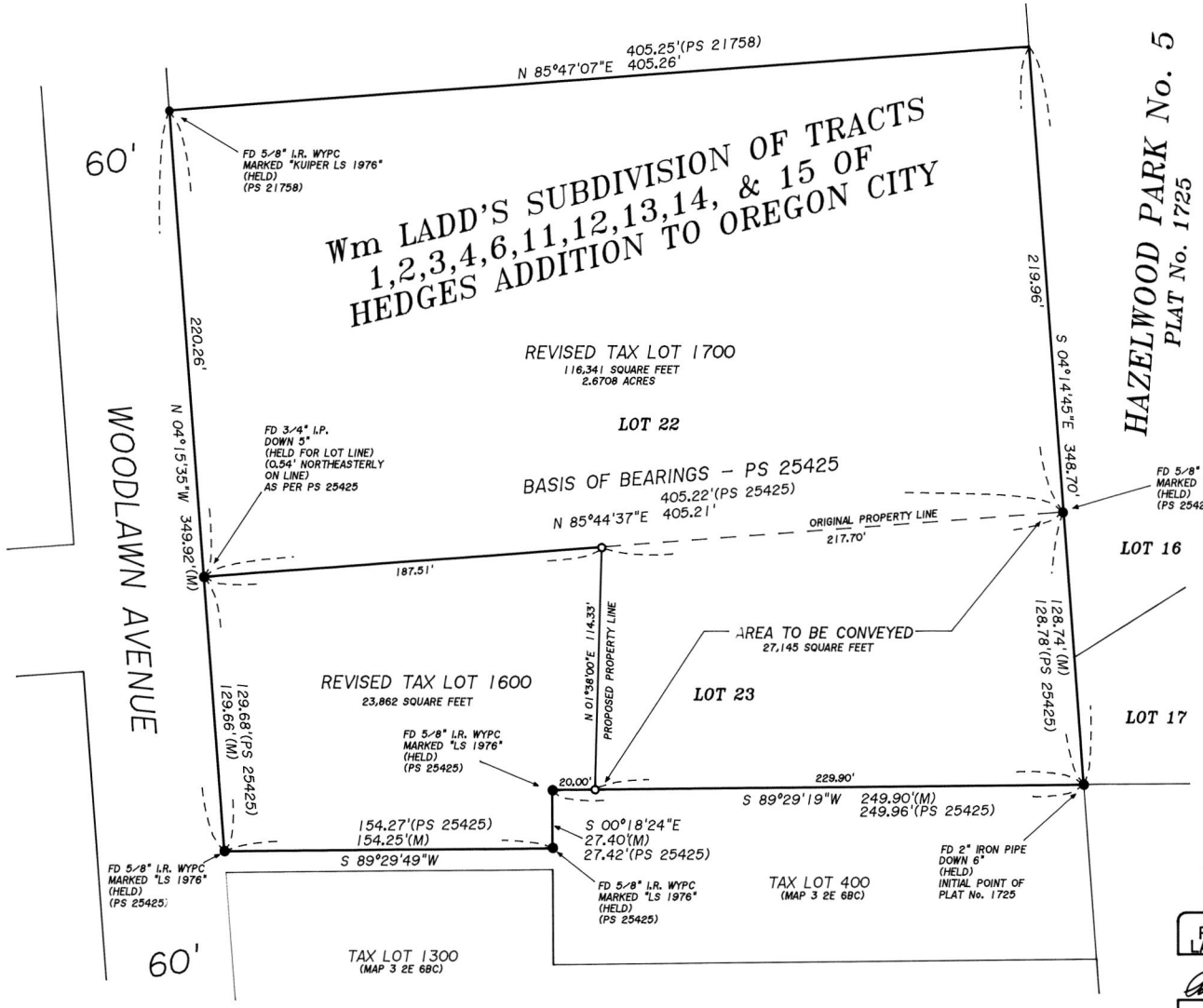
Prepared by Mark Westermann

APPROVAL

CITY OF OREGON CITY PLANNING FILE No. LL 99-06

BY: _____ DATE: 5-6-99

CITY OF OREGON CITY PLANNING DEPARTMENT



SCALE: 1" = 40'

NARRATIVE:

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PS-28259
CLACKAMAS COUNTY SURVEYOR
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County Surveyor
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OREGON JULY 9, 1966 RICHARD S. LOVE 747

EXPIRES 12/31/00

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CITY OF OREGON CITY, OREGON

CLIENT: JAMES W. HODGKINSON

DATE: APRIL 16, 1999

SCALE: 1" = 40'

JOB NUMBER: 99-2508

DICK LOVE LAND SURVEYS, INC.
P.O. BOX 307 GLADSTONE, OR 97027 (503)-656-4915

PS-28259(C)

2014 JAN -9 PM 1:19

RECEIVED
CITY OF OREGON CITY

January 9, 2014

Laura Terway
City of Oregon City
Planning
221 Molalla Avenue Ste 200
Oregon City, OR 97045

Subject: File ZC13-02

Thank you for the opportunity to comment on this proposed land use action. The proposed land use change would result in a rezone of the subject properties from R-10 to R-6, all of which is under the City's Single Family Dwelling District. As can be seen in Figure 1, most of the properties on Clearbrook Drive and Woodlawn are zoned R8 or R10. The only higher density zoning occurs to the east on Birchwood Drive and Hazelwood Drive.

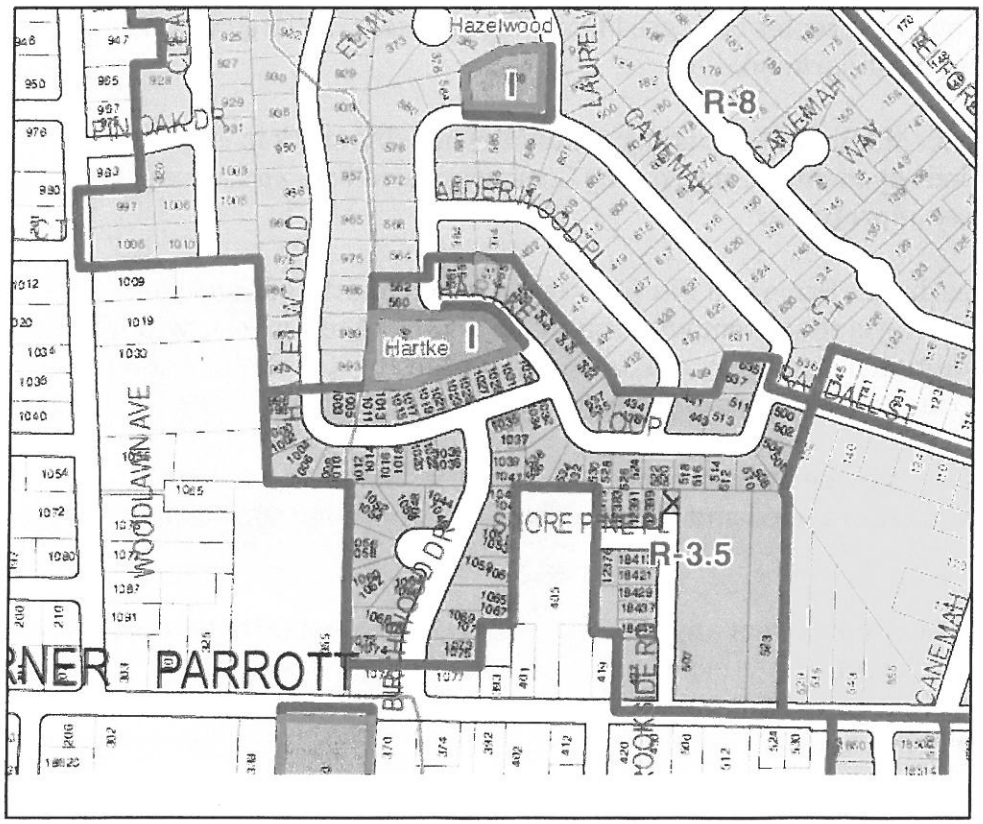


Figure 1: Zoning Map

Under Land Use Goal 2.7, we believe the R-8 best follows the intent of the Oregon City Comprehensive Plan. We believe the R-6 zoning does not fit in with the

Oregon City Planning Commission
Hearing Date: 1-13-14
File Number: ZC 13-03
Exhibit: 1

character of this neighborhood and is not compatible with maintaining neighborhood continuity with existing housing types, land values as well as livability.

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

Under this policy, we would argue that considering the density is an important consideration because of the large Oak trees that exist on the subject properties. These very trees provide valuable wildlife habitat and are a key element to the beauty of this area. In addition, there is value in vibrant tree canopies along with other environmental benefits. Rezoning to an R-8 designation would provide an additional amount of flexibility when working on the platting of the properties as well as when the time comes to develop home sites and other hardscapes.

With Oregon City being a relatively new member of the Tree City USA group under the Arbor Day Foundation, we encourage the City to place consideration of existing groves of trees in the context of zoning decisions. Under theR-8 designation, density is still increased, but this creates increased flexibility to retain the large Oak trees and create a better neighborhood.

Policy 10.1.1 states: "Maintain the existing residential housing stock in established older neighborhoods by maintaining existing Comprehensive Plan and zoning designations where appropriate"

We argue that Clearbrook Drive and Pin Oak are older neighborhoods and so maintaining R-8 zoning is consistent with this policy. While other policies within the section discuss additional density, maintaining the continuity of a neighborhood is very important to the cohesiveness of the existing neighborhood.

Policy 12.3.1 states: "Provide an interconnected and accessible street system that minimizes vehicle miles-traveled and inappropriate neighborhood cut-through traffic."

Under this policy, we propose that any roadway connections connect to Woodlawn rather then Warner Parrot. First, this would connect to a lower classification roadway and, second, it would minimize the potential of cut through traffic which can degrade livability.

Depending on the sequence of development, acquiring a new connection to Woodlawn could be challenging. With the maximum dead-end roadway length of 530 feet, shadow platting to illustrate the feasibility of a connection will be imperative. We believe that it is extremely important to secure a connection to Woodlawn in order to balance access to and from the neighborhood.

In addition, we want to encourage infill of sidewalks and other features on all streets that enhance the safe circulation for non-motorized modes such as walking and biking. The lack of sidewalk today is a barrier for many to get out and walk. Extra care in terms of high visibility clothing is required when walking to ensure the we remain safe.

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

Under this policy, we would encourage the City to consider the walkability element and ensure that sidewalks are provided and that the any new roadway connections intersect Woodlawn as mentioned previously.

In summary, we believe that rezoning to R-8 best fits in with the intentions of the Comprehensive Plan and would provide the most level of flexibility for additional housing units and preservation of existing mature Oak trees.

Thank you again for the opportunity to provide comments on this proposed land use action.

Respectfully,

Joseph Marek, PE, PTOE

Andrea Marek

1005 Clearbrook Drive
Oregon City, OR 97045
racerjoe97045@yahoo.com

January 12, 2014

City of Oregon Planning
Attn: Laura Terway
221 Molalla Avenue, Ste 200
Oregon City, OR 97045

Reference: File ZC13-02

This letter is in response to the requested rezoning of certain lots in Oregon City per the above referenced file from R10 to R6.

We are opposed to the proposed rezoning, but are amenable to rezoning to R8. The neighborhood in this area consists almost entirely of R8 and R10 zoned lots. R6 lots in the middle of this established older neighborhood would be incongruous and would create unnecessary density.

We ask that careful consideration be given to conservation of existing mature trees on the subject lots. Larger lots generally allow more of such trees to survive and thrive. Such trees provide important wildlife habitat and greatly enhance the beauty and livability of the area.

Consideration should also be given to pedestrian safety. Woodlawn is an important feeder street with no sidewalks. It is frequently used by pedestrians and children to and from Chapin Park and King School. Increasing population density will put more traffic on this and surrounding streets, putting pedestrians at increased risk.

With the assumption that the city will require Clearbrook Drive to be extended as a part of agreeing to any rezoning and replatting, we ask that the city consider requiring Clearbrook Drive to curve and open out to Woodlawn and not extend the dead end. Adding these lots will be increase the traffic significantly. We do not believe that Clearbrook Drive should ever be fully extended to Warner Parrot.

When replatting, we believe the city should require any resulting lots, including lots with existing residential structures, bordering existing or new streets be required to have sidewalks. We are opposed to the creation of any flag lots, as we feel they are unnecessary and would decrease the value of other properties in the neighborhood.

Another important issue as to the livability and **safety** of residents is the access **of fire and police**. As it is, emergency vehicles must back up the street to the dead end. Having the street open to Woodlawn at the southern point would allow quicker and safer access for both the emergency reponders, their vehicles, and the residents.

Thank you for giving us the opportunity to voice our concerns.

Sincerely,

George and Teresa Kuchler
928 Clearbrook Drive
Oregon City, OR 97045

Oregon City Planning Commission
Hearing Date: 1-13-14
File Number: ZC13-03
Exhibit: Rec 2

January 12, 2014

Laura Terway
City of Oregon City Planning
221 Molalla Avenue, Ste 200
Oregon City, OR 97045

Reference: File ZC13-02

Ms. Terway:

We are writing in reference to the proposed land use rezone on Clearbrook Dr. and Woodlawn. The properties are currently zoned R10 and are requesting that the zoning be changed to R6.

We are concerned that R6 is not in keeping with the current neighborhood where the majority of the homes are either R8 or R10. We want to ensure that our neighborhood maintains our property value and livability. The Clearbrook and Woodlawn neighborhoods are older existing neighborhoods with great character and maintaining that character with consistent zoning is important.

Also, there are many large mature trees growing on the property that will be rezoned. Rezoning to larger R8 lots would allow more of the trees to remain which provide clean air, wildlife habitat, as well as beautify the neighborhood. It is my understanding that Oregon City is working with the Arbor Day Society to emphasize the importance of trees within the city. The large oak trees in the area to be rezoned should be taken into consideration when creating new home lots and the larger the lots, the more trees that can be saved.

We are concerned with increased traffic on Clearbrook. The concern would be if Clearbrook Dr. is extended to Warner Parrot, that people would use it to cut through the neighborhood which greatly increases traffic. It would make more sense for a road to be created between Clearbrook and Woodlawn instead. This short new road would help ensure that the traffic would be mostly for the new home lots rather than people cutting through. Safety and security are extremely important to our neighborhood.

Lastly, building upon the safety concern would be the continuation of sidewalks in the new home lots. Many people walk in our Clearbrook neighborhood due to our sidewalks. I would also encourage the city to require sidewalks on Woodlawn to further increase safety. We often walk to Chapin Park along Woodlawn and it is a more dangerous walk due to the lack of sidewalks.

Thanks for the opportunity to provide input on the Clearbrook/Woodlawn rezoning. I highly encourage the City to consider our input seriously. If you have any questions regarding our input, please feel free to contact us.

Sincerely,

Ignacio Gonzalez and Stacie Hall
927 Clearbrook Dr.
Oregon City, OR 97045
Ignacio927@hotmail.com

Oregon City Planning Commission
Hearing Date: 1-13-14
File Number: ZC 13-03
Exhibit: 3

From: Laura Terway
To: "Ignacio"
Subject: RE: Clearbrook/Woodlawn Rezone to R8
Date: Monday, March 10, 2014 4:28:00 PM

Thank you for your comments, I will enter them into the record.

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@orcity.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: Ignacio [mailto:ignacio927@hotmail.com]
Sent: Monday, March 10, 2014 4:25 PM
To: Laura Terway
Subject: FW: Clearbrook/Woodlawn Rezone to R8

Ms. Terway:
I am concerned that I haven't heard from you. Hope all is well. Please let me know if you are able to submit the letter below to the Planning Commission this evening.
Thanks again,
Stacie Hall

From: ignacio927@hotmail.com
To: lterway@ci.oregon-city.or.us
Subject: Clearbrook/Woodlawn Rezone to R8
Date: Mon, 10 Mar 2014 13:13:15 -0700

Ms. Terway:
Would you please submit the following letter to the Planning Commission this evening?
Thank you,
Stacie Hall

March 10, 2014

Laura Terway
City of Oregon City Planning
221 Molalla Avenue, Ste 200
Oregon City, OR 97045

Reference: File ZC13-02

Ms. Terway:

We are writing in reference to the proposed land use rezone on Clearbrook Dr. and Woodlawn. The properties are currently zoned R10 and are requesting that the zoning be changed to R8. We are in agreement with the R8 zoning which is in keeping with the existing neighborhood character and zoning.

I would encourage that as many of the 200 year old mature trees growing on the property be kept, as is possible. Exploring street design that accommodates the trees is highly encouraged. The larger R8 lots will allow more of the trees to remain which provide clean air, wildlife habitat, as well as beautify the neighborhood.

Thanks for the opportunity to provide input on the Clearbrook/Woodlawn rezoning. If you have any questions regarding our input, please feel free to contact us.

Sincerely,

Ignacio Gonzalez and Stacie Hall
927 Clearbrook Dr.
Oregon City, OR 97045
Ignacio927@hotmail.com

City of Oregon City

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

Staff Report

File Number: PC 14-040

Agenda Date: 4/14/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 4c

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:
ZC 13-03: Zone Change from R-10 Single-Family Dwelling District to R-8 Single-Family Dwelling District.

RECOMMENDED ACTION (Motion):
Staff requests the Planning Commission recommend approval of Planning file ZC 13-03 to the City Commission for their consideration at the May 7, 2014 hearing.

BACKGROUND:
The applicant originally submitted an application for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District for the properties located near Central Point Road and identified as Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 as well as Clackamas County Map 3-2E07C, TL 1003.

Since the initial public hearing on January 27, 2014, Venture Properties has reconsidered the zone change request. Upon review, the applicant would like to modify the application to propose an R-8 zone over the five parcels.

Therefore, the applicant was granted an initial continuance from January 27, 2014 to March 10, 2014, and again to April 15, 2014 for the Planning Commission hearing and from March 19 to May 7, 2014, respectively, for the City Commission public hearing. The applicant has also agreed to extend the 120-day decision deadline for the length of the continuance. The applicant revised the application materials for the new requested designation and the public hearings were renoticed.

Please review the attached Staff Report and Exhibits for further details.

OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION (REVISED)
April 7, 2014

FILE NO.: ZC 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District

APPLICANT: Venture Properties, Inc.
4230 SW Galewood Street, Suite 100
Lake Oswego, Oregon 97035

OWNERS: Johnson Family Joint Trust, 19882 White Lane, Oregon City, Oregon 97045
Tolstrup Loving Trust, Edwin and Reitha Tolstrup, 15550 S. Kirk Road, Oregon City, Oregon 97045

REPRESENTATIVE: AKS Engineering & Forestry, LLC
13910 SW Galbreath Drive, Suite 100
Sherwood, Oregon 97140

REQUEST: The Applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District.

LOCATION: (All properties are within Oregon City limits, Zip Code 97045)
19584 Central Point Rd., Clackamas County Map 3-1E-12D, TL 1701
No Address, Clackamas County Map 3-2E07C, TL 1003
No Address, Clackamas County Map 3-1E-12D, TL 1593
No Address, Clackamas County Map 3-1E-12D, TL 1503
19882 White LN, Clackamas County Map 3-1E-12D, TL 1600

REVIEWER: Tony Konkol, Community Development Director
Peter Walter, AICP, Associate Planner
Laura Terway, AICP, Associate Planner
Todd Martinez, P.E., and Gordon Munro, P.E., Development Services
John Replinger, P.E., Transportation Consultant

RECOMMENDATION: Staff recommends the Planning Commission recommend approval with conditions of Planning file ZC 13-03 to the City Commission for their consideration at the February 19, 2014 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 fourteen 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 Applicant submitted a Zone Change application for properties located at Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 and Clackamas County Map 3-2E07C, TL 1003 located near Central Point Road and White Lane (See Figure 1). The properties total approximately 18 acres.

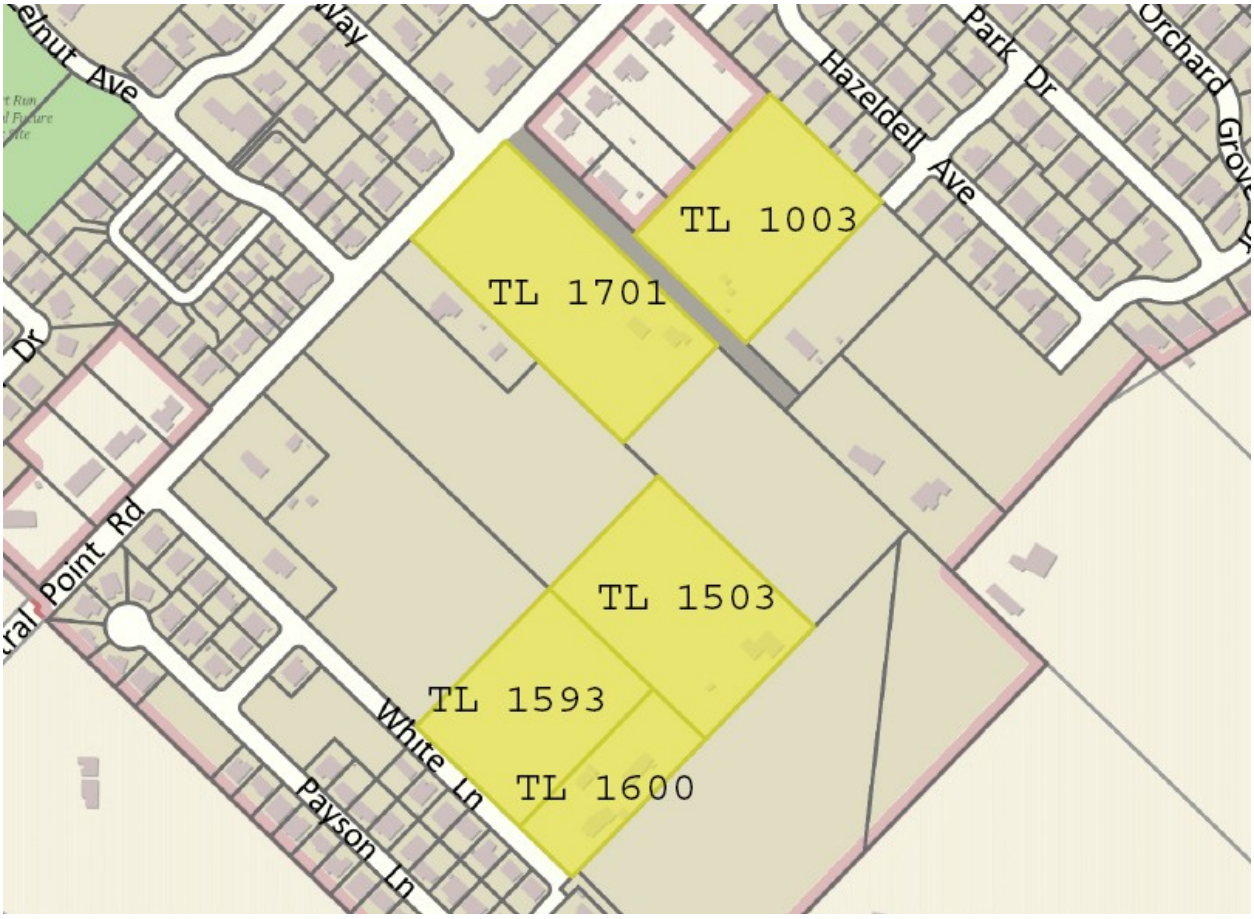


Figure 1. Tax Lots in Application

Since the initial public hearing on January 27, 2014, Venture Properties has reconsidered the zone change request. Upon review, the applicant would like to modify the application to propose an R-8 zone over the five parcels. The applicant revised the application materials for the new requested designation and the public hearings were renoticed.

Therefore, the applicant was granted an initial continuance from January 27, 2014 to March 10, 2014, and again to April 15, 2014 for the Planning Commission hearing and from March 19 to May 7, 2014,

respectively, for the City Commission public hearing. The applicant has also agreed to extend the 120-day decision deadline for the length of the continuance.

With this revised application, the Applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District.

Please Note: The Applicant has not submitted an application for further development of the site at this time, only a rezoning request. Future development requires the submittal of additional applications.



Figure 2. Aerial View of Subject Properties

Surrounding Uses: As shown in Figure 3, the site is surrounded by a variety of zoning designations, all of which are currently single-family residential land use.

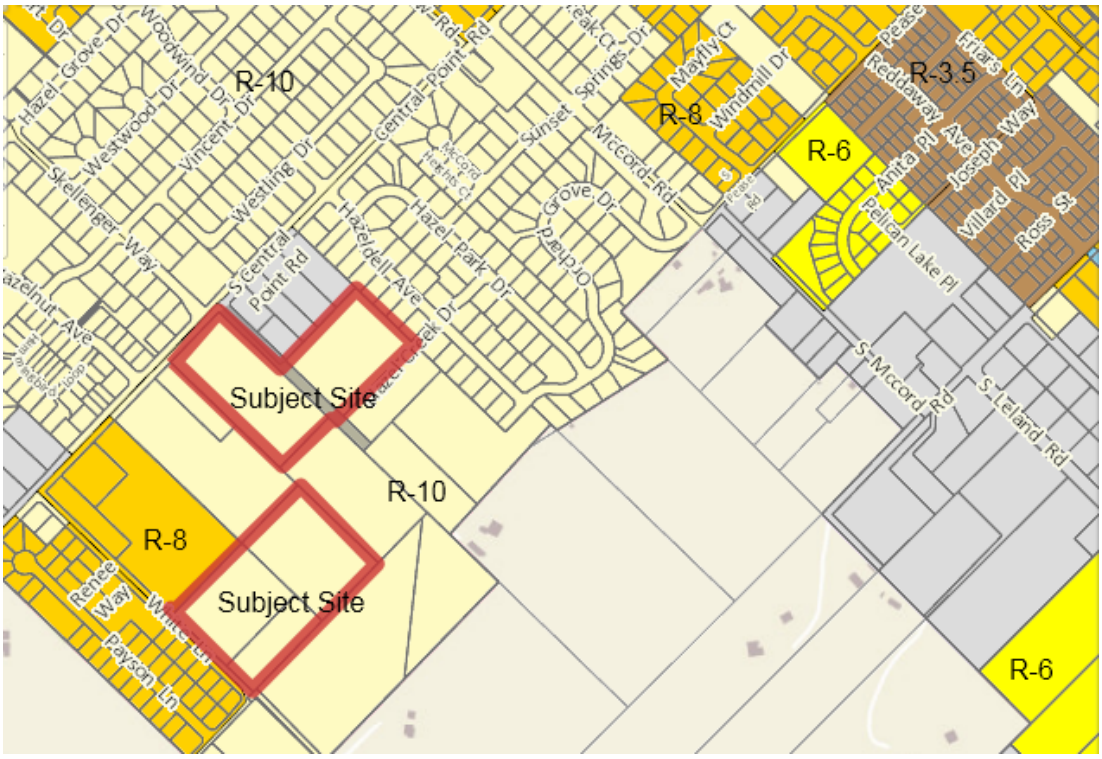


Figure 3. Zoning of Site and Surroundings

II. DECISION-MAKING CRITERIA:

Oregon City Municipal Code Standards and Requirements
Title 17: Zoning:

- Chapter 17.08, R-10 Single Family Dwelling District
- Chapter 17.10, R-8 Single Family Dwelling District
- Chapter 17.50, Administration and Procedures
- Chapter 17.68, Zone Changes and Amendments

III. COMPLIANCE WITH APPROVAL CRITERIA

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES

Finding: Complies as Proposed. Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject site. 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. See Exhibit 12 for copies of the initial public notices.

A second, revised notice of the public hearings for the revised application was mailed to property owners within 300 feet of the subject site. 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. See Exhibit 7 for copies of the revised public notices.

The initial and revised applications were separately transmitted for review to the City Engineer, Development Services Manager, Clackamas County Fire Department, the neighborhood association, the Citizen Involvement Council and the City transportation consultant for comment.

For the revised application, the City Engineer commented on the adequacy of the sewer system to serve the development site (Exhibit 9).

Comments from John Replinger, the City's traffic consultant at Replinger and Associates are incorporated into this staff report (Exhibit 14).

PUBLIC COMMENTS (INITIAL PROPOSAL FOR R-6)
The following written public comments (See Exhibit 13) were received prior to close of business on January 17, 2014, the deadline for written comments to be included in the first staff report:

a. Letter from Tom O'Brien (Citizen comment letter), 12/29/2013
b. Letter from Tom O'Brien (Hazel Grove Westling Farms N.A. comment), 12/30/2013
c. Letter from Patricia Ullman, Payson Farms HOA, 1/17/2014
d. Objection to ZC 13-03 with Signatures (approx. 150), 1/17/2014
e. 1/16/2014 Letter from Roger Dunigan, with attached Oregonian Article "A Growing Problem", dated 12/22/2013

Comments received after January 17, 2014 or which were provided at the hearing are attached to this report as Exhibit 6.

PUBLIC COMMENTS (REVISED PROPOSAL FOR R-8)
No new written public comments were received prior to completion of this revised staff report.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS
City staff reviewed the goals in the City's Comprehensive Plan and the following sets forth findings for those goals relevant to this application. Many goals are not implicated by this application because no development is proposed at this time; the goal is related to a City activity, not the Applicant's proposal; and/or the goal does not apply to this zone.

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, the neighborhood association, Citizens Involvement Council, posted notice in the newspaper and posted the application on the City's website. Public notice signs were also posted 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 level of development also support sustainable development because it enables increased density within the urban growth boundary. This standard has been met.

Goal 2.4 - 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.
Finding: Complies as Proposed. The increased density will support further integration of residential development in the Hazel Grove – Westling Farms neighborhood, and foster the efficient use of city services within the neighborhood. 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 surrounded by other properties within the Low Density Residential Comprehensive Plan Designation. This standard has been met.

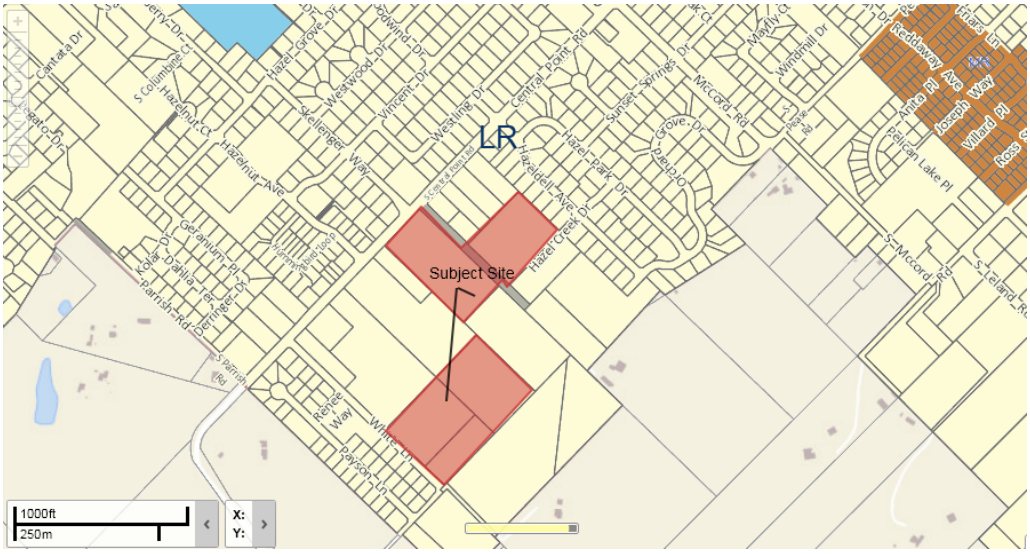


Figure 4. Comprehensive Plan Designation – Low Density Residential

Goal (5) Natural Resources

Goal 5.2 Scenic Views and Scenic Sites
Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.
Finding: Complies as Proposed. The Applicant has not proposed any development with this application. No scenic views or important viewsheds have been identified as affecting this residential zoned site on any inventories adopted by the City. Future development will be subject to development review to protect any affected scenic views. In accordance with this goal and its implementing policies, the city has established standards for landscaping, structure placement, height, and mass as set by the adopted underlying zoning and residential design standards.

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. A portion of the subject site is within the Natural Resources Overlay District (NROD) See 17.49.[0]10 Purpose. (See Figure 5). The NROD protects as one connected system the habitats and associated functions of the streams, riparian corridors, wetlands and the regulated upland habitats found in Oregon City. It applies when a site specific development plan is proposed. The Applicant has not proposed any development with this application. Future development will be subject to compliance with the Natural Resource Overlay District.



Figure 5. Extent of NROD boundary on property

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. While fulfillment of this goal depends on the proximity of this residentially zoned property to nearby commercial areas, the proposed R-8 zoning designation will allow approximately 14 more single-family dwellings on the same land than R-10 zoning, creating a more compact land use pattern and reduction in the square footage of paved street and sidewalk per dwelling. As development occurs on the subject site construction of streets and associated sidewalks would be required, allowing greater connectivity throughout the subject site and surrounding areas.

Central Point Road is a designated collector road which will be improved to city street standards with bicycle lanes, street trees and 7' sidewalks when development is proposed. As adjacent properties also develop, walking, biking and transit opportunities will improve. This standard has been met.

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.

Finding: Complies as Proposed. The proposed zone change will maintain the primary land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Oregon City has had an R-8 residential zone since at least 1965. As demonstrated below, 25% of the residentially zoned property within the City is within the R-8 Single Family Dwelling District, with 38% of the residentially zoned land in a lower density zoning designation (R-10), and 21% in a higher zoning designation (R-6). The table below, based on the current Oregon City Geographic Information System, illustrates the current composition of residential zoning designations within the city.

R-8 zoning, as compared with the existing R-10 zoning, will provide for approximately 15 more single-family homes on this site, thereby increasing the variety and availability of housing choices in the marketplace. This standard has been met.

Zoning Designation	Acres (Non River)	Percentage of Total Residential Land
R-10	1,593.20	38%
R-8	1,058.00	25%
R-6	871.3	21%
R-5	0	0%
R-3.5	424.1	10%
R-2	262.2	6%
Total	4,208.80	100%

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 connection is available from four different directions: an existing 8-inch line in Skellenger Way, Orchard Grove Drive, Hazel Creek Drive and White Lane. Sanitary sewer can be extended into the property from these locations. Based on a review of the existing sanitary sewer system capacity by the City Engineer on 3/27/2014 for wet weather 5 Year – 24 Hour storm event conditions, there are no existing capacity deficiencies in the City's downstream sanitary sewer collection system (Exhibit 9).

Water service connection is available from several directions: a 12-inch City line in Central Point Road, an 8-inch line is located in Orchard Grove Drive, Hazel Creek Drive and White Lane. When developed, water lines can be extended into the property from these locations and will provide a looped system for necessary redundancy and water quality control.

Storm water service connections are available in several locations: a 12-inch pipe in Central Point Road, White Lane and Orchard Grove Drive. Storm water detention and treatment can be provided through a combination of on-site infiltration and discharge to public facilities.

Oregon City Public School District provides education services and has adequate levels of service available. The school district was provided the opportunity to review and comment on this application, and did not indicate that there is inadequate school capacity to serve the development. The most recent

documentation that the City has from the School District regarding capacity is from the draft South End Concept Plan, which is currently under review by the Planning Commission. The subject property is not within the concept plan area, but the concept plan area shares the same neighborhood boundary as the subject properties. The concept plan indicates the following with respect to the concept plan (Exhibit 15):

> *The Oregon City School District indicates John McLoughlin Elementary School, located within the South End Plan area, currently enrolls 560 students and can accommodate 30 more for a total capacity of 590 students. If future enrollment exceeds the capacity at McLoughlin Elementary, the School District plans to reopen King Elementary School, located less than one mile north on South End Road. King Elementary provides an initial capacity of 400 students with a plan to add capacity if necessary.*
>
> *The nearest middle and high schools are Gardiner Middle School and Oregon City High School, two and four miles away respectively. Current enrollment at Gardiner is 777 students for grades 6-8. Total capacity for the school is 930 students. Ogden Middle School currently has 890 students and has a capacity for 960 grade 6-8 students. Oregon City High School has a capacity of 2,510 students based on an average of 25 students per classroom. Maximum capacity is 2,800 with current enrollment at slightly more than 2,300 students.*
>
> *Based on the methodology used by the School District and Portland State University's Population Research Center, development in the study area at buildout will result in the addition of approximately 988 students: 456 elementary school, 228 middle school and 304 high school students. These increases in enrollment are expected to occur gradually over the next thirty or more years, depending on the pace of annexation and development in the planning area. Moreover, future enrollment for these elementary schools is projected to remain relatively flat, as new households in their service area are projected to include fewer young children. Therefore, no new school sites are identified in the South End Concept Plan. The City and School District will continue to coordinate as the South End area develops.*

Police and fire protection are provided by the City of Oregon City and there is adequate staffing to serve this property. In addition, future dwellings will mitigate the impact of development with payment of water, sanitary sewer, stormwater, transportation, bicycle/pedestrian, and park system development charges.

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 will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Please refer to the findings within this report.

Goal 12: Transportation
Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.
Finding: Complies as Proposed. The Applicant submitted a Traffic Impact Study (TIS) dated October 22, 2013 prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The TIS was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TIS provides an adequate basis upon which to assess the impacts of the

proposed rezoning. There are several issues that will need to be revisited during site plan review, including turn lanes, sight distance, pedestrian and bicycle facilities, and frontage improvements. The engineer identifies need for mitigation at the intersection of S Central Point Road and Warner Parrott Road (the prohibition of northbound left turns). This change was also identified in the TSP. The engineer recommends that this be made a condition of development of the subject property or funded through a development agreement."

"I agree that it is appropriate for the property owner to participate in mitigation for the S Central Point Road and Warner Parrott Road intersection and improvements at the Warner Parrott/Warner Milne/Leland/Linn intersection if those are required to accomplish the changes at the former intersection. I recommend that at the time of a subsequent land use action, appropriate conditions of approval be crafted by which the property owner participates in the costs of such mitigation."

The City's traffic consultant comments are provided in full in Exhibit 14, and are hereby incorporated into this staff report.

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 Applicant submitted a preliminary evaluation of the additional demand expected upon the above-listed public facilities based upon the zone change. The existing water and sanitary sewer facilities have sufficient capacity to support the additional demand. Storm water detention and treatment is often done for each development that occurs, and there is sufficient area available within the subject property to accomplish the detention and treatment requirements. City services are available and adequate to meet the needs of this property when developed to levels allowed by the R-8 zoning district (see findings above regarding Goals 11 and 12 of the City's Comprehensive Plan for additional discussion).

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. See \s findings above regarding Goal 12 of the City's Comprehensive Plan for additional discussion.

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

A. Minimum lot areas, eight thousand square feet;
B. Minimum lot width, sixty feet;
C. Minimum lot depth, seventy-five feet;
D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
E. Minimum Required Setbacks:
1. Front yard fifteen feet minimum setback;
2. Front porch, ten feet minimum setback;

2. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas;
3. Interior side yard, nine feet minimum setback for at least one side yard, seven feet minimum setback for the other side yard;
4. Corner side yard, fifteen feet minimum setback;
5. Rear yard, twenty feet minimum setback;
6. Rear porch, fifteen feet minimum setback.
F. Garage Standards: See Chapter 17.20—Residential Design and Landscaping Standards.
G. Maximum Lot Coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of forty percent of the lot area.
Finding: Not Applicable. The Applicant has not proposed any development with the Zone Change application. Future development will be reviewed for compliance with the dimensional standards of the zoning designation upon submission proposed development.

IV. CONCLUSION AND RECOMMENDATION:

In conclusion, based on the Applicant's proposal, the proposed zone change located at Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 as well as Clackamas County Map 3-2E07C, TL 1003 can meet the approval standards outlined in this Staff Report. Staff requests the Planning Commission recommend approval of Planning file ZC 13-03 to the City Commission for their consideration at the May 7, 2014 hearing.

V. EXHIBITS

The following new exhibits are attached to this staff report.

1. Letter from applicant's Representative
2. Revised Land Use Application
3. Revised Application Narrative
4. Revised Application Plans
5. Planning Commission Vote Tally sheet 1.27.2014
6. Public Comments entered into the record at the January 27, Planning Commission Public Hearing
    a. Comment Cards Tom O'Brien PowerPoint 1.27.2014
    b. Pat Ullman letter 1.27.2014
    c. HGWF comments 1.21.2014
7. Revised Public Notices
8. Public Comments received 10 days prior to Revised Staff Report
    (NONE)
9. City Engineer comments regarding Hazel Grove basin sewer adequacy.

The following exhibits for the original proposal for R-6 re-zoning were entered into the record at the previous planning commission public hearing on February 19, 2014.

10. Vicinity Map
11. Applicant's Submittal
12. Public Notices
13. Public Comments
    a. Letter from Tom O'Brien (Citizen comment letter), 12/29/2013
    b. Letter from Tom O'Brien (Hazel Grove Westling Farms N.A. comment), 12/30/2013
    c. Letter from Patricia Ullman, Payson Farms HOA, 1/17/2014
    d. Objection to ZC 13-03 with Signatures (approx. 150), 1/17/2014

e. 1/16/2014 Letter from Roger Dunigan, with attached Oregonian Article “A Growing Problem”, dated 12/22/2013

14. Comments regarding Transportation Analysis, John Replinger, P.E.
15. South End Concept Plan excerpt regarding OCSD capacity.

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

Proposed Land Use or Activity: Zone Change Application from R-10 to R-8 for 5 tax lots totalling approximately 17.74 acres.

Project Name: Central Point Road Properties Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. Date:

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 Fax: (503) 387-7615 Email: mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: Gordon M. Tolstrup (owner of Lots 1701 & 1003)

Property Owner(s) Name Printed: See attached vesting deeds for ownership information Date:

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry Date: 3/4/2014

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

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

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. Date:

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 Fax: (503) 387-7615 Email: mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: Warner E. Johnson Donna Johnson

Property Owner(s) Name Printed: See attached vesting deeds for ownership information Date:

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry Date: 3/4/2014

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

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

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

VentureProperties
INCORPORATED

Creating
Tomorrow's
Communities
Today

February 28, 2014

Oregon City Planning Commission and City Commission
c/o Pete Walter, AICP, Associate Planner
Community Development Department
Planning Division
221 Molalla Avenue, Ste. 200
Oregon City, Oregon 97045

Dear Oregon City Planning and City Commissions,

Venture Properties, Inc is the applicant for the Central Point Road Zone Change request (ZC 13-03) which currently proposes to change the zoning designations for parcels Tax Map 3 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003 from R-10 to R-6.

Since our initial public hearing on January 27, 2014, Venture Properties has reconsidered the zone change request. Upon review, Venture would like to modify our application to propose an R-8 zone over the five parcels. In discussions with City Staff, we understand that our application materials will need to be revised for the new requested designation and the public hearings will need to be renoticed. Therefore, Venture Properties is requesting a continuance to April 15, 2014 for the Planning Commission hearing and May 7, 2014 for the City Commission hearing. We will also extend the 120 day for the length of the continuance.

We appreciate your consideration and look forward to discussing the revised application in more detail on April 15, 2014.

Sincerely,



Mimi Doukas, AICP, RLA
Venture Properties, Inc

c. Vern Johnson
Reitha Tolstrup
Chris Godell, AKS
Kelly Ritz, Venture Properties

Q:\Projects\Or City - Central Point\land use\ZC Application\Modification to ZC letter-2014-03-03.docx

Zone Change Application for Central Point Road Properties

Date: March 2014

Submitted to: Oregon City
Planning Department
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

Applicant: Venture Properties
4230 SW Galewood Street, Suite 100
Lake Oswego, Oregon 97035

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

Zone Change Application for Central Point Road Properties

Table of Contents

Application:

- City Land Use Application Form
- Written Narrative
- Natural Resources Assessment (SWCA Environmental Consultants)
- Transportation Planning Rule Analysis (Lancaster Engineering)
- Public Facilities Memorandum
- Neighborhood Meeting Documentation
- City Pre-Application Conference Notes
- Property Vesting Deeds
- Clackamas County Assessor's Maps

City Land Use Application Form

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

Proposed Land Use or Activity: Zone Change Application from R-10 to R-6 for 5 tax lots totalling approximately 17.74 acres.

Project Name: Central Point Road Properties Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: Venture Properties, Inc. Date: _____

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 Fax: (503) 387-7615 Email: mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: See attached vesting deeds for ownership information Date: _____

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature: _____

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

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

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

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

Written Narrative

Zone Change Application for Central Point Road Properties

Submitted to:	City of Oregon City Planning Department 221 Molalla Avenue, Suite 200 Oregon City, OR 97045
Owners:	31E 7C 1003 and 31E 12D 1701 See attached vesting deeds for ownership information 31E12D 1503, 1593, & 1600 See attached vesting deeds for ownership information
Applicant:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, OR 97035
Applicant's Representative:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, OR 97140 Contact: Monty Hurley (monty@aks-eng.com) Phone: (503)925-8799 Fax: (503) 925 8969
Other Consultant:	Lancaster Engineering 321 SW 4th Ave, Suite 400 Portland, OR 97204
Site Addresses:	19584 Central Point Road 19882 White Lane Oregon City, OR 97045
Site Size:	+/- 17.74 Acres
Assessor's Information:	Clackamas County 3 1E 12D Lots 1503, 1593, 1600, 1701 3 2E 07C Lot 1003
Current Zoning Designation:	LR – Low Density Residential / R-10
Proposed Zoning Designation:	LR – Low Density Residential / R-8

I. Executive Summary

This application is for a zone change to change the zoning designation of five tax lots (that total approximately 17.74 acres) from the R-10 designation to an R-8 designation. The five parcels have several existing residences and accessory structures, and are surrounded by residential subdivisions to the west, north, and west, with lot sizes ranging from approximately 4,000 square feet to 10,000 square feet. The site is designated as Low Density Residential (LR) in the City's Comprehensive Plan, which includes the R-10, R-8, and R-6 Zoning Districts. The submittal materials include the required findings and other documentation necessary to establish compliance with all applicable approval criteria.

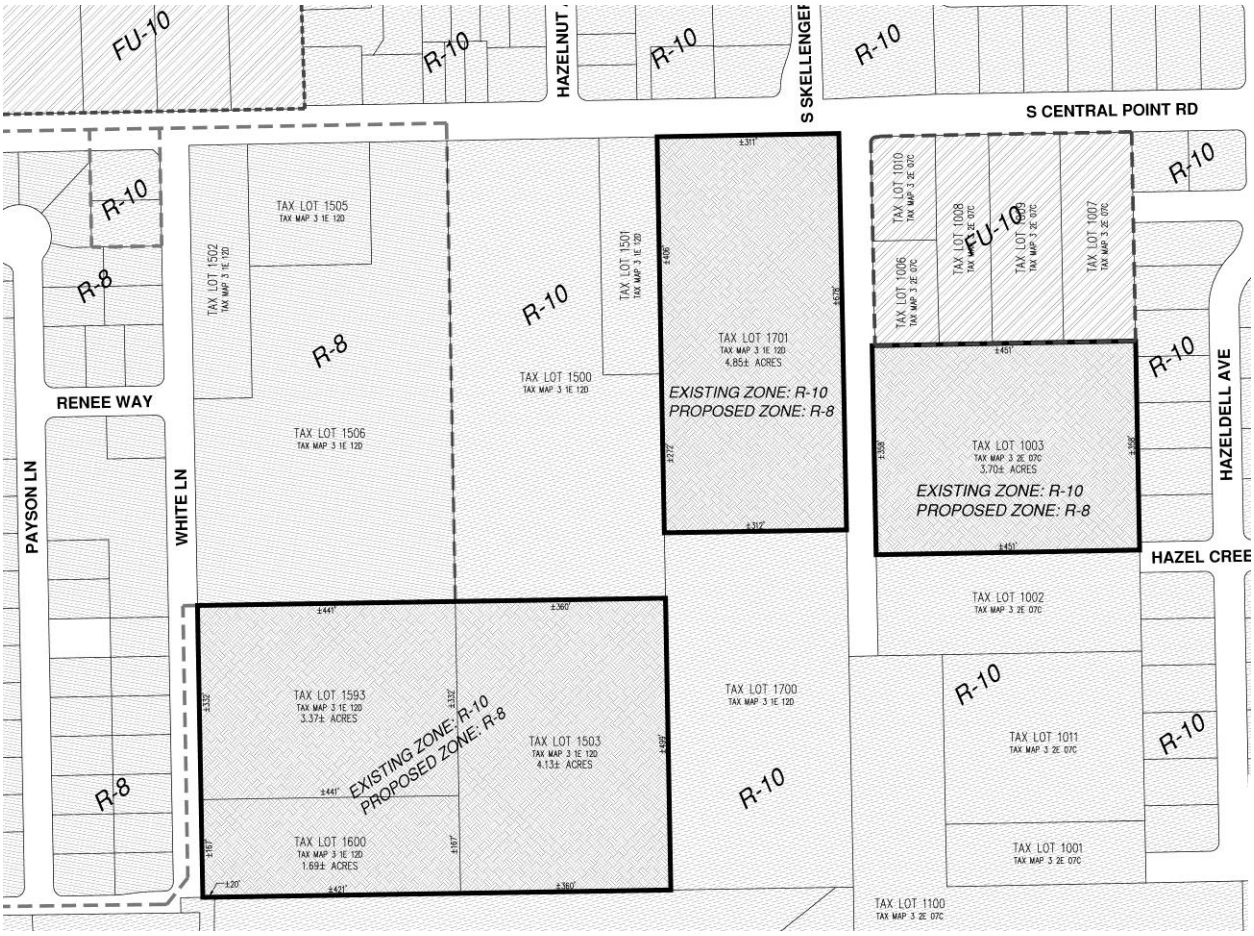
II. Site Description / Setting

The project site is located south of S Central Point Road and east of White Lane, as depicted in the aerial photo below and on Sheet 3 of the preliminary plan set.



Aerial Photo

Surrounding Land Use / Zoning Designations



Zoning Map

Northwest: Across Central Point Road from the Tolstrup Property lies a residential subdivision (Filbert Run) that is designated R-10 by Oregon City, but which was developed as a Planned Unit Development (PUD) with lot sizes as small as 3,920 square feet.

North/Northeast: Across Central Point Road and abutting the Tolstrup Property lie several residential subdivisions (Westling Farm, Filbert Run, Filbert Orchard, Westling Farm) that are designated R-10 by Oregon City.

Southwest: Across White Lane from the Johnson Property lies a residential subdivision (Payson Farms #2) that is designated R-8 by Oregon City, but which was developed with lot sizes as small as 6,534 square feet.

East/Southeast: The Tolstrup Property abuts a residential subdivision (Hazel Creek Farms) that is designated R-10 by Oregon City.

South: The Tolstrup and Johnson Properties abut larger properties that are designated R-10 by Oregon City.

III. Applicable Review Criteria

City staff's pre-application conference notes outline the review criteria that are relevant to this application. Therefore, those criteria are addressed below.

Chapter 17.68: Zone Changes and Amendments

Per OCMC Section 17.68.020, 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.*
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.*
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.*
D. *Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.*

Criterion A: Consistency with the Oregon City Comprehensive Plan

The proposed zone change meets the following applicable 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.

Response: The Oregon City Comprehensive Plan and Municipal Code include provisions to ensure citizens, neighborhood groups, and affected property owners have an opportunity to participate in the land use process. The City Comprehensive Plan is acknowledged by the State of Oregon as compliant with the Oregon Statewide Planning Goals, including Goal 1. For this application, citizens are able to attend and participate in a Neighborhood Association meeting that is open to the public in addition to the opportunity to attend and participate in public hearings before the Oregon City Planning Commission and the Oregon City Commission. In addition, future applications for development involving the subject properties will involve additional public process. Therefore, the application is consistent with this goal.

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.

Response: This application involves a zone change from the R-10 designation to the R-8 designation. This represents an increase in density while still remaining in a single-family zone. Densities corresponding to the R-8 zone represent sustainable development in a more compact form that is able to capitalize on public infrastructure investment within the existing City limits, which eases external pressures to expand and sprawl beyond the current urban growth boundary. Therefore, the application is consistent with this Goal.

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.

Response: The subject property is designated Low Density Residential (LR) by the City's Comprehensive Plan. The LR designation includes R-10, R-8, and R-6 zoning districts. This application involves a zone change from the R-10 designation to the R-8 designation. This application does not propose to change the Comprehensive Plan designation of the site. The property is adjacent to properties zoned R-8 and R-10, although lot sizes in surrounding subdivisions are as small as 3,920 square feet and range in size from 3,920 square feet to approximately 10,000 square feet. Therefore, the R-8 designation maintains the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development and the application is consistent with this Goal.

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.

Response: According to City maps, a Natural Resource Overlay District (NROD) extends onto a portion of two of the five tax lots included in this application (Tax Lots 1503 and 1593). A Natural Resources Assessment (NRA), prepared by SWCA Environmental Consultants is included in the application materials. The NRA concludes that the project site is not affected by any jurisdictional Title 3 wetlands or waters, or associated vegetated corridors. The NRA has been attached to this application for reference.

City staff's pre-application meeting notes indicate that an application for NROD verification may be needed for the project site. The attached NRA will also be included with any future development application(s) associated with Tax Lots 1503 and 1593 as documentation for the verification as is typical and appropriate. Therefore, the application is consistent with this goal.

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.

Response: The proposed R-8 zoning designation promotes a compact land use pattern that reduces the amount of land dedicated to public streets and other public infrastructure per dwelling unit. Compact land use patterns reduce travel distance by single-occupancy vehicles and increase opportunities for alternative modes of transportation including walking, biking, and transit.

The properties represented in this application are located approximately ¼ mile from John McLoughlin Elementary School and ½ mile from lands being considered for Neighborhood Commercial designations (along South End Road) in the South End Concept Plan. Thus, the R-8 zoning for these properties strategically increases opportunities for greater populations to walk and bike to places of education, shopping, and employment. Therefore, the R-8 zoning designation is consistent with this Goal.

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.

Response: This application does not involve any physical disturbance to the land or property. In the future, applications may be submitted that involve physical changes to the property. Those types of applications are subject to City grading, drainage, and erosion control standards. Therefore, those applications will include preliminary plans that include erosion and sedimentation control measures in addition to written findings demonstrating that applicable erosion and sediment control standards are satisfied. Therefore, to the extent this Goal is relevant to the application, it is satisfied.

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.

Response: R-8 zoning will preserve the property's existing Low Density Residential Comprehensive Plan Designation while also maintaining the single-family residential nature of the area, albeit in a more compact form. R-8 density is most conducive to single-family detached development patterns rather than multi-family or single-family attached and this is indicative as those uses are not permitted in the R-8 zone. Those types of uses would require a comprehensive plan map amendment, which is not included in this application. It is clear that R-8 densities will allow for a greater number of residential units on the site, thereby increasing the number and variety of housing choices in the area. Therefore, the application is consistent with this Goal.

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.

Response: The applicant met with City staff in a pre-application conference and discussed the requested zone change. At the pre-application conference and in subsequent correspondence with City staff, no deficiencies in terms of the adequacy of public facilities (water, sanitary sewer, storm drainage, streets) were identified. This is in part because a change from R-10 to R-8 is a shift within the Low Density Residential Comprehensive Plan Map Designation and these impacts have been previously evaluated with the adoption of the City Comprehensive Plan. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

In addition, as part of the any future application (including subdivision review), detailed preliminary plans will be submitted for review by the City and Clackamas Fire District No. 1, as well as the School District. The applicant will also be required to 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 project site.

Goal 12: Transportation

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

Response: A Transportation Planning Rule (TPR) Analysis has been prepared by a registered professional traffic engineer based upon a scope of work provided by the City traffic engineering consultant. The TPR Analysis includes trip generation estimates for the existing R-10 zone and the proposed R-8 zone, traffic count data, trip distribution and assignments, operational analysis, crash data analysis, and capacity analysis for the 20 year planning horizon consistent with the requirements of the State Transportation Planning Rule (OAR 660-012-060).

Written findings are contained within the TPR Analysis that demonstrate that the TPR is satisfied by the application. Therefore, the application is consistent with this Goal.

Criterion B: Availability of Public Facilities and Services

Response: As detailed above in the response to Goal 11.1, the applicant met with City staff in a pre-application conference and discussed the requested zone change from R-10. At the pre-application conference and in subsequent correspondence with City staff, no deficiencies in terms of the adequacy of public facilities (water, sanitary sewer, storm drainage, streets) were identified. This is in part because a change from R-10 to R-8 is a shift within the Low Density Residential Comprehensive Plan Map Designation and these impacts have been previously evaluated with the adoption of the City Comprehensive Plan. Please also refer to the

memorandum from a professional engineer discussing the adequacy of public facilities for further information.

In addition, as part of the any future application (including subdivision review), detailed preliminary plans will be submitted for review by the City and Clackamas Fire District No. 1, as well as the School District. The applicant will also be required to 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 project site.

Criterion C: Compatibility with Transportation System

Response: A Transportation Planning Rule (TPR) Analysis has been prepared by a registered professional traffic engineer based upon a scope of work provided by the City traffic engineering consultant. The TPR Analysis includes trip generation estimates for the existing R-10 zone and the proposed R-8 zone, traffic count data, trip distribution and assignments, operational analysis, crash data analysis, and capacity analysis for the 20 year planning horizon consistent with the requirements of the State Transportation Planning Rule (OAR 660-012-060).

Written findings are contained within the TPR Analysis that demonstrate that the TPR is satisfied by the application. Therefore, the application is consistent with this Goal.

Criterion D: Applicability of Statewide Planning Goals.

Response: The Oregon City Comprehensive Plan is acknowledged by LCDC and contains specific policies and provisions that address zone change applications. These criteria are listed above and as described in this written statement are satisfied by the application. Therefore, this criterion is met.

IV. Conclusion

The above listed findings and accompanying documentation demonstrate that the proposed zone change application complies with all applicable approval criteria found in the Oregon City Municipal Code, including consistency with relevant provisions of the City Comprehensive Plan and availability of adequate public facilities, services, and transportation systems. Therefore, the applicant respectfully requests approval of the zone change to the R-8 district for the project site as described in this written narrative and as shown in the preliminary plans.

Natural Resources Assessment (SWCA Environmental Consultants)

SWCA
ENVIRONMENTAL CONSULTANTS
Sound Science. Creative Solutions.

Portland Office
1220 SW Morrison, Suite 700
Portland, Oregon 97205
Tel 503.224.0333 Fax 503.224.1851
www.swca.com

Natural Resource Assessment

To: Oregon City Planning Department
Cc: Mimi Doukas, Venture Properties Inc.
Monty Hurley, AKS Engineering and Forestry
From: Stacey Reed, Wetland Scientist
Date: June 13, 2013
Subject: Central Point Road, Oregon City, Clackamas County, Oregon
Tax lots 1500, 1503, 1593, and 1600 of tax map 3 1E 12D (14.78 acres in size)

INTRODUCTION AND BACKGROUND

SWCA Environmental Consultants (SWCA) was contracted by Venture Properties Inc. to conduct a wetland determination at 19882 White Lane off Central Point Road in Oregon City, Clackamas County, Oregon (tax lots 1500, 1503, 1593, and 1600 of tax map 3 1E 12D; Figures 1 and 2). According to the Natural Resources Conservation Service (NRCS) Clackamas County, Oregon Area soil survey map and the Clackamas County hydric soils list, the Bornstedt silt loam with 0 to 8% slopes (Unit 8B) is mapped in the northern portion of the site and the non-hydric Jory stony silt loam with 3 to 8% slopes (Unit 46B) is mapped in the southern portion of the site (Figure 3). No wetlands or waters are mapped on the Oregon Department of State Lands (DSL)–approved 1999 City of Oregon City Local Wetland Inventory (LWI) map (Figure 4). However, the Oregon City online mapper shows a drainage originating near the northeast corner of tax lot 1503 and extending southeasterly through the tax lot (Figure 5).

EXISTING CONDITIONS

The methodology used for determining the presence of wetlands followed the U.S. Army Corps of Engineers (Corps) *Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0)* (Corps 2010), used by both the Corps and the Oregon DSL. Fieldwork for documenting site conditions was conducted on June 5, 2013, by Stacey Reed and Mirth Walker. Soils, vegetation, and indicators of hydrology were recorded at one sample plot location to document representative site conditions.

A single-family residence and detached barn and outbuildings are present on tax lot 1600. Tax lots 1593 and 1503 were actively used for cattle pasture and were generally dominated by tall fescue, rat-tail six-weeks grass, perennial ryegrass, meadow foxtail, Canadian thistle, soft brome, fox-tail barley, black bent, orchard grass, clover, Queen Anne's-lace, and English plantain. According to the land owner Mr. Johnson, the grass community in the pasture on tax lots 1503 and 1593 has not been seeded or plowed in the past 20 years. Tax lot 1500 was dominated by a Christmas tree farm. The topography on the site has a gentle (less than 3 percent) southeasterly slope.

Plot 1 documents the conditions of a slight low elevation broad swale extending through the pasture on tax lot 1503 (and in the vicinity of the drainage mapped on the City's online GIS map). The vegetation in

this area had not been grazed or mowed and there was no defined channel. The broad swale was dominated by an upland plant community (soft brome, rat-tail six-weeks grass, perennial ryegrass, and tall fescue). The surface soils were a dark reddish brown silt loam (with a chroma of 3) and did not meet any hydric soil indicators. No wetland hydrology indicators were observed on June 5, 2013. No drainage patterns, algal matting or other secondary indicators suggesting water flowed through this area during early spring were observed. Therefore, the low topographic swale was determined to be upland. The approximate location for Plot 1 is shown on the attached Figure 6, Existing Conditions Aerial Map. The Wetland Determination Data Sheet, a list of vegetation observed on the site, and representative photos are also attached.

A 4-inch diameter black PVC drain pipe and a clay tile were observed immediately off-site along the fenceline on the adjacent tax lot to the northeast, in a filbert orchard. The drain pipe is located at the downslope end of the drainage mapped on the City's GIS online mapper. No water was observed in the pipe on June 5, 2013, nor were any drainage patterns observed indicating prior water flow or ponding. The vegetation adjacent to the drainpipe had been grazed but appeared to be similar to the non-hydrophytic vegetation community document at Plot 1. The surface soils surrounding the drain pipe were reddish brown (similar to the non-hydric soils documented at Plot 1) and did not appear to be hydric. The drain pipe was likely installed at the site's low spot to collect surface water after heavy rainfall during the winter months.

Please do not hesitate to contact me with any questions concerning the proposed project. No potentially jurisdictional Title 3 wetlands or waters, or associated vegetated corridors were documented in the study area. Therefore, we request that Oregon City update the online geographic information system (GIS) mapping to reflect current site conditions and the absence of any on-site drainage or buffers.

REFERENCES

Environmental Laboratory. 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Online edition. Vicksburg, Mississippi: U.S. Army Engineer Waterways Experiment Station. Available at: http://el.erdc.usace.army.mil/wetlands/pdfs/wlman87.pdf.

Natural Resources Conservation Service (NRCS). 2013. Hydric soils in Clackamas County area, Oregon (survey version 6 dated March 20, 2007). Available at: http://www.or.nrcs.usda.gov/technical/soil/hydric.html. Accessed May 2013.

———. 2013. Online soil survey. Available at: http://websoilsurvey.nrcs.usda.gov/app/. Accessed May 2013.

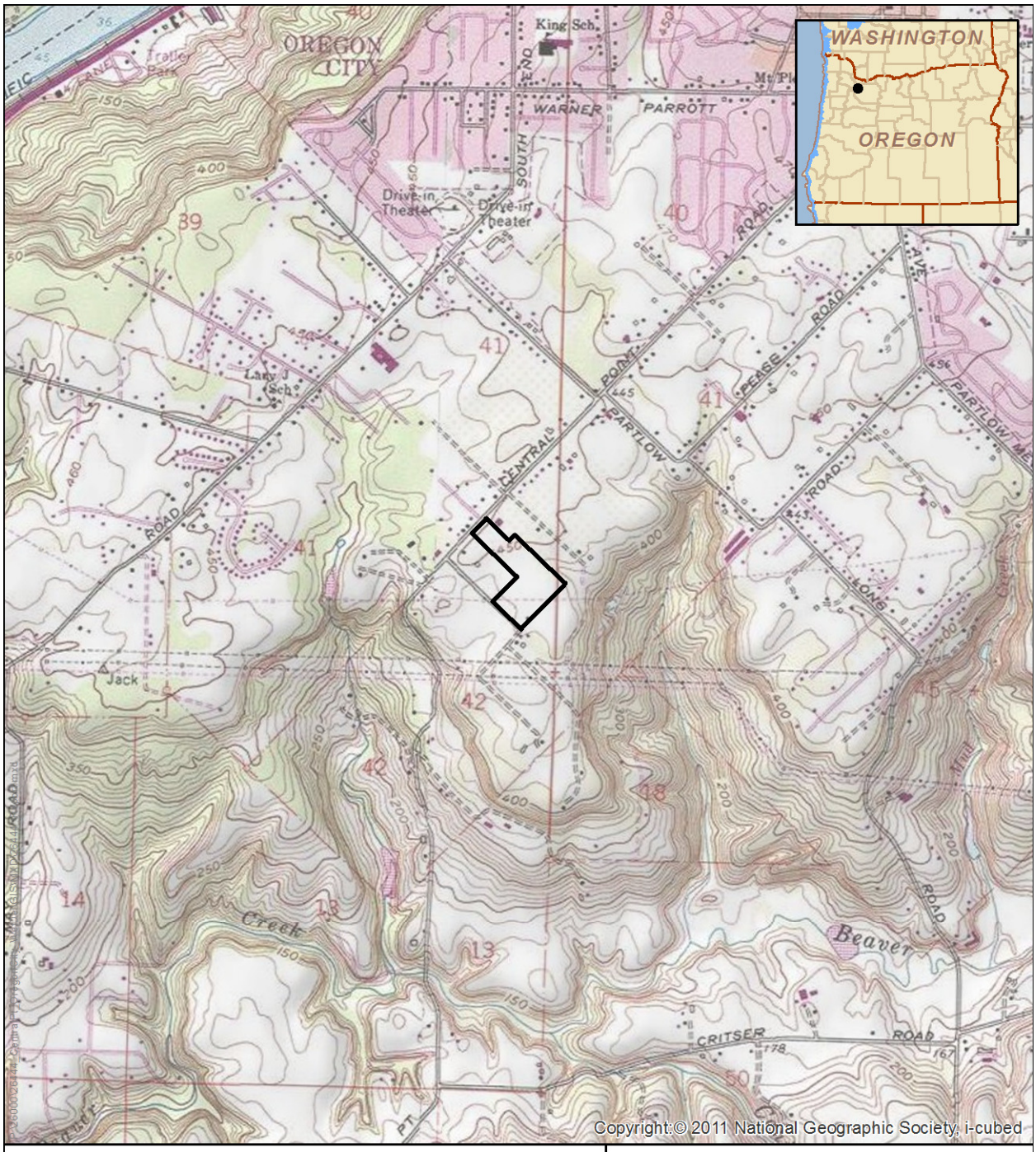
U.S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (Version 2.0), ed. J.S. Wakeley, R.W. Lichvar, and C.V. Noble. ERDC/EL TR-10-3. Vicksburg, Mississippi: U.S. Army Engineer Research and Development Center.

List of Figures:

Figure 1. U.S. Geological Survey site location map
Figure 2. Tax lot map
Figure 3. Soil survey map
Figure 4. City of Oregon City LWI map
Figure 5. Oregon City online map
Figure 6. Existing conditions aerial photo map

List of Attachments:

Wetland Determination Data Sheet
List of Vegetation Observed On-site
Representative On-site Photographs



Legend

Study Area Boundary

0 1,000 2,000 Feet

0 250 500 Meters

Source: USGS 7.5' topographic quadrangle: Oregon City, OR (date unknown).

Central Point Road, Oregon City
Natural Resource Assessment

SWCA
ENVIRONMENTAL CONSULTANTS
1220 SW Morrison, Suite 700
Portland, OR 97205-2235
www.swca.com
503.224.0333

Project: 26444 June 05, 2013

Figure 1. U.S. Geological Survey site location map.

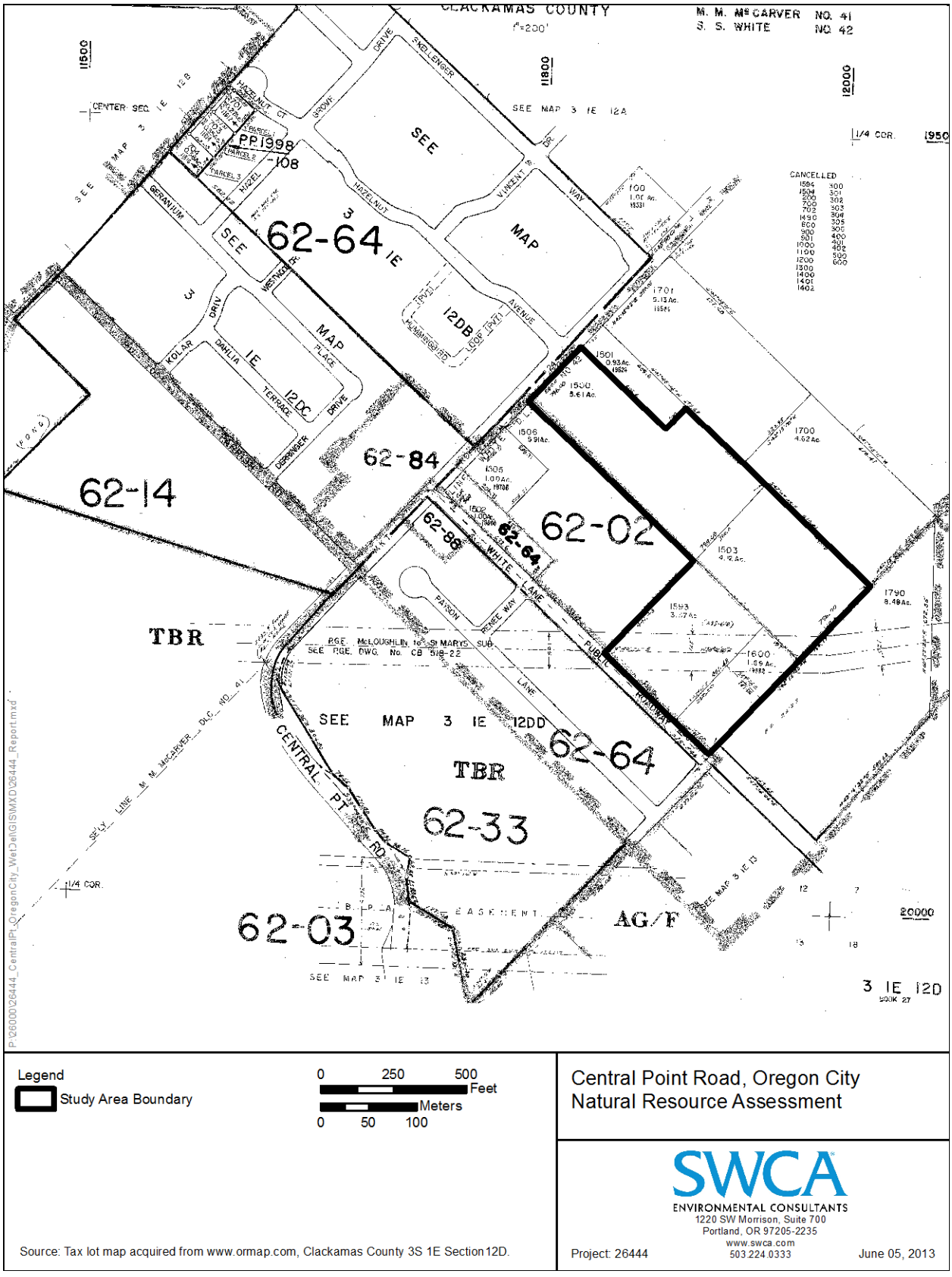


Figure 2. Tax lot map.

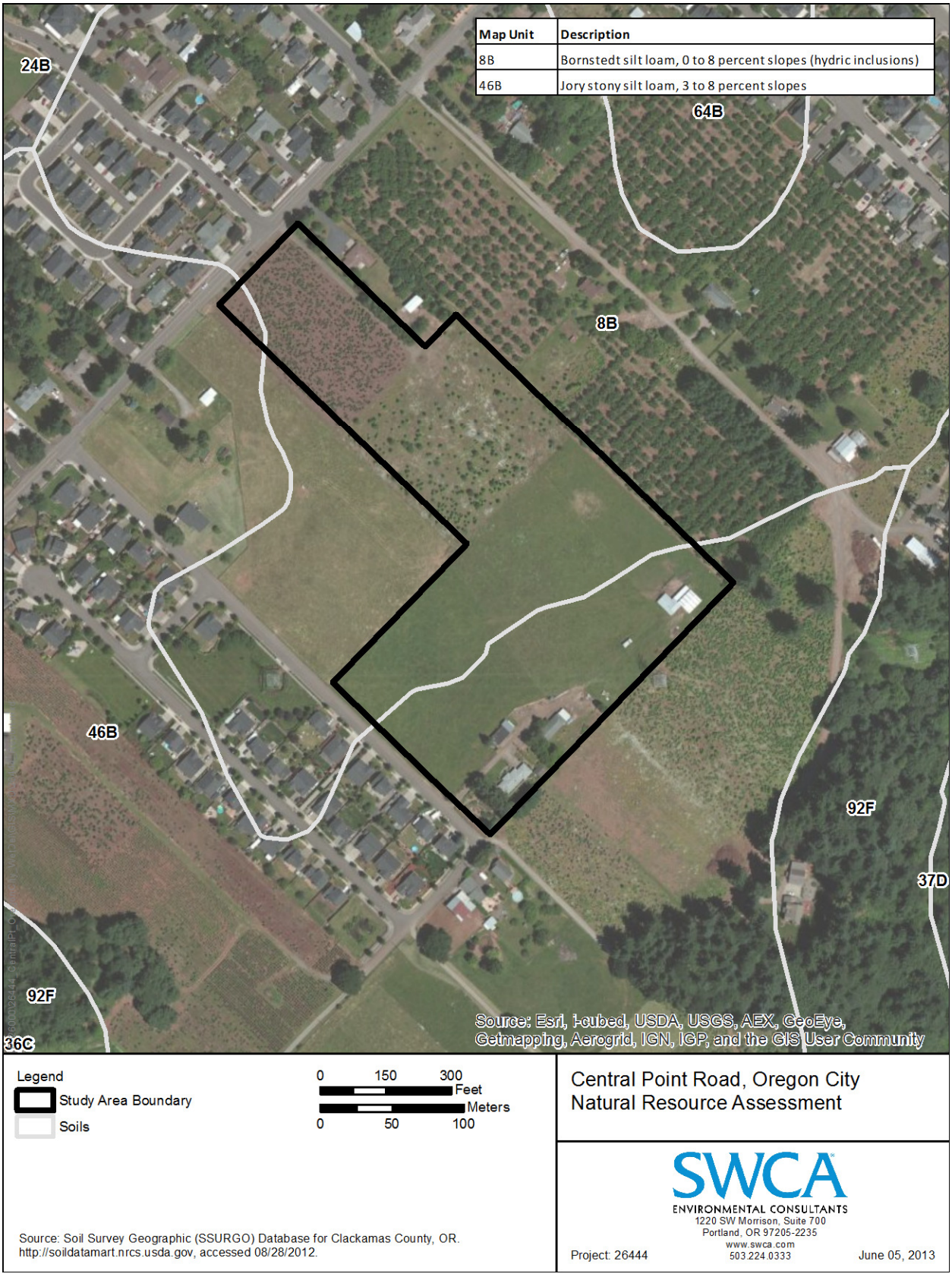


Figure 3. Soil survey map.

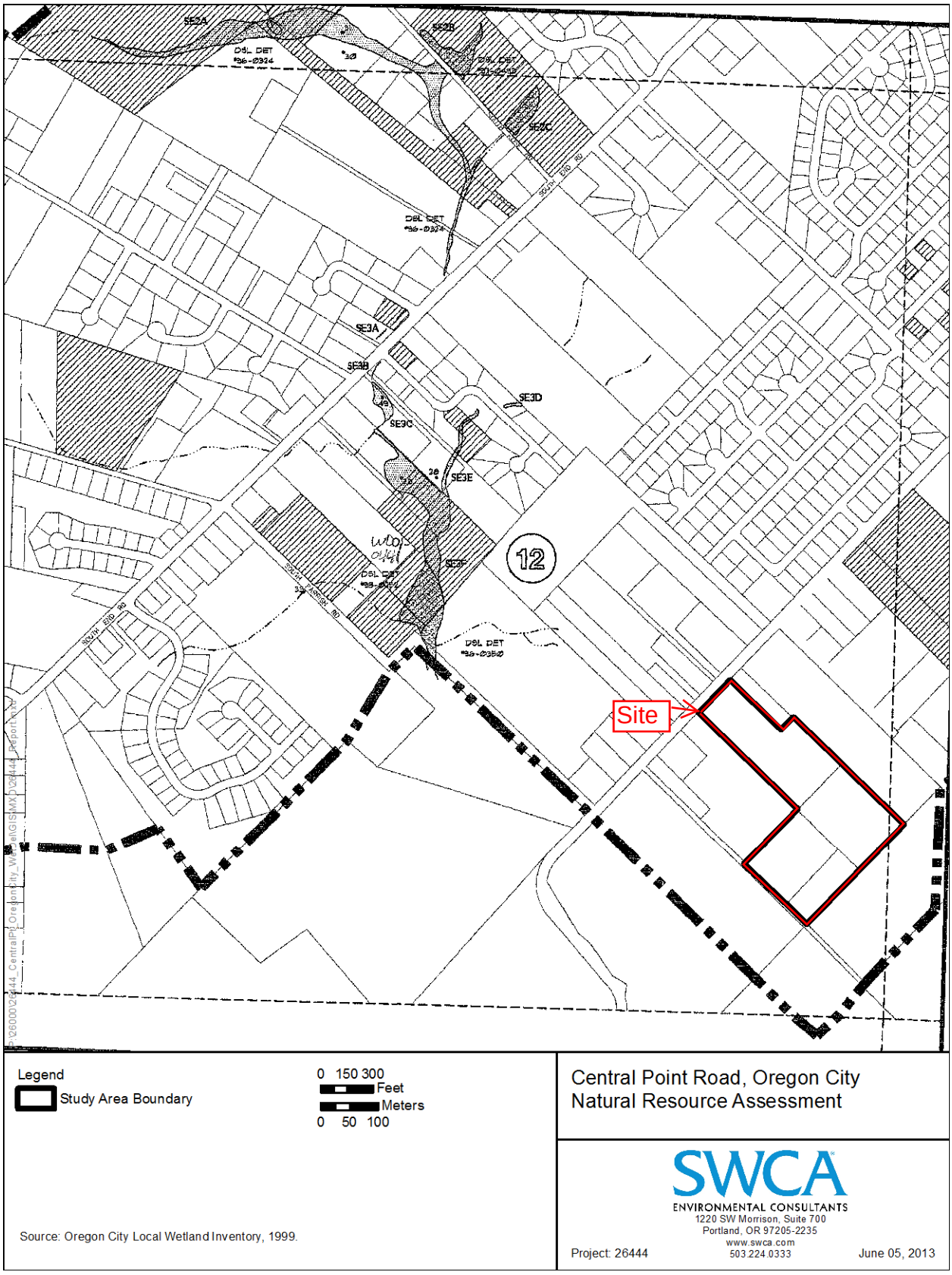


Figure 4. City of Oregon City Local Wetlands Inventory (LWI) map.

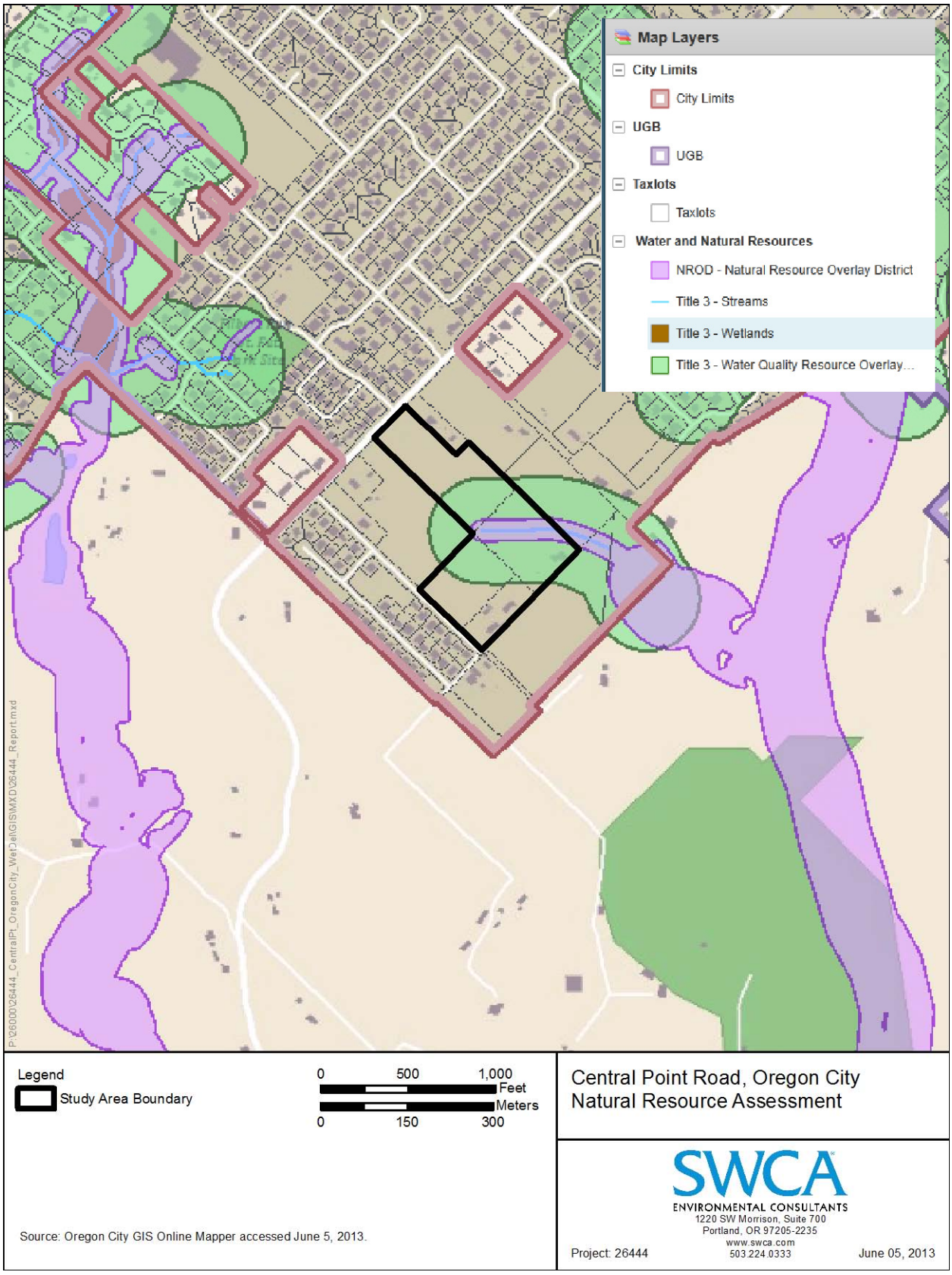


Figure 5. Oregon City Online Mapper



Central Point Road, Oregon City
Figure 6
Existing Conditions 2012 Aerial Photograph

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys and Coast Region

Project/Site: Central Point Road, Oregon City | City/County: Oregon City / Clackamas | Sampling Date: 6/5/2013

Applicant/Owner: Venture Properties Inc. / Johnson | State: OR | Sampling Point: 1

Investigator(s): Mirth Walker and Stacey Reed | Section, Township, Range: Sec 12D, T3N, R1E

Landform (hillslope, terrace, etc.): Terrace | Local relief (concave, convex, none): Concave | Slope (%): <3

Subregion (LRR): A, Northwest Forests and Coast | Lat: | Long: | Datum:

Soil Map Unit Name: (8B) Bornstedt silt loam, 0-8 percent slopes | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks)

Are Vegetation ,Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation ,Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No X	**Is the Sampled Area within a Wetland?**	**Yes** **No X**
Hydric Soil Present?	Yes	No X		
Wetland Hydrology Present?	Yes	No X		

Precipitation prior to fieldwork: No rainfall recorded day of site visit and 3.75 inches two weeks prior in Portland.

Remarks: NA means Not Applicable (used on plowed and planted agricultural crop sites in reference to the vegetation).

VEGETATION

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: 30' r)			
1.			
2.			
3.			
4.			
	0% = Total Cover		
Sapling/Shrub Stratum (Plot size: 10' r)			
1.			
2.			
3.			
4.			
5.			
	0% = Total Cover		
Herb Stratum (Plot size: 5' r)			
1. *Bromus hordeaceus*	20%	Yes	FACU
2. *Lolium perenne*	20%	Yes	FAC
3. *Schedonorus phoenix*	20%	Yes	FAC
4. *Vulpia myuros*	20%	Yes	FACU
5. *Agrostis gigantea*	10%	No	FAC
6. *Alopecurus pratensis*	5%	No	FAC
7. *Parentucellia viscosa*	4%	No	FAC
8. *Poa compressa*	1%	No	FACU
9.			
10.			
11.			
	100% = Total Cover		
Woody Vine Stratum (Plot size: 10' r)			
1.			
2.			
	0% = Total Cover		

% Bare Ground in Herb Stratum 0%

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	59	x 3 =	177
FACU species	41	x 4 =	164
UPL species	0	x 5 =	0
Column Totals:	100 (A)		341 (B)

Prevalence Index = B/A = 3.41

Hydrophytic Vegetation Indicators:

- 1 - Rapid Test for Hydrophytic Vegetation
- 2 - Dominance Test is >50%
- 3 - Prevalence Index is ≤3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present.

Hydrophytic Vegetation Present? **Yes** **No X**

Remarks: Entered by: sar QC by: cmw

SOIL

Sampling Point: **1**

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	7.5YR 3/3	100					sil	
16-19	7.5YR 3/3	95	5YR 4/6	5	C	M	sil	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ **No** X

Remarks: s = sand; si = silt; c = clay; l = loam or loamy; co = coarse; f = fine; vf = very fine; + = heavy (more clay); - = light (less clay)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):		
Water Table Present?	Yes ___	No X	Depth (inches):	>19	**Wetland Hydrology Present?**
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>19	**Yes** ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Soils were very dry.

Entered by: sar QC by: cmw

Central Point Road, Oregon City
Vegetation Table
June 5, 2013

Common Name	Scientific Name	Wetland Indicator Status	Native / Introduced & Invasive / Noxious
SITE VEGETATION			
Black Bent	*Agrostis gigantea*	FAC	introduced
Field Meadow-Foxtail	*Alopecurus pratensis*	FAC	introduced
Soft Brome	*Bromus hordeaceus*	FACU	introduced
field chickweed	*Cerastium arvense*	FACU	native
Canadian Thistle	*Cirsium arvense*	FAC	invasive, noxious
Orchard Grass	*Dactylis glomerata*	FACU	introduced
Queen Anne's-Lace	*Daucus carota*	FACU	introduced (noxious WA)
Fox-Tail Barley	*Hordeum jubatum*	FAC	native
Hairy Cat's-Ear	*Hypochaeris radicata*	FACU	introduced (noxious WA)
Toad Rush	*Juncus bufonius*	FACW	native
Ox-Eye Daisy	*Leucanthemum vulgare*	FACU	introduced (noxious WA)
Perennial Rye Grass	*Lolium perenne*	FAC	introduced
Yellow Glandweed	*Parentucellia viscosa*	FAC	introduced
English Plantain	*Plantago lanceolata*	FACU	introduced
Flat-Stem Blue Grass	*Poa compressa*	FACU	introduced
Himalayan Blackberry	*Rubus armeniacus*	FACU	invasive, noxious
Curly Dock	*Rumex crispus*	FAC	introduced
tall fescue	*Schedonorus phoenix*	FAC	introduced
clover	*Trifolium species*	FAC to UPL	-
Rat-Tail Six-Weeks Grass	*Vulpia myuros*	FACU	introduced

An asterisk (*) following an indicator identifies tentative assignment in Region 9 of the USFWS plant list.

A question mark (?) preceded by a space indicates our default assumption that the plant is FAC.

Wetland Indicator Status for the WMVC Region per the National Wetland Plant List:
https://wetland_plants.usace.army.mil accessed April 30, 2012 using Firefox
See USDA Plants Database for non-wetland plants: http://plants.usda.gov/
Native per Hitchcock & Cronquist 1973 and http://plants.usda.gov/
Invasive status per Clean Water Services 2008:
http://www.cleanwaterservices.org/PermitCenter/DesignAndConstruction/default.aspx
Noxious per ODA 2012 http://www.oregon.gov/ODA/PLANT/WEEDS/lists.shtml
Noxious per Washington State NWCB 2012 http://www.nwcb.wa.gov/

WETLAND INDICATOR STATUS - Western Mountains, Valleys, and Coast Region	
OBL	**Obligate Wetland** – Plants that occur almost always in wetlands (estimated probability >99%) under natural conditions, but which may also rarely occur in non-wetlands (<1% probability). Examples: broadleaf cattail, skunk cabbage
FACW	**Facultative Wetland** - Plants that usually occur in wetlands (estimated probability 67%-99%), but also occur in non-wetlands an estimated 1%-33% of the time. Examples: Oregon ash, red-osier dogwood
FAC	**Facultative** – Plants that are equally likely to occur in wetlands or non-wetlands (estimated probability 34%-66%). Examples: red alder, salmonberry
FACU	**Facultative Upland** - Plants that usually occur in non-wetlands (estimated probability 67-99%), but occasionally are found in wetlands (estimated probability 1%-33%). Examples: bigleaf maple, Himalayan blackberry
UPL	**Upland** - Plants that almost always occur in non-wetlands (<1% probability of occurring in wetlands).
NOL	**Not Listed** - Plants that are not on the list; assumed to be UPL but may not have occurred in the region when indicators were assigned.



Photo A. View northeast of site.



Photo B. View northeast of drainpipe along northern fenceline.

Photos taken by M. Walker on June 5, 2013



Photo C. View southeast of Plot 1.



Photo D. View northwest of vicinity of drainage mapped on Oregon City's GIS map.

Photos taken by M. Walker on June 5, 2013

Transportation Planning Rule Analysis (Lancaster Engineering)

CENTRAL POINT ROAD ZONE CHANGE
TRAFFIC IMPACT STUDY

OREGON CITY, OREGON

DATE:
March 6, 2014

PREPARED FOR:
Venture Properties Inc.

PREPARED BY:
Michael Ard, PE

3/6/14

REGISTERED PROFESSIONAL ENGINEER
54983PE
OREGON
JULY 10, 2002
MICHAEL T. ARD
EXPIRES: 12/31/14

LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400 | Portland, OR 97204 | 503.248.0313 | lancasterengineering.com

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EXECUTIVE SUMMARY

1. Several properties located on the southeast side of S Central Point Road north of S White Lane and south of Hazeldell Avenue have been proposed for a zone change. The properties are currently zoned R10. This report analyzes the potential traffic impacts that could be expected if the properties are rezoned to R8.

2. The trip generation analysis shows that development of the subject properties at under the "reasonable worst case" development scenario for the proposed R8 zoning would result in an increase in site trips as compared to the R10 zoning. During the morning peak hour, an increase of 10 site trips is projected, with 3 entering and 7 exiting the properties. During the evening peak hour, a net increase of 13 trips is projected, with 8 entering and 5 exiting the site. A daily increase of 124 trips is anticipated, with half entering and half exiting the site.

3. S Central Point Road and S White Lane have no significant horizontal or vertical curves along the frontage of the subject properties. Based on the preliminary sight distance investigation, it was determined that it will be possible to provide adequate intersection sight distance at future site access locations.

4. Left-turn lane warrants were examined for a southbound left-turn lane on S Central Point Road at the future site access location. Based on the analysis, installation of a left-turn lane may be warranted to support future development within the subject properties under either the R10 or the R8 zoning. Accordingly, it is recommended that a detailed examination of left-turn lane warrants be provided as part of any future site development traffic impact study.

5. Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

6. Based on the operational analysis, the intersections of S Central Point Road at Partlow Road, McCord Road and the future site access are projected to operate acceptably without the need for mitigation.

7. The intersection of S Central Point Road at Warner-Parrott Road is projected to operate with volumes exceeding intersection capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. Mitigation for this intersection could consist of restricting northbound left turns, causing trips to re-route to intersections with residual capacity such as South End Road at Partlow Road. The City may also consider funding larger improvements at the intersection of S Central Point Road and Warner-Parrott Road. If larger improvements are undertaken it is anticipated that the subject properties would contribute a proportional share of the project costs based on their traffic impacts.

8. The proposed development conforms to the requirements of Oregon's Transportation Planning Rule provided that a condition of approval or development agreement is established requiring restriction of northbound left turns from Central Point Road onto Warner-Parrott Road. No other mitigations are necessary or recommended.

PROJECT DESCRIPTION

INTRODUCTION

Several properties located on the southeast side of S Central Point Road north of S White Lane have been proposed for annexation and rezone for residential use. The properties are currently zoned R10, and are proposed to be rezoned to R8. This zone change could result in increased density of residential development and a corresponding increase in traffic volumes generated by future development within the subject properties.

The purpose of this study is to assess the potential impacts of the proposed increase in zoning density and address the transportation analysis requirements of Oregon City as well as Oregon's Transportation Planning Rule. The report will identify the net increase in traffic attributable to the proposed zone change and examine the transportation impacts of these additional trips at the long-range planning horizon. It will also recommend any required mitigation. The report will include level of service calculations and volume-to-capacity calculations for existing conditions, year 2035 background conditions (assuming development under R10 zoning) and year 2035 background plus zone change conditions (assuming development under the proposed R8 zoning.) The analysis will also include examination of traffic signal warrants, a detailed crash history analysis, and an analysis of compliance with Oregon's Transportation Planning Rule.

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

LOCATION DESCRIPTION

The subject properties are located on the southeast side of S Central Point Road north of White Lane and south of Hazeldell Avenue. The area proposed for rezone comprises five parcels with a total gross area of 17.74 acres. It is anticipated that future development within the subject properties would take access via new streets intersecting S Central Point Road and White Lane.

Oregon City requires traffic counts and analysis for intersections experiencing a net increase of 20 or more site trips. These intersections include S Central Point Road at Partlow Road, S Central Point Road at S McCord Road and S Central Point Road at Warner-Parrott Road, as well as the future site access intersection on S Central Point Road. Analysis is required for these intersections during the morning and evening peak hours.

S Central Point Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with centerline and fog line striping and a posted speed limit of 45 mph in the site vicinity, transitioning to 35 mph north of Partlow Road. Partial bike lanes and sidewalks are in place on both sides of the roadway, and some on-street parking is available.

Partlow Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with centerline and fog line striping and a posted speed limit of 25 mph. Partial bike lanes and sidewalks are in place along both sides of the roadway.

S McCord Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with no centerline striping. It has a posted speed limit of 25 mph. Continuous curbs and sidewalks are in place along the south side of the roadway, and partial curbs and sidewalks are in place along the north side.

Warner-Parrott Road is classified by Oregon City as a Minor Arterial. It generally has a two-lane cross-section with centerline and fog line striping, but widens at it approaches the intersections with Central Point Road and Linn Avenue/Leland Road to add turn lanes. It has a posted speed limit of 30 mph. Bike lanes and partial sidewalks are in place along both sides of the roadway.

Warner-Milne Road is also classified by Oregon City as a Minor Arterial. It has a two-lane cross-section with centerline and fog line striping, widening at intersections to provide turn lanes. It has a posted speed limit of 30 mph. Bike lanes and partial sidewalks are in place along both sides of the roadway.

Linn Avenue is classified by Oregon City as a Minor Arterial. It generally has a two-lane cross section with centerline and fog line striping. It has a posted speed limit of 35 mph. Bike lanes and sidewalks are in place along both sides of the roadway in the vicinity of Warner-Parrott Road/Warner-Milne Road. Some on-street parking is also available.

Leland Road is classified by Oregon City as a Minor Arterial. It has a two-lane cross-section with centerline and fog line striping and a posted 35 mph speed limit. Intermittent sidewalk and bike lane improvements are in place along the east side of the roadway.

The intersection of S Central Point Road at Partlow Road is a three-legged intersection that is controlled by a STOP sign on the southeast bound Partlow Road approach. Through traffic travelling along S Central Point Road does not stop. Each of the three approaches has a single, shared lane for all turning movements.

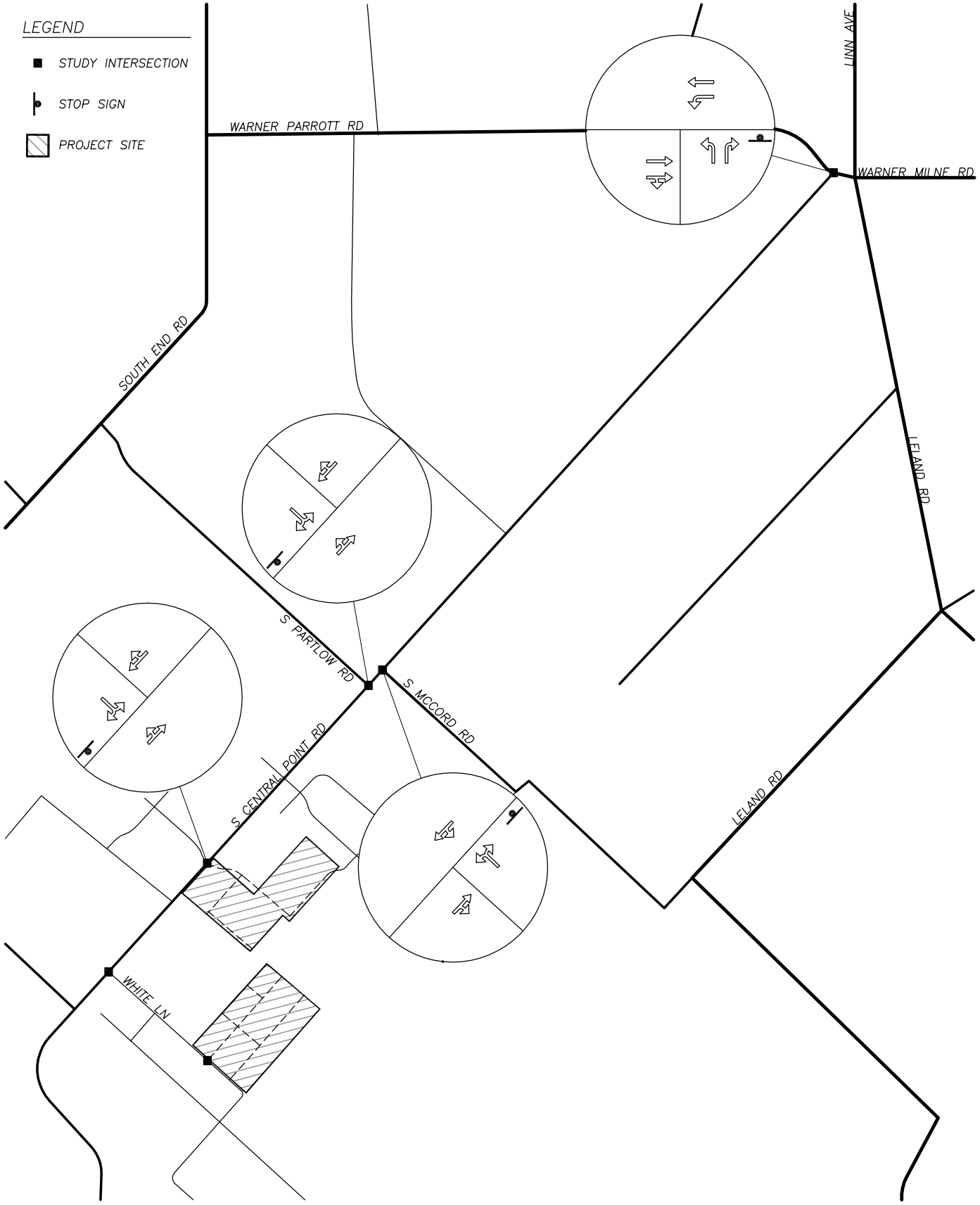
The intersection of S Central Point Road at S McCord Road is a three-legged intersection that is controlled by a STOP sign on the northwest-bound McCord Road approach. Through traffic travelling along S Central Point Road does not stop. Each of the three approaches has a single, shared lane for all turning movements.

The intersection of S Central Point Road at Warner-Parrott Road is a three-legged intersection that is controlled by a STOP sign on the northeast-bound Central Point Road approach. Through traffic travelling along Warner-Parrott Road does not stop. The eastbound Warner-Parrott Road approach has a through lane that becomes an exclusive left-turn lane at the nearby Linn Avenue intersection and a shared through-right lane. The westbound approach has a left-turn lane and an exclusive through lane. The northeast-bound Central Point Road approach has a left-turn lane and a right-turn lane.

The intersection of Warner-Parrott Road/Warner-Milne Road at Linn Avenue/Leland Road is a four-way intersection controlled by a traffic signal. The eastbound, northbound and southbound approaches each have an exclusive left-turn lane and a shared through right lane. The westbound approach has an exclusive left-turn lane, a through lane that feeds into a westbound left-turn lane at the nearby Central Point Road intersection, and a shared through/right lane. The left-turn lanes operate with protected signal phasing.

Manual turning movement counts were made at the study intersections during April 2013 and October 2013 from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. The peak hours typically occur from about 7:25 to 8:25 AM and from 4:30 to 5:30 PM. Detailed traffic count data is included in the appendix to this report.

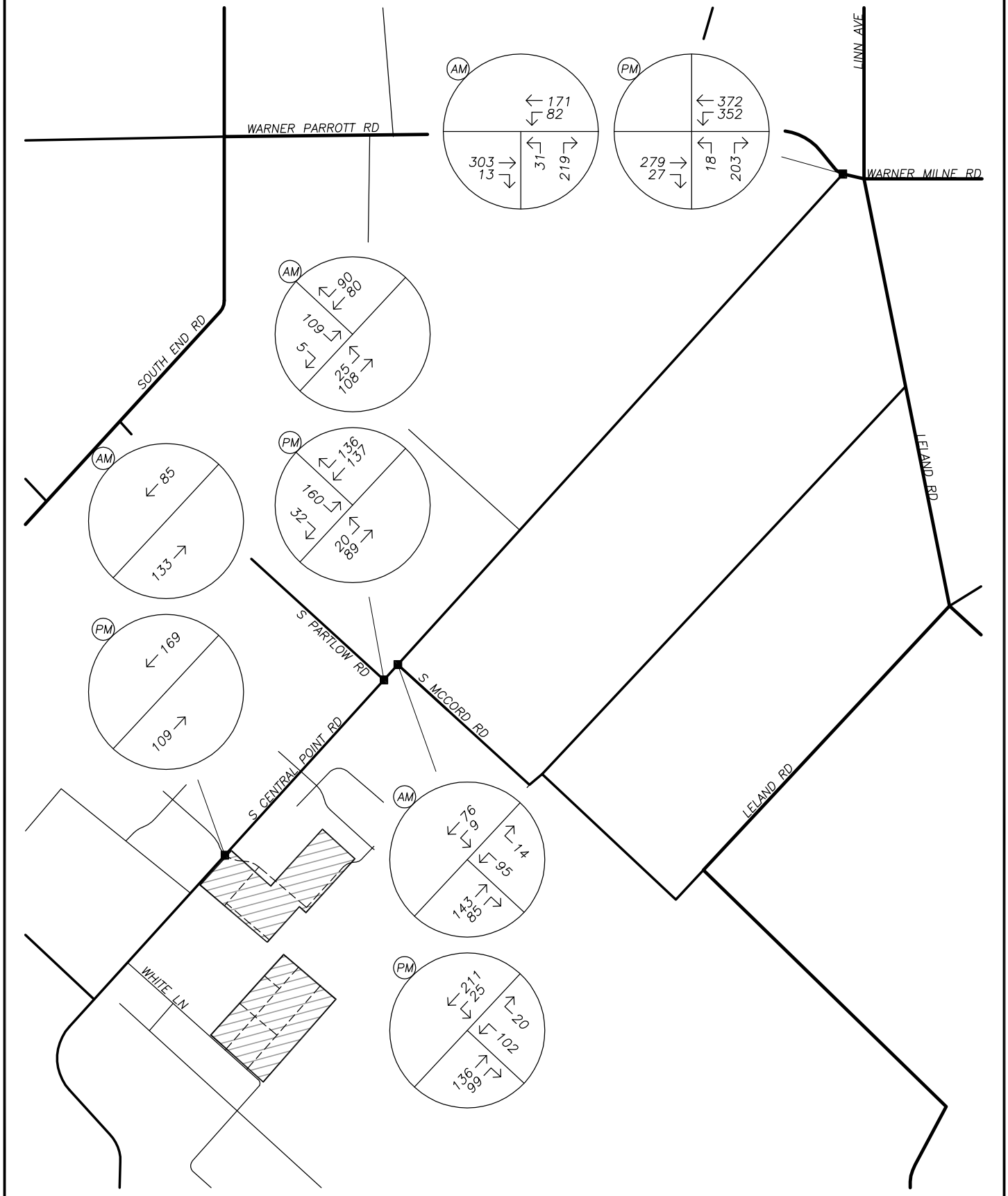
Figure 1 on page seven shows the project study area and the location of the site. Figure 2 on page eight shows the existing traffic volumes at the study area intersection.



VICINITY MAP

no scale

FIGURE 1



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

no scale

FIGURE 2

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by the proposed zone change, an analysis was conducted for the subject properties to determine the reasonable worst case development scenarios under the existing and proposed zoning. The properties are currently zoned R10, with a minimum average lot size of 10,000 square feet. Under the proposed R8 zoning, the minimum average lot size would be reduced to 8,000 square feet.

The subject properties total 17.74 gross acres. In order to develop the properties with residential site uses, it will be necessary to provide public rights of way and amenities resulting in a reduced area available for residential development. Residential development on this scale and at this density typically has a net developable acreage of 70 percent of the gross acreage. Accordingly, the maximum development scenarios for the existing and proposed zoning were calculated based on 12.42 net acres (541,000 square feet).

Under the existing R10 zoning, the subject properties could be developed with up to 54 single-family homes. Under the proposed R8 zoning, the properties could be developed with up to 67 single-family homes. Accordingly, the net increase in development potential for the proposed zone change is an increase of 13 single-family homes.

Trip rates from the manual *TRIP GENERATION, NINTH EDITION*, published by the Institute of Transportation Engineers were used to determine the net increase in site trips attributable to the increased residential density under the proposed zoning. The trip rates used were those for land use category 210, *Single-Family Detached Housing*, and are based on the number of dwelling units.

Based on the trip generation calculations, the proposed zone change could result in a net increase of 10 trips during the morning peak hour, with 3 entering and 7 exiting the subject properties. During the evening peak hour, an increase of 13 trips is projected with 8 entering and 5 exiting the properties. Daily trip generation is projected to increase by 124 trips, with half entering and half exiting the properties. The table below summarizes the trip generation analysis. A detailed trip generation worksheet is also included in the technical appendix.

TRIP GENERATION SUMMARY

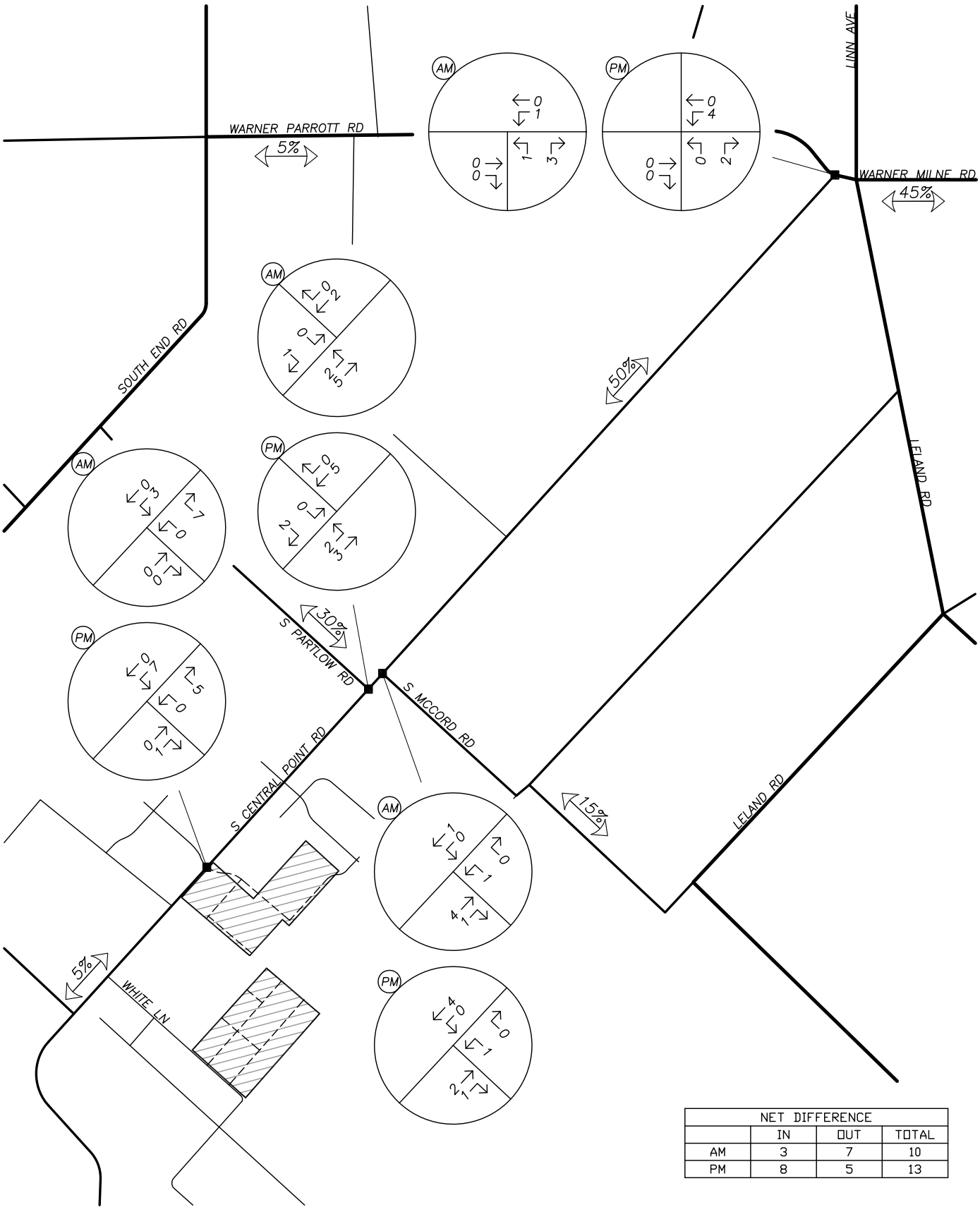
	AM Peak Hour			PM Peak Hour			Daily Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
13 Single-Family Homes	**3**	**7**	**10**	**8**	**5**	**13**	**62**	**62**	**124**

TRIP DISTRIBUTION

The subject properties are surrounded by existing residential development, and can therefore be expected to have a site trip distribution pattern similar to that observed under existing conditions in the site vicinity. Accordingly, the turning movement count data as well as site trip distribution patterns from recent development applications in the site vicinity were used to derive the distribution of site trips under the proposed R8 zoning.

Similarly, in-process traffic volumes were calculated for the subject property and the surrounding underdeveloped land designated for "Low Density Residential" development under the Comprehensive Plan.

The distribution of the net increase in site trips associated with the proposed zone change is shown in Figure 3 on page 11.



NET DIFFERENCE			
	IN	OUT	TOTAL
AM	3	7	10
PM	8	5	13

SITE TRIP DISTRIBUTION & ASSIGNMENT
Net Increase in Site Trips
AM & PM Peak Hours

no scale

FIGURE 3

SAFETY ANALYSIS

SIGHT DISTANCE

In order to determine whether it is feasible to provide safe access to future development within the subject properties, sight lines were examined along S Central Point Road and S White Lane.

Required intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on a driver's eye height of 3.5 feet above the roadway and an object height of 3.5 feet, with the driver's eye 15 feet behind the edge of the near side travel lane.

S Central Point Road has a posted speed limit of 45 mph in the project vicinity, requiring a minimum of 500 feet of intersection sight distance. Central Point Road has no significant horizontal or vertical curvature along the project site. It is therefore anticipated that this minimum sight distance standard can be met along the site frontage.

S White Lane has a posted speed limit of 25 mph in the project vicinity, requiring a minimum of 280 feet of intersection sight distance. This roadway also has no significant horizontal or vertical curvature in the vicinity of the subject property that would limit sight distance to less than the required minimum. It is anticipated that the minimum sight distance standard can be met for a future intersection along this roadway segment.

LEFT-TURN LANE WARRANTS

To determine whether a southbound left-turn lane may be necessary on S Central Point Road at the future access location, a left-turn lane warrant analysis was conducted. A left-turn lane, or left-turn "refuge" is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream.

The left-turn lane warrants used were those developed by the Texas Transportation Institute as adapted by the Oregon Department of Transportation. The warrant analysis is based on the volume of through traffic in each direction along the major street, the number of travel lanes, and the design speed of the roadway.

The warrant analysis shows that a southbound left-turn lane is projected to be warranted upon future development of the subject property under either the R10 or the R8 zoning. Since actual turning-movement volumes may vary from those analyzed under the "reasonable worst case" development scenarios based on multiple points of access as well as variations in density of development and traffic volumes on adjacent streets at the year of project completion, it is recommended that additional left-turn lane warrant analysis be conducted as part of any future traffic impact study prepared for

development within the subject properties. Detailed left-turn lane warrant analysis worksheets are included in the attached technical appendix.

CRASH HISTORY

In order to identify any existing safety hazards in the site vicinity, a five-year crash history was obtained from ODOT's Crash Analysis and Reporting Unit. The data covered the period from January, 2008 through December 2012.

A brief discussion of crashes is provided for each of the study area intersections. In addition to the crash descriptions, calculated crash rates were determined for each location. Examination of the crash rate, expressed as the number of crashes per million entering vehicles (CMEV), allows intersections with widely different traffic volumes to be compared on the basis of relative crash risk. Typically, crash rates greater than 1.0 require further investigation into the type and causes of the crashes to determine whether patterns indicative of specific safety hazards exist.

The intersection of S Central Point Road at Partlow Road had three reported crashes during the five-year analysis period. These included two turning movement collisions and one non-collision incident involving a motorcycle that tipped over. The crashes resulted in one non-incapacitating injury and one report of "possible injury/complaint of pain". The crash rate for the intersection was calculated to be 0.29 CMEV. Based on the crash data, no significant safety hazards were identified at this intersection.

The intersection of S Central Point Road at McCord Road had one reported crash during the five-year analysis period. It was a turning-movement collision resulting in property damage only. The crash rate for this intersection was calculated to be 0.09 CMEV. Based on the crash data, no significant safety hazards were identified at the intersection.

The intersection of S Central Point Road at Warner-Parrott Road had five reported crashes during the five-year analysis period. All five were turning-movement collisions, one of which involved a bicycle. The crashes resulted in one non-incapacitating injury (to the person on the bicycle) and five reports of "possible injury/complaint of pain". The crash rate for the intersection was calculated to be 0.22 CMEV. Based on the crash data, no significant safety hazards were identified at the intersection.

Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

OPERATIONAL ANALYSIS

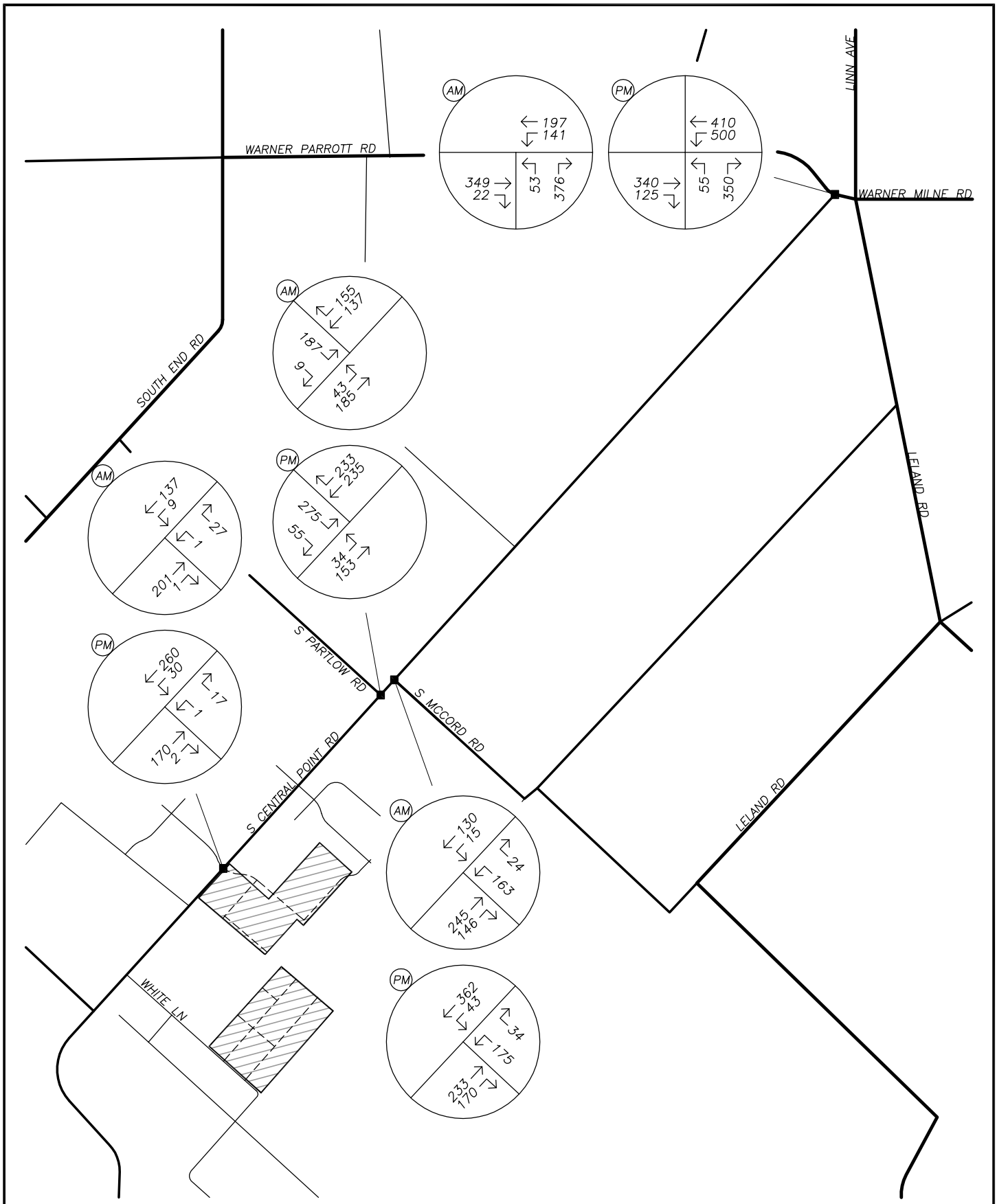
BACKGROUND TRAFFIC

Prior to adding the projected increase in site trips from the proposed zone change to the study area intersections, year 2035 background traffic volumes were estimated based on data from City's Transportation System Plan and likely development of the subject properties and surrounding parcels under the current R10 zoning.

Year 2035 turning movement volumes for the intersection of S Central Point Road at Warner-Parrott Road were estimated based on the year 2035 constrained model volumes from the Transportation System Plan. Comparison of these volumes to the existing turning movement volumes allowed determination of growth rates for traffic volumes on Central Point Road and along Warner-Parrott Road. These growth rates were applied to the area intersections to determine likely traffic volumes at locations that were not explicitly studied in the TSP for the year 2035 planning horizon.

In addition to the growth rates, year 2035 background turning movement volumes for the site access intersection on S Central Point Road were determined based on the density of residential development permitted under the current R10 zoning.

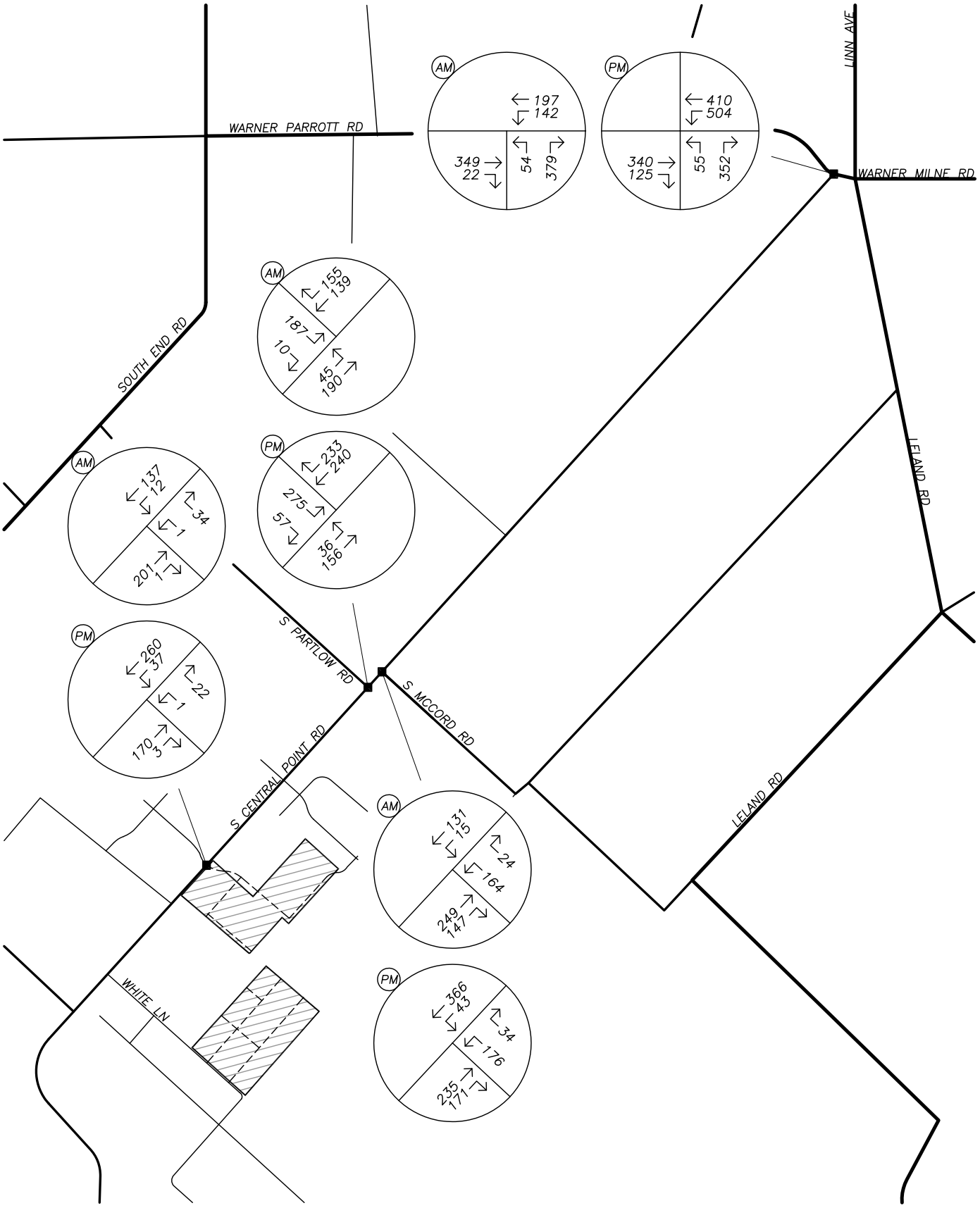
Figure 4 on page 15 shows the year 2035 background traffic volumes assuming development under the R10 zoning designation. Figure 5 on page 16 shows the year 2035 background traffic with addition of site trips associated with the proposed zone change.



TRAFFIC VOLUMES
Year 2035 Background Conditions
AM & PM Peak Hours

no scale

FIGURE 4



TRAFFIC VOLUMES
Year 2035 Background plus Site Trips
AM & PM Peak Hours

no scale

FIGURE 5

CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the 2000 *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. Level of service can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Oregon City has recently established new operational standards for intersection performance. Signalized intersections are required to operate at level of service "D" or better, with no approach operating at worse than level of service "E" and the critical intersection volume-to-capacity ratio not higher than 1.0. For unsignalized intersections, all movements serving 20 or more vehicles are required to operate at level of service "E" or better. Intersections designated on the Arterial and Throughway Network in the Regional Transportation Plan and intersection located within the Oregon City Regional Center are subject to alternative standards based on the intersection volume-to-capacity (v/c) ratios.

The intersection of S Central Point Road at Partlow Road currently operates at level of service B during the morning and evening peak hours. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning and evening peak hours. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable and no mitigations are recommended.

The intersection of S Central Point Road at S McCord Road currently operates at level of service B during the morning and evening peak hours. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. With the addition of site trips from the proposed zone change, the intersection is projected to continue to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable and no mitigations are recommended.

The intersection of S Central Point Road at Warner-Parrott Road currently operates at level of service C during the morning peak hour and at level of service E during the evening peak hour. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service F during the evening peak hour with a v/c ratio of 1.57. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service C during the morning peak hour and level of service F during the evening peak hour with a v/c ratio of 1.60. The intersection is projected to operate with volumes exceeding capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. The proposed zone change has very little impact on operation of the intersection at the planning horizon, since no trips are added to the critical northbound left-turn movement during the evening peak hour.

One potential mitigation for this intersection would be to restrict northbound left-turns. A significant portion of the traffic would be expected to re-route prior to the intersection on alternative connecting streets such as Partlow Road. Northbound vehicles arriving at the intersection of Central Point Road and Warner-Parrott Road would be required to divert to the east, with most turning left onto Linn

Avenue as an alternative route and some turning around using area roadways to travel west on Warner-Parrott Road. With this mitigation, the intersection would be projected to operate at level of service C during the morning and evening peak hours. All other study intersections would also continue to operate acceptably through the planning horizon.

It should be noted that a future roundabout is planned and funded for the intersection of South End Road at Partlow Road. According to Oregon City's Transportation System Plan, this improvement is projected to operate at level of service A at the planning horizon, with the worst approach operating at level of service B. It is clear that significant additional capacity will be available to accommodate diverted traffic following implementation of a restriction preventing northbound left turns from Central Point Road onto Warner-Parrott Road.

Oregon City's Transportation System Plan also includes a potential future roundabout at the intersection of Warner-Milne Road/Warner Parrott Road and Linn Avenue/Leland Road. Installation of this roundabout would allow northbound vehicles to turn right onto Warner-Parrott Road, then turn around within the roundabout to travel west on Warner-Parrott Road. However, this improvement is not currently funded and is not considered likely to be constructed within the planning horizon. If such improvements are undertaken it is anticipated that the subject properties would pay a proportional share of the cost of the improvements at the time of development.

Operation of the future intersection of S Central Point Road at the primary site access was analyzed assuming that nearly all future site trips will arrive and depart via a single intersection. This analysis approach provides worst-case operational results, since providing multiple points of access will reduce the total traffic volumes on the stop-controlled approaches. Since the intersection does not currently exist, it was not analyzed for existing conditions. However a year 2035 background conditions analysis was prepared based on development of the subject properties and surrounding underdeveloped properties under R10 zoning.

Under year 2035 background conditions, the site access intersection on S Central Point Road is projected to operate at level of service A during the morning and evening peak hours, with a v/c ratio of 0.15 during the morning peak hour and 0.18 during the evening peak hour. With the addition of site trips from the proposed zone change, the intersection is projected to continue to operate at level of service A during the morning and evening peak hours, with a v/c ratio of 0.15 during the morning peak hour and a v/c ratio of 0.18 during the evening peak hour.

The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the table on the following page. Detailed capacity analysis results are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
S Central Point Road at Partlow Road						
2013 Existing Conditions	B	12.3	0.22	B	13.8	0.35
2035 Background	C	22.1	0.54	C	24.2	0.68
2035 Background plus ZC	C	22.9	0.55	D	25.5	0.70
2035 Background plus ZC*	C	24.9	0.58	D	28.7	0.74
S Central Point Road at McCord Road						
2013 Existing Conditions	B	12.0	0.21	B	13.4	0.24
2035 Background	C	20.1	0.50	D	31.7	0.64
2035 Background plus ZC	C	20.5	0.51	D	32.6	0.65
2035 Background plus ZC*	C	19.5	0.49	D	30.7	0.63
S Central Point Road at Warner-Parrott Road						
2013 Existing Conditions	C	15.5	0.33	E	49.7	0.30
2035 Background	C	22.3	0.62	F	521.3	1.57
2035 Background plus ZC	C	22.5	0.62	F	538.2	1.60
2035 Background plus ZC*	C	21.2	0.68	C	21.9	0.67
S Central Point Road at Site Access						
2035 Background	A	9.8	0.15	A	9.6	0.18
2035 Background plus ZC	A	9.9	0.15	A	9.6	0.18
2035 Background plus ZC*	A	9.9	0.15	A	9.6	0.18

LOS = Level of Service
Delay = Average Delay per Vehicle in Seconds
V/C = Volume-to-Capacity ratio
* = Northbound left turns restricted from Central Point to Warner-Parrott

Traffic analysis is not required for the intersection of S Central Point Road at White Lane due to the low volume of traffic that would be added under the proposed zone change (no additional site trips during the morning peak hour and one additional trip during the evening peak hour).

TRANSPORTATION PLANNING RULE ANALYSIS

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 portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed zone change will not necessitate changes to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) Change standards implementing a functional classification system; or

The proposed zone change will not change any standards implementing the functional classification system. Accordingly, this section is also not triggered.

(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), however, is triggered as a result of the proposed zone change, since the added traffic could degrade performance at the intersection of S Central Point Road and Warner-Parrott Road. Accordingly, an appropriate remedy must be identified per the requirements of the Transportation Planning Rule as follows:

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

Option (d) offers an appropriate remedy for the potential traffic impacts associated with the proposed zone change. Based on the operational analysis, restricting northbound left turns from Central Point Road onto Warner Parrott Road will address the projected operational deficiency and assure acceptable operation of all study area intersections. It is recommended that this is minor transportation improvement be applied as a condition of development for the subject properties or funded through a development agreement. No other mitigations are necessary or recommended for conformance with the Transportation Planning Rule.

CONCLUSIONS

S Central Point Road and S White Lane have no significant horizontal or vertical curves along the frontage of the subject properties. Based on the preliminary sight distance investigation, it was determined that it will be possible to provide adequate intersection sight distance at future site access locations.

Left-turn lane warrants were examined for a southbound left-turn lane on S Central Point Road at the future site access location. Based on the analysis, installation of a left-turn lane may be warranted to support future development within the subject properties under either the R10 or the R8 zoning. Accordingly, it is recommended that a detailed examination of left-turn lane warrants be provided as part of any future site development traffic impact study.

Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

Based on the operational analysis, the intersections of S Central Point Road at Partlow Road, McCord Road and the future site access are projected to operate acceptably without the need for mitigation.

The intersection of S Central Point Road at Warner-Parrott Road is projected to operate with volumes exceeding intersection capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. Mitigation for this intersection could consist of restricting northbound left turns, causing trips to re-route to intersections with residual capacity such as South End Road at Partlow Road. The City may also consider funding larger improvements at the intersection of S Central Point Road and Warner-Parrott Road. If larger improvements are undertaken it is anticipated that the subject properties would contribute a proportional share of the project costs based on their traffic impacts.

The proposed development conforms to the requirements of Oregon's Transportation Planning Rule provided that a condition of approval or development agreement is established requiring restriction of northbound left turns from Central Point Road onto Warner-Parrott Road. No other mitigations are necessary or recommended.

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.

1e

LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

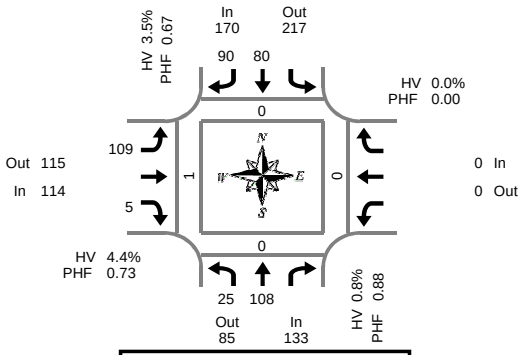
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	4	10		0	4	10		0	6		0	0				0	34	0	0	0	0
7:05 AM	4	7		0	0	8		0	9		0	0				0	28	0	0	0	0
7:10 AM	6	8		0	4	7		0	16		0	0				0	41	0	0	0	0
7:15 AM	2	10		0	7	6		0	13		1	0				0	39	0	0	0	0
7:20 AM	1	5		0	6	8		0	9		0	0				0	29	0	0	0	0
7:25 AM	4	9		0	3	4		0	5		1	0				0	26	0	0	0	0
7:30 AM	3	7		0	5	5		0	4		0	0				0	24	0	0	0	1
7:35 AM	0	11		0	10	8		0	7		0	0				0	36	0	0	0	0
7:40 AM	3	9		0	10	16		0	7		1	0				0	46	0	0	0	0
7:45 AM	1	7		0	9	10		0	6		0	0				0	33	0	0	0	0
7:50 AM	0	18		0	6	9		0	15		1	0				0	49	0	0	0	0
7:55 AM	2	7		0	7	4		0	11		0	0				0	31	0	0	0	0
8:00 AM	2	8		0	5	7		0	7		1	0				0	30	0	0	0	0
8:05 AM	1	9		0	8	6		0	9		0	0				0	33	0	0	0	0
8:10 AM	1	8		0	6	8		0	7		1	0				0	31	0	0	0	0
8:15 AM	3	5		0	4	5		0	7		0	0				0	24	0	0	0	0
8:20 AM	3	14		0	2	5		0	7		0	0				0	31	0	0	0	0
8:25 AM	1	7		0	8	7		0	4		0	0				0	27	1	0	0	1
8:30 AM	0	8		0	6	8		0	11		0	0				0	33	0	0	0	0
8:35 AM	1	9		0	9	4		0	4		0	0				0	27	0	0	0	0
8:40 AM	0	6		0	4	5		0	4		0	0				0	19	0	0	0	0
8:45 AM	4	11		0	6	7		0	9		0	0				0	37	0	0	0	0
8:50 AM	1	5		0	6	10		0	2		1	0				0	25	0	0	0	0
8:55 AM	0	4		0	5	4		0	9		0	0				0	22	0	0	0	0
Total Survey	47	202		0	140	171		0	188		7	0				0	755	1	0	0	2

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	14	25		0	8	25		0	31		0	0				0	103	0	0	0	0
7:15 AM	7	24		0	16	18		0	27		2	0				0	94	0	0	0	0
7:30 AM	6	27		0	25	29		0	18		1	0				0	106	0	0	0	1
7:45 AM	3	32		0	22	23		0	32		1	0				0	113	0	0	0	0
8:00 AM	4	25		0	19	21		0	23		2	0				0	94	0	0	0	0
8:15 AM	7	26		0	14	17		0	18		0	0				0	82	1	0	0	1
8:30 AM	1	23		0	19	17		0	19		0	0				0	79	0	0	0	0
8:45 AM	5	20		0	17	21		0	20		1	0				0	84	0	0	0	0
Total Survey	47	202		0	140	171		0	188		7	0				0	755	1	0	0	2

Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	133	85	218	0	170	217	387	0	114	115	229	0	0	0	0	0	417	0	0	0	1
%HV	0.8%				3.5%				4.4%				0.0%				2.9%				
PHF	0.88				0.67				0.73				0.00				0.81				

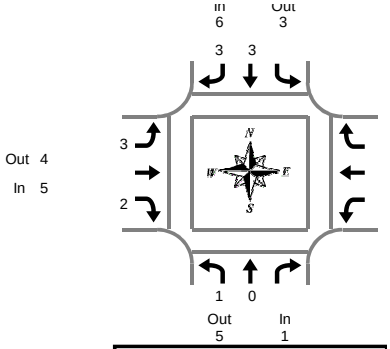
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total		L		R	Total				Total	
Volume	25	108		133	80	90	170		109		5	114				0	417
%HV	4.0%	0.0%	NA	0.8%	3.8%	3.3%	3.5%		2.8%	NA	40.0%	4.4%	NA	NA	NA	0.0%	2.9%
PHF	0.69	0.79		0.88	0.69	0.64	0.67		0.72		0.63	0.73				0.00	0.81

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	30	108		0	71	95		0	108		4	0				0	416	0	0	0	1
7:15 AM	20	108		0	82	91		0	100		6	0				0	407	0	0	0	1
7:30 AM	20	110		0	80	90		0	91		4	0				0	395	1	0	0	2
7:45 AM	15	106		0	74	78		0	92		3	0				0	368	1	0	0	1
8:00 AM	17	94		0	69	76		0	80		3	0				0	339	1	0	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
7:00 AM	0	1		1	1	0	1	0		0	0				0	2
7:05 AM	0	1		1	0	0	0	0		0	0				0	1
7:10 AM	0	0		0	0	0	0	0		0	0				0	0
7:15 AM	0	0		0	0	0	0	0		0	0				0	0
7:20 AM	0	0		0	1	0	1	1		0	1				0	2
7:25 AM	0	0		0	0	0	0	0		0	0				0	0
7:30 AM	1	0		1	0	1	1	0		0	0				0	2
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	1	1	0		0	0				0	1
7:50 AM	0	0		0	0	0	0	0		1	1				0	1
7:55 AM	0	0		0	1	0	1	0		0	0				0	1
8:00 AM	0	0		0	0	0	0	0		1	1				0	1
8:05 AM	0	0		0	1	0	1	2		0	2				0	3
8:10 AM	0	0		0	1	0	1	0		0	0				0	1
8:15 AM	0	0		0	0	0	0	1		0	1				0	1
8:20 AM	0	0		0	0	0	0	1		0	1				0	1
8:25 AM	0	0		0	0	2	2	0		0	0				0	2
8:30 AM	0	0		0	0	0	0	1		0	1				0	1
8:35 AM	0	0		0	0	0	0	0		0	0				0	0
8:40 AM	0	0		0	0	0	0	0		0	0				0	0
8:45 AM	0	0		0	0	0	0	0		0	0				0	0
8:50 AM	0	0		0	0	0	0	0		0	0				0	0
8:55 AM	0	1		1	0	0	0	0		0	0				0	1
Total Survey	1	3		4	5	5	10	6		2	8				0	22

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
7:00 AM	0	2		2	1	0	1	0		0	0				0	3
7:15 AM	0	0		0	1	0	1	1		0	1				0	2
7:30 AM	1	0		1	0	2	2	0		0	0				0	3
7:45 AM	0	0		0	1	1	2	0		1	1				0	3
8:00 AM	0	0		0	2	0	2	2		1	3				0	5
8:15 AM	0	0		0	0	2	2	2		0	2				0	4
8:30 AM	0	0		0	0	0	0	1		0	1				0	1
8:45 AM	0	1		1	0	0	0	0		0	0				0	1
Total Survey	1	3		4	5	5	10	6		2	8				0	22

Heavy Vehicle Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	5	6	6	3	9	5	4	9	0	0	0	12
PHF	0.25			0.75			0.42			0.00			0.60

By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	1	0		1	3	3	6	3		2	5				0	12
PHF	0.25	0.00		0.25	0.38	0.38	0.75	0.38		0.25	0.42				0.00	0.60

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

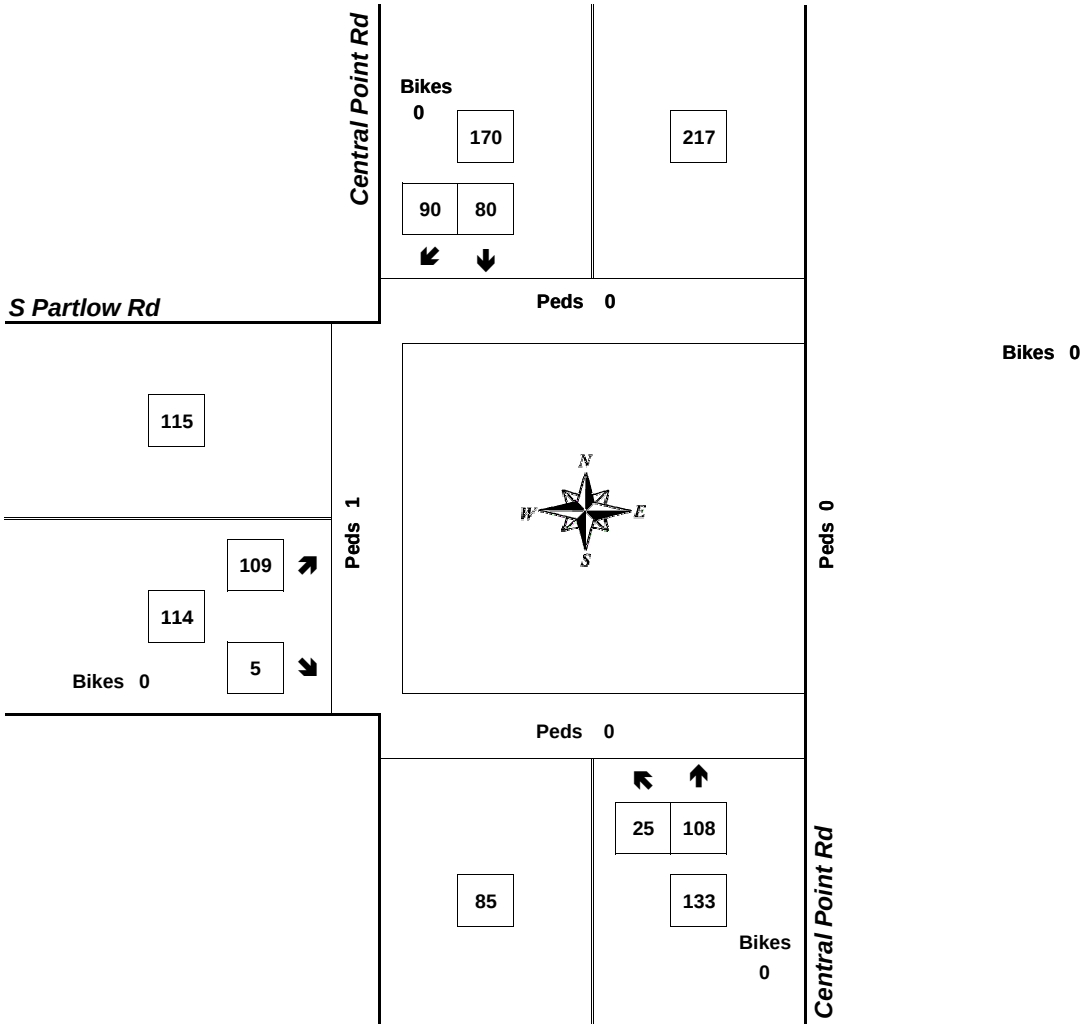
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
7:00 AM	1	2		3	3	3	6	1		1	2				0	11
7:15 AM	1	0		1	4	3	7	3		2	5				0	13
7:30 AM	1	0		1	3	5	8	4		2	6				0	15
7:45 AM	0	0		0	3	3	6	5		2	7				0	13
8:00 AM	0	1		1	2	2	4	5		1	6				0	11

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

7:10 AM to 8:10 AM
Tuesday, April 02, 2013

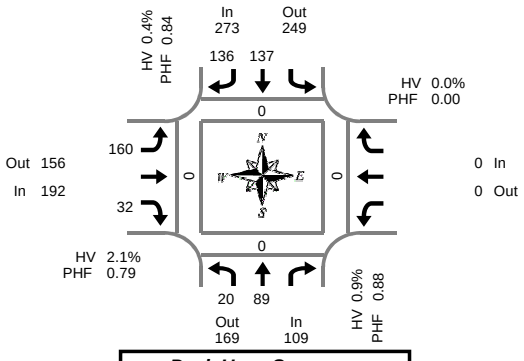


Approach	PHF	HV%	Volume
EB	0.73	4.4%	114
WB	0.00	0.0%	0
NB	0.88	0.8%	133
SB	0.67	3.5%	170
Intersection	0.81	2.9%	417

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L		R	Bikes			Bikes		North	South	East	West
4:00 PM	1	10		0	12	7	0	16		4	0			0	50	0	0	0	0
4:05 PM	0	9		0	10	13	0	14		2	0			0	48	0	0	0	0
4:10 PM	0	6		0	10	9	0	6		0	0			0	31	0	0	0	0
4:15 PM	2	7		0	16	7	0	10		0	0			0	42	0	0	0	0
4:20 PM	1	10		0	12	12	0	16		5	0			0	56	0	0	0	0
4:25 PM	4	7		0	17	8	0	18		2	0			0	56	0	0	0	0
4:30 PM	1	7		0	6	13	0	14		5	0			0	46	0	0	0	0
4:35 PM	4	4		0	7	11	0	9		1	0			0	36	0	0	0	0
4:40 PM	1	10		0	11	11	0	9		0	0			0	42	0	0	0	0
4:45 PM	1	9		0	9	14	0	13		5	0			0	51	0	0	0	0
4:50 PM	3	5		0	11	17	0	17		6	0			0	59	0	0	0	0
4:55 PM	2	5		0	16	14	1	18		2	0			0	57	0	0	0	0
5:00 PM	0	5		0	8	16	0	8		0	0			0	37	0	0	0	0
5:05 PM	0	3		0	9	16	0	12		2	0			0	42	0	0	0	0
5:10 PM	1	6		0	14	10	0	12		3	0			0	46	0	0	0	0
5:15 PM	1	5		0	12	11	0	14		3	0			0	46	0	0	0	0
5:20 PM	1	9		0	10	10	1	14		0	0			0	44	0	0	0	0
5:25 PM	2	6		0	9	19	1	15		0	0			0	51	0	0	0	0
5:30 PM	2	8		0	14	10	0	8		2	0			0	44	0	0	0	0
5:35 PM	1	7		0	11	13	0	9		3	0			0	44	0	0	0	0
5:40 PM	0	4		0	17	18	0	13		1	0			0	53	0	0	0	0
5:45 PM	0	3		0	15	11	0	11		4	0			0	44	0	0	0	0
5:50 PM	0	9		0	15	18	0	12		2	0			0	56	0	0	0	0
5:55 PM	0	6		0	14	10	0	4		2	0			0	36	0	1	0	0
Total Survey	28	160		0	285	298	3	292		54	0			0	1,117	0	1	0	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L		R	Bikes			Bikes		North	South	East	West
4:00 PM	1	25		0	32	29	0	36		6	0			0	129	0	0	0	0
4:15 PM	7	24		0	45	27	0	44		7	0			0	154	0	0	0	0
4:30 PM	6	21		0	24	35	0	32		6	0			0	124	0	0	0	0
4:45 PM	6	19		0	36	45	1	48		13	0			0	167	0	0	0	0
5:00 PM	1	14		0	31	42	0	32		5	0			0	125	0	0	0	0
5:15 PM	4	20		0	31	40	2	43		3	0			0	141	0	0	0	0
5:30 PM	3	19		0	42	41	0	30		6	0			0	141	0	0	0	0
5:45 PM	0	18		0	44	39	0	27		8	0			0	136	0	1	0	0
Total Survey	28	160		0	285	298	3	292		54	0			0	1,117	0	1	0	0

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	109	169	278	0	273	249	522	1	192	156	348	0	0	0	0	0	574
%HV	0.9%				0.4%				2.1%				0.0%				1.0%
PHF	0.88				0.84				0.79				0.00				0.86

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

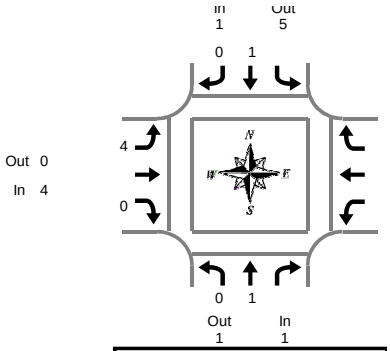
By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	20	89		109	137	136	273	160		32	192				0	574
%HV	0.0%	1.1%	NA	0.9%	NA	0.7%	0.0%	0.4%	2.5%	NA	0.0%	2.1%	NA	NA	NA	0.0%	1.0%
PHF	0.56	0.89		0.88		0.76	0.76	0.84	0.83		0.62	0.79				0.00	0.86

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
4:00 PM	20	89		0	137	136	1	160		32	0				0	574	0	0	0	0
4:15 PM	20	78		0	136	149	1	156		31	0				0	570	0	0	0	0
4:30 PM	17	74		0	122	162	3	155		27	0				0	557	0	0	0	0
4:45 PM	14	72		0	140	168	3	153		27	0				0	574	0	0	0	0
5:00 PM	8	71		0	148	162	2	132		22	0				0	543	0	1	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				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	1	0	1	0		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	0	3		0	3				0	3
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	1		1	0	0	0	1		0	1				0	2
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	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	1	0	1	0		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	1		1	1	0	1	1		0	1				0	3
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	1	0	1	0		0	0				0	1
5:55 PM	0	1		1	1	0	1	0		0	0				0	2
Total Survey	0	3		3	5	0	5	5		0	5				0	13

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	0		0	0	0	0	0		0	0				0	0
4:15 PM	0	0		0	1	0	1	0		0	0				0	1
4:30 PM	0	0		0	0	0	0	3		0	3				0	3
4:45 PM	0	1		1	0	0	0	1		0	1				0	2
5:00 PM	0	0		0	1	0	1	0		0	0				0	1
5:15 PM	0	0		0	0	0	0	0		0	0				0	0
5:30 PM	0	1		1	1	0	1	1		0	1				0	3
5:45 PM	0	1		1	2	0	2	0		0	0				0	3
Total Survey	0	3		3	5	0	5	5		0	5				0	13

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	5	6	4	0	4	0	0	0	6
PHF	0.25			0.25			0.33			0.00			0.50

By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	1		1	1	0	1	4		0	4				0	6
PHF	0.00	0.25		0.25	0.25	0.00	0.25	0.33		0.00	0.33				0.00	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

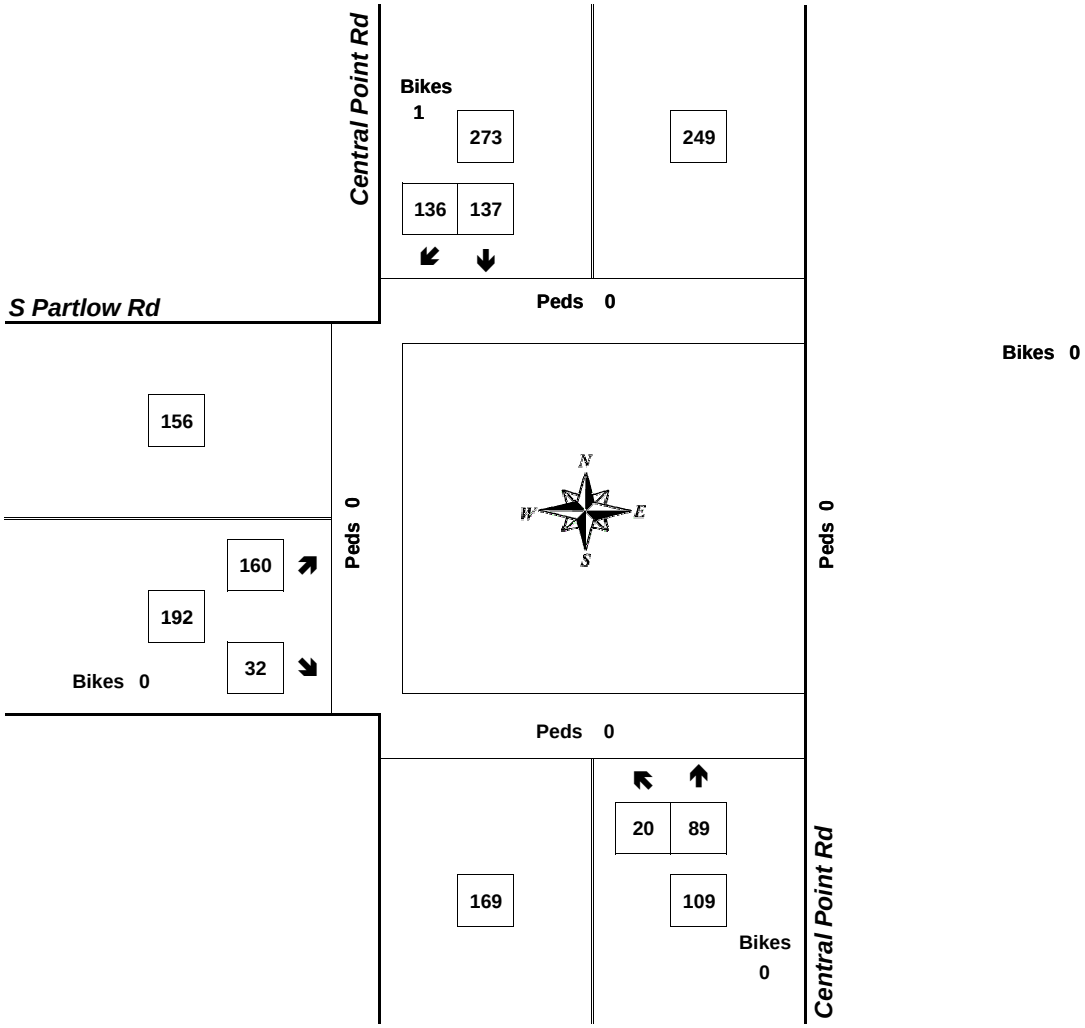
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	1		1	1	0	1	4		0	4				0	6
4:15 PM	0	1		1	2	0	2	4		0	4				0	7
4:30 PM	0	1		1	1	0	1	4		0	4				0	6
4:45 PM	0	2		2	2	0	2	2		0	2				0	6
5:00 PM	0	2		2	4	0	4	1		0	1				0	7

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

4:00 PM to 5:00 PM
Tuesday, April 02, 2013

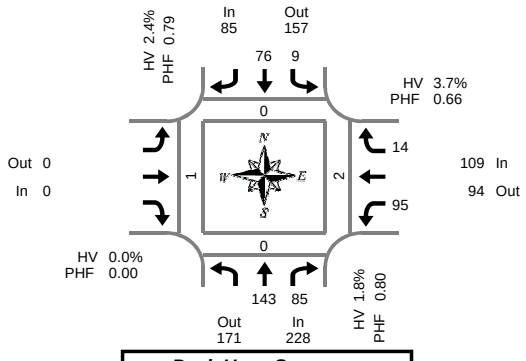


Approach	PHF	HV%	Volume
EB	0.79	2.1%	192
WB	0.00	0.0%	0
NB	0.88	0.9%	109
SB	0.84	0.4%	273
Intersection	0.86	1.0%	574

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	13	4	0		1	6		0				0	8		2	0	34	1	0	1	0
7:05 AM	8	8	0		1	2		0				0	6		2	0	27	0	0	0	0
7:10 AM	16	7	0		2	2		0				0	9		1	0	37	0	0	0	0
7:15 AM	10	14	0		1	9		0				0	4		2	0	40	0	0	0	0
7:20 AM	10	6	0		1	6		0				0	8		0	0	31	0	0	0	0
7:25 AM	9	6	0		0	3		0				0	4		1	0	23	0	0	0	0
7:30 AM	8	3	0		1	5		0				0	5		2	0	24	0	0	1	0
7:35 AM	14	4	0		2	6		0				0	13		1	0	40	0	0	0	1
7:40 AM	10	7	0		0	10		0				0	16		1	0	44	0	0	0	0
7:45 AM	7	8	0		0	9		0				0	10		0	0	34	0	0	0	0
7:50 AM	26	10	0		1	7		0				0	8		2	0	54	0	0	1	0
7:55 AM	14	5	0		0	5		0				0	6		3	0	33	0	0	0	0
8:00 AM	11	5	0		1	6		0				0	6		1	0	30	0	0	0	0
8:05 AM	8	10	0		0	8		0				0	6		0	0	32	0	0	0	0
8:10 AM	10	4	0		0	6		1				0	7		2	0	29	0	0	0	0
8:15 AM	8	5	0		1	3		0				0	6		0	0	23	0	0	0	0
8:20 AM	15	4	0		1	4		0				0	4		5	0	33	0	0	0	0
8:25 AM	9	4	0		0	8		0				0	7		0	0	28	0	0	1	0
8:30 AM	15	3	0		0	7		0				0	7		2	0	34	0	0	0	0
8:35 AM	10	4	0		0	10		0				0	2		1	0	27	0	0	1	0
8:40 AM	8	2	0		1	4		0				0	6		0	0	21	0	0	0	0
8:45 AM	16	4	0		1	6		0				0	7		0	0	34	0	0	0	0
8:50 AM	6	1	0		1	6		0				0	10		1	0	25	0	0	0	0
8:55 AM	4	9	0		0	7		0				0	2		0	0	22	0	0	0	0
Total Survey	265	137	0		16	145		1				0	167		29	0	759	1	0	5	1

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	37	19	0		4	10		0				0	23		5	0	98	1	0	1	0
7:15 AM	29	26	0		2	18		0				0	16		3	0	94	0	0	0	0
7:30 AM	32	14	0		3	21		0				0	34		4	0	108	0	0	1	1
7:45 AM	47	23	0		1	21		0				0	24		5	0	121	0	0	1	0
8:00 AM	29	19	0		1	20		1				0	19		3	0	91	0	0	0	0
8:15 AM	32	13	0		2	15		0				0	17		5	0	84	0	0	1	0
8:30 AM	33	9	0		1	21		0				0	15		3	0	82	0	0	1	0
8:45 AM	26	14	0		2	19		0				0	19		1	0	81	0	0	0	0
Total Survey	265	137	0		16	145		1				0	167		29	0	759	1	0	5	1

Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	228	171	399	0	85	157	242	0	0	0	0	0	109	94	203	0	422	0	0	2	1
%HV	1.8%				2.4%				0.0%				3.7%				2.4%				
PHF	0.80				0.79				0.00				0.66				0.80				

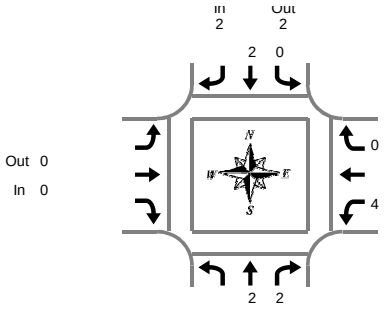
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		143	85	228	9	76		85				0	95		14	109	422
%HV	NA	1.4%	2.4%	1.8%	0.0%	2.6%	NA	2.4%	NA	NA	NA	0.0%	4.2%	NA	0.0%	3.7%	2.4%
PHF		0.70	0.79	0.80	0.56	0.73		0.79				0.00	0.61		0.58	0.66	0.80

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	145	82	0		10	70		0				0	97		17	0	421	1	0	3	1
7:15 AM	137	82	0		7	80		1				0	93		15	0	414	0	0	2	1
7:30 AM	140	69	0		7	77		1				0	94		17	0	404	0	0	3	1
7:45 AM	141	64	0		5	77		1				0	75		16	0	378	0	0	3	0
8:00 AM	120	55	0		6	75		1				0	70		12	0	338	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		1	0	1	0	0		0				0	1		0	1	2
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		1	0	1	0	1		1				0	0		0	0	2
7:25 AM		0	0	0	0	0		0				0	0		0	0	0
7:30 AM		0	0	0	0	0		0				0	1		0	1	1
7:35 AM		0	0	0	0	0		0				0	0		0	0	0
7:40 AM		0	0	0	0	0		0				0	1		0	1	1
7:45 AM		0	0	0	0	0		0				0	1		0	1	1
7:50 AM		0	0	0	0	0		0				0	0		0	0	0
7:55 AM		0	0	0	0	0		0				0	1		0	1	1
8:00 AM		0	0	0	0	0		0				0	0		0	0	0
8:05 AM		0	2	2	0	1		1				0	0		0	0	3
8:10 AM		0	0	0	0	0		0				0	1		0	1	1
8:15 AM		1	0	1	0	0		0				0	0		0	0	1
8:20 AM		1	0	1	0	0		0				0	0		2	2	3
8:25 AM		0	0	0	0	1		1				0	2		0	2	3
8:30 AM		1	0	1	0	0		0				0	0		0	0	1
8:35 AM		0	0	0	0	0		0				0	0		0	0	0
8:40 AM		0	0	0	0	0		0				0	0		0	0	0
8:45 AM		0	0	0	0	0		0				0	0		0	0	0
8:50 AM		0	0	0	0	0		0				0	0		0	0	0
8:55 AM		0	1	1	0	0		0				0	0		0	0	1
Total Survey		6	3	9	0	3		3				0	8		2	10	22

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		2	0	2	0	0		0				0	1		0	1	3
7:15 AM		1	0	1	0	1		1				0	0		0	0	2
7:30 AM		0	0	0	0	0		0				0	2		0	2	2
7:45 AM		0	0	0	0	0		0				0	2		0	2	2
8:00 AM		0	2	2	0	1		1				0	1		0	1	4
8:15 AM		2	0	2	0	1		1				0	2		2	4	7
8:30 AM		1	0	1	0	0		0				0	0		0	0	1
8:45 AM		0	1	1	0	0		0				0	0		0	0	1
Total Survey		6	3	9	0	3		3				0	8		2	10	22

Heavy Vehicle Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Mccord Rd			Westbound Mccord Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	6	10	2	2	4	0	0	0	4	2	6	10
PHF	0.50			0.50			0.00			0.50			0.63

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	2	4	0	2		2				0	4		0	4	10
PHF		0.25	0.25	0.50	0.00	0.50		0.50				0.00	0.50		0.00	0.50	0.63

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

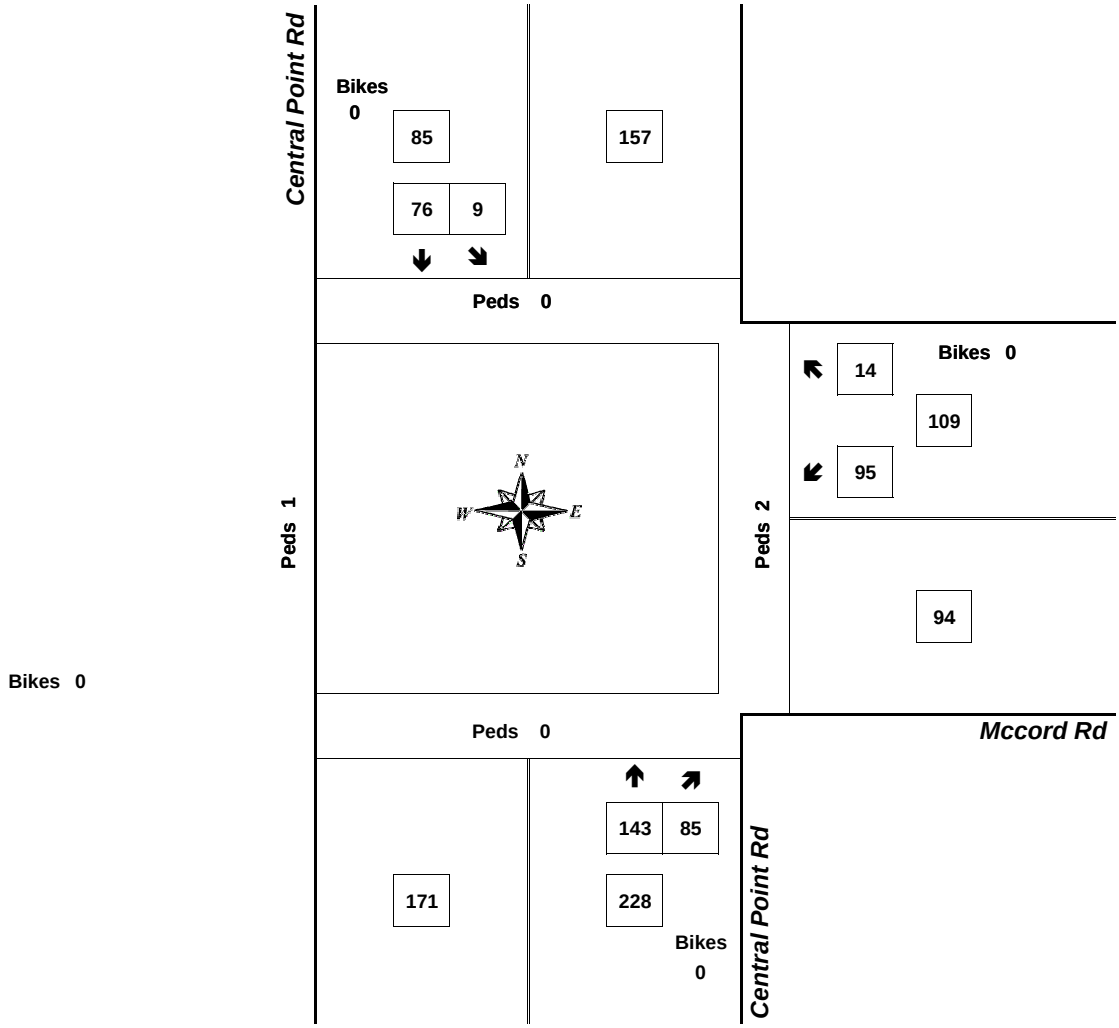
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		3	0	3	0	1		1				0	5		0	5	9
7:15 AM		1	2	3	0	2		2				0	5		0	5	10
7:30 AM		2	2	4	0	2		2				0	7		2	9	15
7:45 AM		3	2	5	0	2		2				0	5		2	7	14
8:00 AM		3	3	6	0	2		2				0	3		2	5	13

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Central Point Rd & Mccord Rd

7:10 AM to 8:10 AM
Tuesday, April 02, 2013

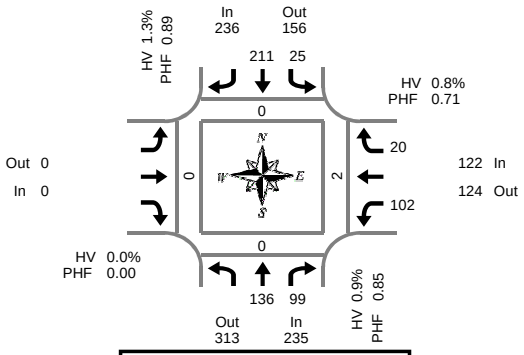


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.66	3.7%	109
NB	0.80	1.8%	228
SB	0.79	2.4%	85
Intersection	0.80	2.4%	422

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	14	10	0		0	15		0				0	5		1	0	45	0	0	0	0
4:05 PM	15	5	0		1	16		0				0	7		1	0	45	0	0	1	0
4:10 PM	8	4	0		5	12		0				0	7		0	0	36	0	0	0	0
4:15 PM	11	4	0		2	16		0				0	6		1	0	40	0	0	0	0
4:20 PM	14	12	0		0	19		0				0	6		0	0	51	0	0	0	0
4:25 PM	14	8	0		1	21		0				0	4		0	0	48	0	0	1	0
4:30 PM	10	10	0		1	10		0				0	9		0	0	40	0	0	0	0
4:35 PM	7	4	0		1	12		0				0	6		0	0	30	0	0	0	0
4:40 PM	12	7	0		2	14		0				0	8		0	0	43	0	0	0	0
4:45 PM	13	8	0		1	11		0				0	11		0	0	44	0	0	0	0
4:50 PM	12	7	0		2	17		0				0	11		1	0	50	0	0	0	0
4:55 PM	17	7	0		3	23		0				0	7		1	0	58	0	0	0	0
5:00 PM	7	8	0		2	19		0				0	5		4	0	45	0	0	0	0
5:05 PM	6	9	0		1	18		0				0	7		2	0	43	0	0	0	0
5:10 PM	11	9	0		6	16		0				0	8		2	0	52	0	0	0	0
5:15 PM	11	10	1		2	16		0				0	7		0	0	46	0	0	0	0
5:20 PM	18	8	1		4	12		0				0	8		2	0	52	0	0	0	0
5:25 PM	10	12	0		0	21		0				0	6		1	0	50	0	0	0	0
5:30 PM	12	4	1		1	15		0				0	8		1	0	41	0	0	0	0
5:35 PM	11	7	0		1	15		1				0	8		2	0	44	0	0	0	0
5:40 PM	9	11	0		1	21		0				0	15		2	0	59	0	0	0	0
5:45 PM	7	8	0		3	20		0				0	6		2	0	46	0	0	1	0
5:50 PM	17	6	0		1	15		0				0	17		1	0	57	0	0	1	0
5:55 PM	10	1	0		1	16		0				0	9		0	0	37	0	0	0	0
Total Survey	276	179	3		42	390		1				0	191		24	0	1,102	0	0	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	37	19	0		6	43		0				0	19		2	0	126	0	0	1	0
4:15 PM	39	24	0		3	56		0				0	16		1	0	139	0	0	1	0
4:30 PM	29	21	0		4	36		0				0	23		0	0	113	0	0	0	0
4:45 PM	42	22	0		6	51		0				0	29		2	0	152	0	0	0	0
5:00 PM	24	26	0		9	53		0				0	20		8	0	140	0	0	0	0
5:15 PM	39	30	2		6	49		0				0	21		3	0	148	0	0	0	0
5:30 PM	32	22	1		3	51		1				0	31		5	0	144	0	0	0	0
5:45 PM	34	15	0		5	51		0				0	32		3	0	140	0	0	2	0
Total Survey	276	179	3		42	390		1				0	191		24	0	1,102	0	0	4	0

Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	235	313	548	3	236	156	392	1	0	0	0	0	122	124	246	0	593	0	0	2	0
%HV	0.9%				1.3%				0.0%				0.8%				1.0%				
PHF	0.85				0.89				0.00				0.71				0.92				

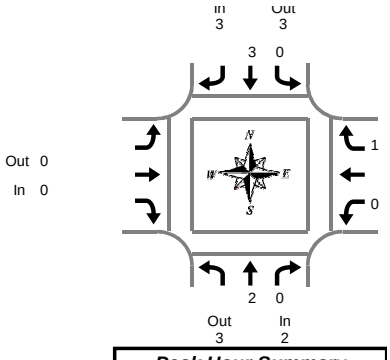
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	136	99	235		25	211		236				0	102		20	122	593
%HV	NA	1.5%	0.0%	0.9%	0.0%	1.4%	NA	1.3%	NA	NA	NA	0.0%	0.0%	NA	5.0%	0.8%	1.0%
PHF		0.85	0.83	0.85	0.52	0.88		0.89				0.00	0.67		0.63	0.71	0.92

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	147	86	0		19	186		0				0	87		5	0	530	0	0	2	0
4:15 PM	134	93	0		22	196		0				0	88		11	0	544	0	0	1	0
4:30 PM	134	99	2		25	189		0				0	93		13	0	553	0	0	0	0
4:45 PM	137	100	3		24	204		1				0	101		18	0	584	0	0	0	0
5:00 PM	129	93	3		23	204		1				0	104		19	0	572	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				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	1		1				0	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		1	1	2	0	0		0				0	0		0	0	2
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		2	0	2	0	0		0				0	0		0	0	2
4:50 PM		1	0	1	0	0		0				0	0		0	0	1
4:55 PM		0	0	0	0	0		0				0	0		1	1	1
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	1		1				0	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		1	0	1	0	1		1				0	0		0	0	2
5:35 PM		1	0	1	0	0		0				0	0		0	0	1
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	1		1				0	0		0	0	1
5:55 PM		1	0	1	0	1		1				0	0		0	0	2
Total Survey		7	1	8	0	5		5				0	0		1	1	14

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				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	1		1				0	0		0	0	1
4:30 PM		1	1	2	0	0		0				0	0		0	0	2
4:45 PM		3	0	3	0	0		0				0	0		1	1	4
5:00 PM		0	0	0	0	1		1				0	0		0	0	1
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		2	0	2	0	1		1				0	0		0	0	3
5:45 PM		1	0	1	0	2		2				0	0		0	0	3
Total Survey		7	1	8	0	5		5				0	0		1	1	14

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Mccord Rd			Westbound Mccord Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	3	5	3	3	6	0	0	0	1	0	1	6
PHF	0.25			0.75			0.00			0.25			0.50

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	0	2	0	3		3				0	0		1	1	6
PHF		0.25	0.00	0.25	0.00	0.75		0.75				0.00	0.00		0.25	0.25	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		4	1	5	0	1		1				0	0		1	1	7
4:15 PM		4	1	5	0	2		2				0	0		1	1	8
4:30 PM		4	1	5	0	1		1				0	0		1	1	7
4:45 PM		5	0	5	0	2		2				0	0		1	1	8
5:00 PM		3	0	3	0	4		4				0	0		0	0	7

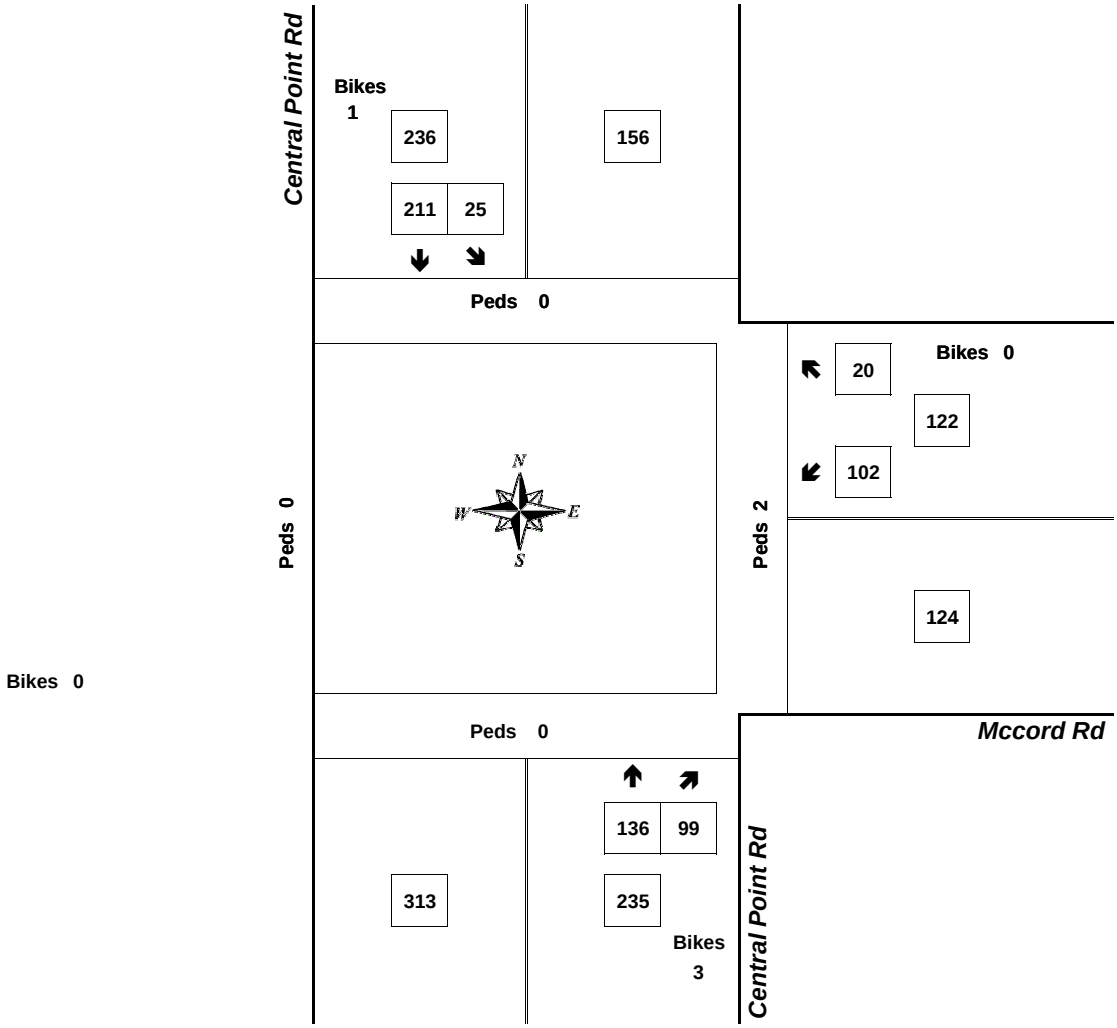
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Central Point Rd & Mccord Rd

4:55 PM to 5:55 PM
Tuesday, April 02, 2013

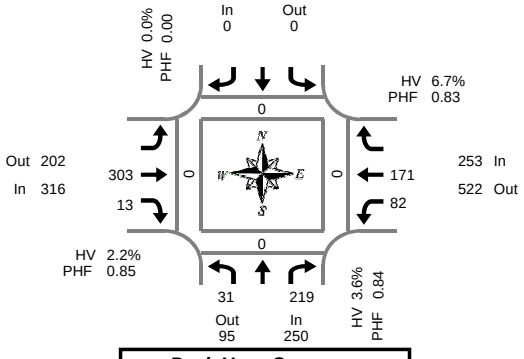


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.71	0.8%	122
NB	0.85	0.9%	235
SB	0.89	1.3%	236
Intersection	0.92	1.0%	593

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:25 AM to 8:25 AM

Central Point Rd & Warner Parrott Rd

Wednesday, October 02, 2013
7:00 AM to 9:00 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes			North	South	East	West
7:00 AM	2		19	0				0	20	1	0	4	10		0	56		0	0	0	0
7:05 AM	0		21	0				0	22	0	0	7	12		0	62		0	0	0	0
7:10 AM	1		18	0				0	19	1	0	5	16		0	60		0	0	0	0
7:15 AM	2		29	0				0	17	1	0	8	9		0	66		0	0	0	0
7:20 AM	1		26	0				0	20	2	0	9	13		0	71		0	0	0	0
7:25 AM	4		25	0				0	24	3	0	6	17		1	79		0	0	0	0
7:30 AM	2		21	0				0	28	1	0	8	12		0	72		0	0	0	0
7:35 AM	3		19	0				0	15	0	0	7	7		2	51		0	0	0	0
7:40 AM	5		15	0				0	31	1	0	9	11		0	72		0	0	0	0
7:45 AM	1		15	0				0	24	1	0	5	8		0	54		0	0	0	0
7:50 AM	2		19	0				0	34	2	0	8	12		0	77		0	0	0	0
7:55 AM	4		14	0				0	28	1	0	8	14		0	69		0	0	0	0
8:00 AM	1		24	0				0	27	0	0	4	18		0	74		0	0	0	0
8:05 AM	0		19	0				0	20	2	1	7	20		0	68		0	0	0	0
8:10 AM	3		15	0				0	24	0	0	6	14		0	62		0	0	0	0
8:15 AM	1		15	0				0	21	1	0	9	20		0	67		0	0	0	0
8:20 AM	5		18	0				0	27	1	1	5	18		0	74		0	0	0	0
8:25 AM	1		10	0				0	18	0	0	8	16		0	53		0	0	0	0
8:30 AM	2		14	0				0	25	2	0	9	11		0	63		0	0	0	0
8:35 AM	0		12	0				0	16	1	0	6	13		0	48		0	0	0	0
8:40 AM	1		15	0				0	23	0	0	6	18		0	63		0	0	0	0
8:45 AM	2		18	0				0	19	2	0	7	13		0	61		0	0	0	0
8:50 AM	0		15	0				0	18	0	1	5	16		0	54		0	0	0	0
8:55 AM	1		16	0				0	21	1	0	11	19		0	69		0	0	0	0
Total Survey	44		432	0				0	541	24	3	167	337		3	1,545		0	0	0	0

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes			North	South	East	West
7:00 AM	3		58	0				0	61	2	0	16	38		0	178		0	0	0	0
7:15 AM	7		80	0				0	61	6	0	23	39		1	216		0	0	0	0
7:30 AM	10		55	0				0	74	2	0	24	30		2	195		0	0	0	0
7:45 AM	7		48	0				0	86	4	0	21	34		0	200		0	0	0	0
8:00 AM	4		58	0				0	71	2	1	17	52		0	204		0	0	0	0
8:15 AM	7		43	0				0	66	2	1	22	54		0	194		0	0	0	0
8:30 AM	3		41	0				0	64	3	0	21	42		0	174		0	0	0	0
8:45 AM	3		49	0				0	58	3	1	23	48		0	184		0	0	0	0
Total Survey	44		432	0				0	541	24	3	167	337		3	1,545		0	0	0	0

Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	250	95	345	0	0	0	0	0	316	202	518	2	253	522	775	3	819	0	0	0	0
%HV	3.6%				0.0%				2.2%				6.7%				4.0%				
PHF	0.84				0.00				0.85				0.83				0.93				

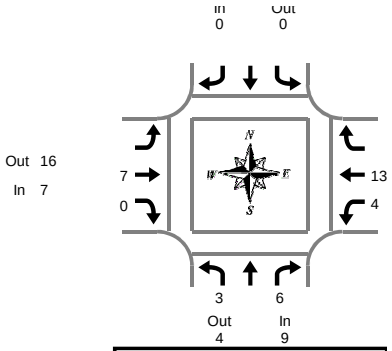
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	31		219	250				0		303	13	316	82	171		253	819
%HV	9.7%	NA	2.7%	3.6%	NA	NA	NA	0.0%	NA	2.3%	0.0%	2.2%	4.9%	7.6%	NA	6.7%	4.0%
PHF	0.78		0.84	0.84				0.00		0.85	0.81	0.85	0.85	0.79		0.83	0.93

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes			North	South	East	West
7:00 AM	27		241	0				0	282	14	0	84	141		3	789		0	0	0	0
7:15 AM	28		241	0				0	292	14	1	85	155		3	815		0	0	0	0
7:30 AM	28		204	0				0	297	10	2	84	170		2	793		0	0	0	0
7:45 AM	21		190	0				0	287	11	2	81	182		0	772		0	0	0	0
8:00 AM	17		191	0				0	259	10	3	83	196		0	756		0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Wednesday, October 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
7:00 AM	0		0	0				0	1	0	1		0	0		0	1
7:05 AM	0		0	0				0	1	0	1		0	1		1	2
7:10 AM	0		2	2				0	1	0	1		0	2		2	5
7:15 AM	0		1	1				0	0	0	0		0	1		1	2
7:20 AM	0		2	2				0	0	0	0		0	4		4	6
7:25 AM	0		1	1				0	0	0	0		1	5		6	7
7:30 AM	1		0	1				0	1	0	1		0	1		1	3
7:35 AM	1		0	1				0	0	0	0		1	0		1	2
7:40 AM	0		0	0				0	0	0	0		0	2		2	2
7:45 AM	0		1	1				0	0	0	0		0	1		1	2
7:50 AM	0		0	0				0	1	0	1		1	0		1	2
7:55 AM	0		1	1				0	1	0	1		0	0		0	2
8:00 AM	0		0	0				0	1	0	1		0	1		1	2
8:05 AM	0		2	2				0	1	0	1		0	2		2	5
8:10 AM	1		0	1				0	0	0	0		1	1		2	3
8:15 AM	0		1	1				0	0	0	0		0	0		0	1
8:20 AM	0		0	0				0	2	0	2		0	0		0	2
8:25 AM	0		1	1				0	0	0	0		0	2		2	3
8:30 AM	0		2	2				0	1	0	1		0	0		0	3
8:35 AM	0		2	2				0	0	0	0		0	1		1	3
8:40 AM	0		1	1				0	2	0	2		1	0		1	4
8:45 AM	0		1	1				0	0	0	0		0	0		0	1
8:50 AM	0		0	0				0	0	0	0		0	1		1	1
8:55 AM	0		0	0				0	1	0	1		2	1		3	4
Total Survey	3		18	21				0	14	0	14		7	26		33	68

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
7:00 AM	0		2	2				0	3	0	3		0	3		3	8
7:15 AM	0		4	4				0	0	0	0		1	10		11	15
7:30 AM	2		0	2				0	1	0	1		1	3		4	7
7:45 AM	0		2	2				0	2	0	2		1	1		2	6
8:00 AM	1		2	3				0	2	0	2		1	4		5	10
8:15 AM	0		2	2				0	2	0	2		0	2		2	6
8:30 AM	0		5	5				0	3	0	3		1	1		2	10
8:45 AM	0		1	1				0	1	0	1		2	2		4	6
Total Survey	3		18	21				0	14	0	14		7	26		33	68

Heavy Vehicle Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Warner Parrott Rd			Westbound Warner Parrott Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	4	13	0	0	0	7	16	23	17	13	30	33
PHF	0.56			0.00			0.58			0.53			0.69

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total	T	R	Total		L	T		Total	
Volume	3		6	9				0	7	0	7		4	13		17	33
PHF	0.38		0.50	0.56				0.00	0.58	0.00	0.58		0.50	0.54		0.53	0.69

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

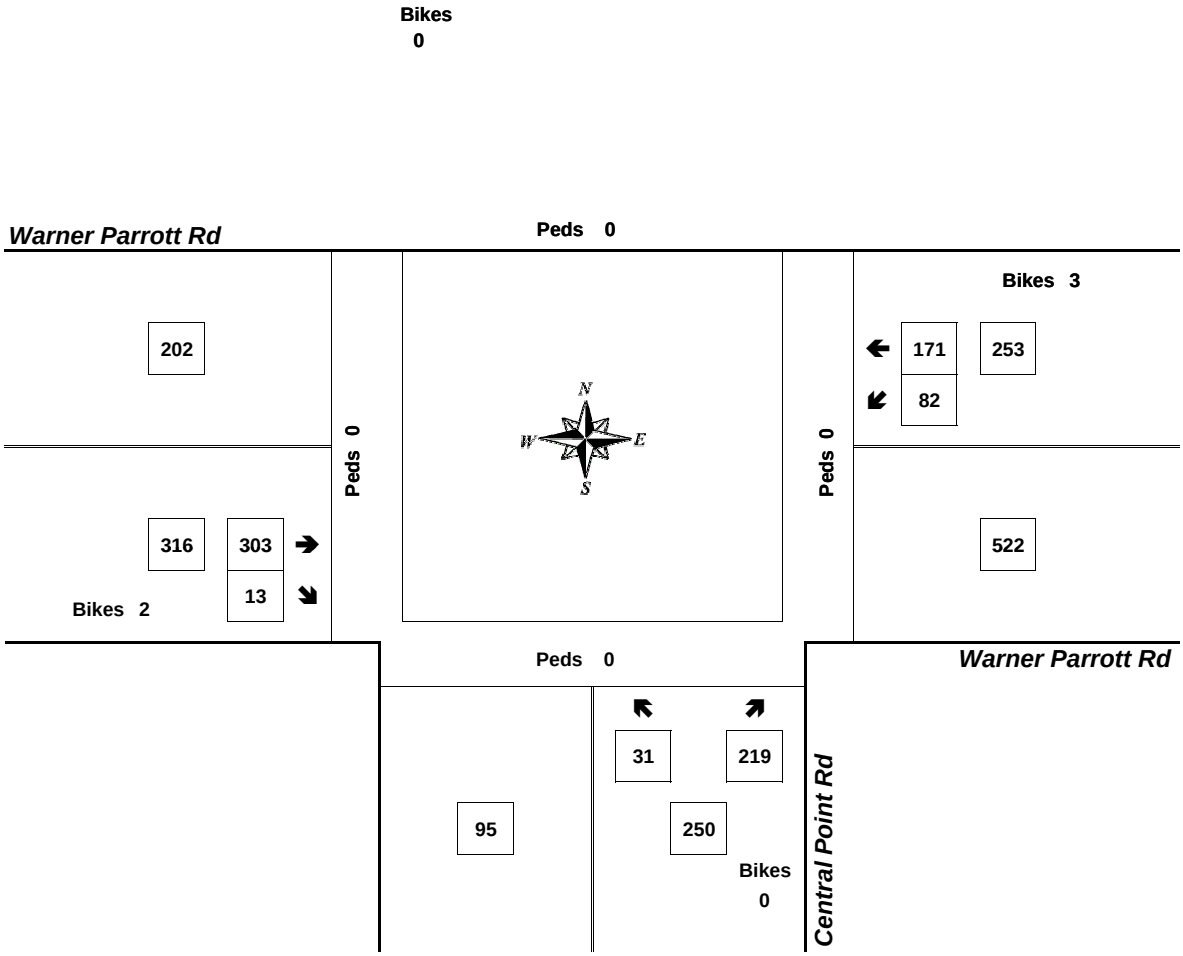
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
7:00 AM	2		8	10				0	6	0	6		3	17		20	36
7:15 AM	3		8	11				0	5	0	5		4	18		22	38
7:30 AM	3		6	9				0	7	0	7		3	10		13	29
7:45 AM	1		11	12				0	9	0	9		3	8		11	32
8:00 AM	1		10	11				0	8	0	8		4	9		13	32

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Central Point Rd & Warner Parrott Rd

7:25 AM to 8:25 AM
Wednesday, October 02, 2013

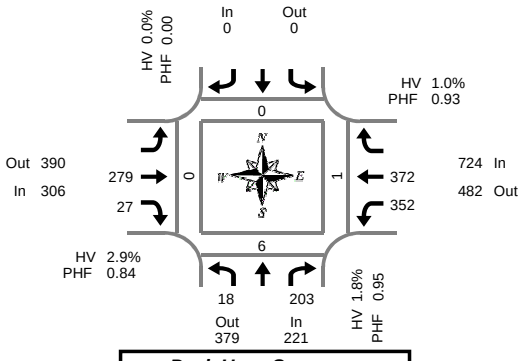


Approach	PHF	HV%	Volume
EB	0.85	2.2%	316
WB	0.83	6.7%	253
NB	0.84	3.6%	250
SB	0.00	0.0%	0
Intersection	0.93	4.0%	819

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Tuesday, October 01, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	0		17	0				0	29	2	0	29	21		0	98	0	1	0	0
4:05 PM	0		15	0				0	21	4	0	31	25		0	96	0	0	0	0
4:10 PM	2		20	0				0	16	2	1	24	34		0	98	0	0	0	0
4:15 PM	2		14	0				0	19	1	0	26	26		0	88	0	1	1	0
4:20 PM	2		18	0				0	32	4	0	33	30		0	119	0	1	0	0
4:25 PM	1		21	0				0	26	2	0	25	33		1	108	0	0	0	0
4:30 PM	2		14	0				0	22	5	0	28	24		0	95	0	0	0	0
4:35 PM	2		17	0				0	27	2	0	25	33		0	106	0	1	0	0
4:40 PM	1		15	0				0	15	1	0	31	36		0	99	0	1	0	0
4:45 PM	2		16	0				0	18	0	0	24	21		1	81	0	0	0	0
4:50 PM	2		14	0				0	22	2	0	31	28		0	99	0	0	0	0
4:55 PM	0		18	0				0	24	2	0	35	35		0	114	0	1	0	0
5:00 PM	1		20	0				0	26	4	1	25	40		1	116	0	1	0	0
5:05 PM	2		14	0				0	25	1	0	28	24		0	94	0	0	1	0
5:10 PM	2		15	0				0	18	2	0	34	29		0	100	0	0	0	0
5:15 PM	1		21	0				0	24	2	0	33	39		0	120	0	1	0	0
5:20 PM	0		20	0				0	24	0	0	40	24		0	108	0	0	0	0
5:25 PM	2		17	0				0	30	2	0	35	21		0	107	0	0	0	0
5:30 PM	1		20	0				0	24	1	0	21	33		0	100	0	0	1	0
5:35 PM	1		13	0				0	28	5	0	28	26		0	101	0	0	0	0
5:40 PM	1		11	0				0	29	1	0	31	31		0	104	0	0	0	0
5:45 PM	0		9	0				0	23	0	0	18	24		0	74	0	0	0	0
5:50 PM	3		14	0				0	24	1	0	24	26		0	92	0	1	1	0
5:55 PM	1		12	0				0	31	2	0	22	33		0	101	0	0	0	0
Total Survey	31		385	0				0	577	48	2	681	696		3	2,418	0	9	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	2		52	0				0	66	8	1	84	80		0	292	0	1	0	0
4:15 PM	5		53	0				0	77	7	0	84	89		1	315	0	2	1	0
4:30 PM	5		46	0				0	64	8	0	84	93		0	300	0	2	0	0
4:45 PM	4		48	0				0	64	4	0	90	84		1	294	0	1	0	0
5:00 PM	5		49	0				0	69	7	1	87	93		1	310	0	1	1	0
5:15 PM	3		58	0				0	78	4	0	108	84		0	335	0	1	0	0
5:30 PM	3		44	0				0	81	7	0	80	90		0	305	0	0	1	0
5:45 PM	4		35	0				0	78	3	0	64	83		0	267	0	1	1	0
Total Survey	31		385	0				0	577	48	2	681	696		3	2,418	0	9	4	0

Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	221	379	600	0	0	0	0	0	306	390	696	1	724	482	1,206	3	1,251	0	6	1	0
%HV	1.8%				0.0%				2.9%				1.0%				1.6%				
PHF	0.95				0.00				0.84				0.93				0.95				

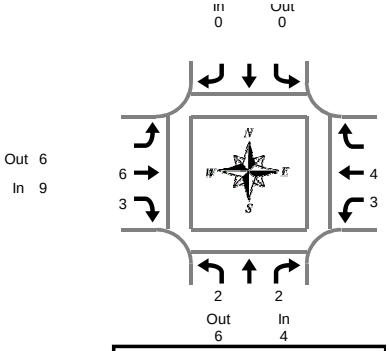
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	18		203	221				0		279	27	306	352	372		724	1,251
%HV	11.1%	NA	1.0%	1.8%	NA	NA	NA	0.0%	NA	2.2%	11.1%	2.9%	0.9%	1.1%	NA	1.0%	1.6%
PHF	0.90		0.96	0.95				0.00		0.87	0.61	0.84	0.93	0.90		0.93	0.95

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	16		199	0				0	271	27	1	342	346		2	1,201	0	6	1	0
4:15 PM	19		196	0				0	274	26	1	345	359		3	1,219	0	6	2	0
4:30 PM	17		201	0				0	275	23	1	369	354		2	1,239	0	5	1	0
4:45 PM	15		199	0				0	292	22	1	365	351		2	1,244	0	3	2	0
5:00 PM	15		186	0				0	306	21	1	339	350		1	1,217	0	3	3	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Tuesday, October 01, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	0		0	0				0	2	0	2		2	0		2	4
4:05 PM	0		0	0				0	0	0	0		0	1		1	1
4:10 PM	0		1	1				0	1	0	1		0	1		1	3
4:15 PM	0		0	0				0	0	0	0		1	1		2	2
4:20 PM	1		1	2				0	1	0	1		0	1		1	4
4:25 PM	0		0	0				0	2	1	3		1	2		3	6
4:30 PM	0		0	0				0	1	0	1		0	0		0	1
4:35 PM	1		0	1				0	0	0	0		0	0		0	1
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	1	1	2		0	0		0	2
4:55 PM	0		0	0				0	0	0	0		0	1		1	1
5:00 PM	0		1	1				0	0	0	0		0	0		0	1
5:05 PM	0		0	0				0	0	0	0		2	0		2	2
5:10 PM	0		0	0				0	0	0	0		0	0		0	0
5:15 PM	0		0	0				0	1	1	2		0	0		0	2
5:20 PM	0		0	0				0	0	0	0		0	0		0	0
5:25 PM	0		0	0				0	0	0	0		1	0		1	1
5:30 PM	0		1	1				0	0	0	0		0	0		0	1
5:35 PM	0		0	0				0	1	1	2		0	1		1	3
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	1		0	1				0	0	0	0		0	0		0	1
5:55 PM	1		0	1				0	1	0	1		0	0		0	2
Total Survey	4		4	8				0	11	4	15		7	8		15	38

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	0		1	1				0	3	0	3		2	2		4	8
4:15 PM	1		1	2				0	3	1	4		2	4		6	12
4:30 PM	1		0	1				0	1	0	1		0	0		0	2
4:45 PM	0		0	0				0	1	1	2		0	1		1	3
5:00 PM	0		1	1				0	0	0	0		2	0		2	3
5:15 PM	0		0	0				0	1	1	2		1	0		1	3
5:30 PM	0		1	1				0	1	1	2		0	1		1	4
5:45 PM	2		0	2				0	1	0	1		0	0		0	3
Total Survey	4		4	8				0	11	4	15		7	8		15	38

Heavy Vehicle Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Warner Parrott Rd			Westbound Warner Parrott Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	6	10	0	0	0	9	6	15	7	8	15	20
PHF	0.50			0.00			0.45			0.44			0.45

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total	T	R	Total		L	T		Total	
Volume	2		2	4				0	6	3	9		3	4		7	20
PHF	0.50		0.50	0.50				0.00	0.38	0.75	0.45		0.38	0.33		0.44	0.45

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

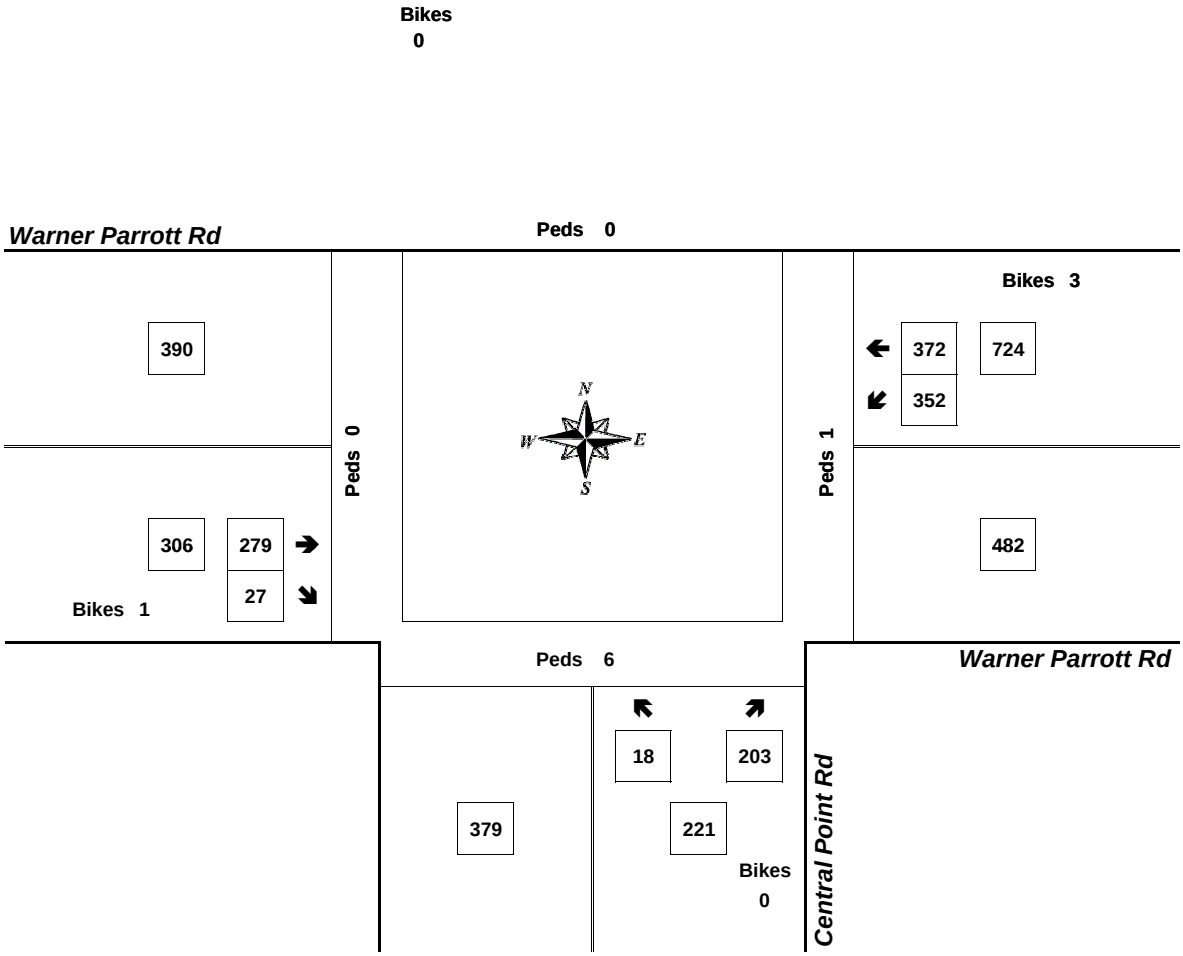
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	2		2	4				0	8	2	10		4	7		11	25
4:15 PM	2		2	4				0	5	2	7		4	5		9	20
4:30 PM	1		1	2				0	3	2	5		3	1		4	11
4:45 PM	0		2	2				0	3	3	6		3	2		5	13
5:00 PM	2		2	4				0	3	2	5		3	1		4	13

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

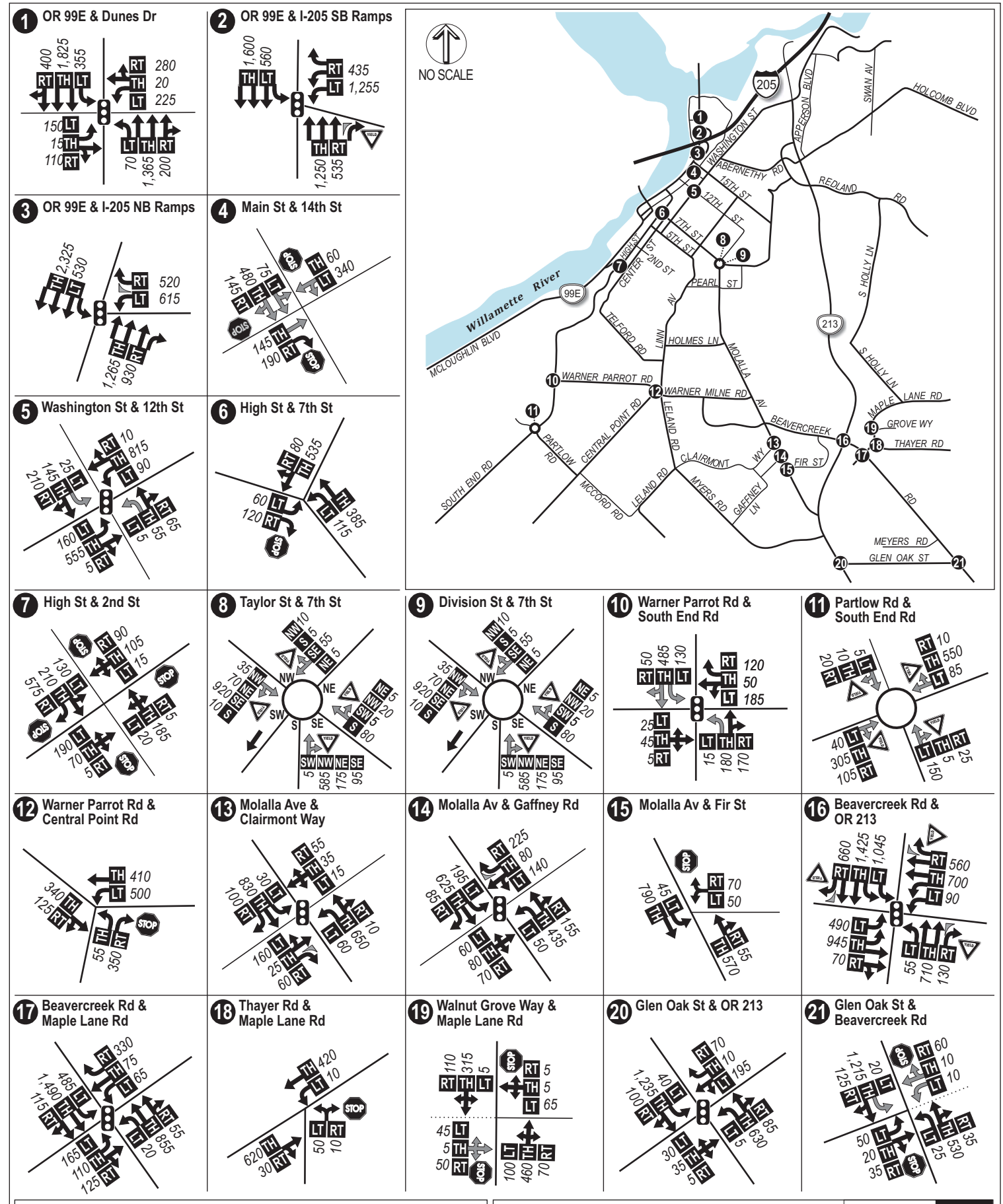
Central Point Rd & Warner Parrott Rd

4:20 PM to 5:20 PM
Tuesday, October 01, 2013



Approach	PHF	HV%	Volume
EB	0.84	2.9%	306
WB	0.93	1.0%	724
NB	0.95	1.8%	221
SB	0.00	0.0%	0
Intersection	0.95	1.6%	1,251

Count Period: 4:00 PM to 6:00 PM



LEGEND

- 00 - Study Intersection & Number
- STOP - Stop Sign
- Traffic Signal
- YIELD - Yield
- Existing Lane Configuration
- Planned Lane Configuration
- 00 - Design Hour Traffic Volume (PM)
- LT TH RT - Volume Turn Movement (Left•Thru•Right)

DKS Associates
TRANSPORTATION SOLUTIONS

Figure A1

2035 FINANCIALLY CONSTRAINED MOTOR VEHICLE VOLUMES (PM Peak Hour)

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 13

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**3**	**7**	**10**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**8**	**5**	**13**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**62**	**62**	**124**

SATURDAY

Trip Rate: 9.91

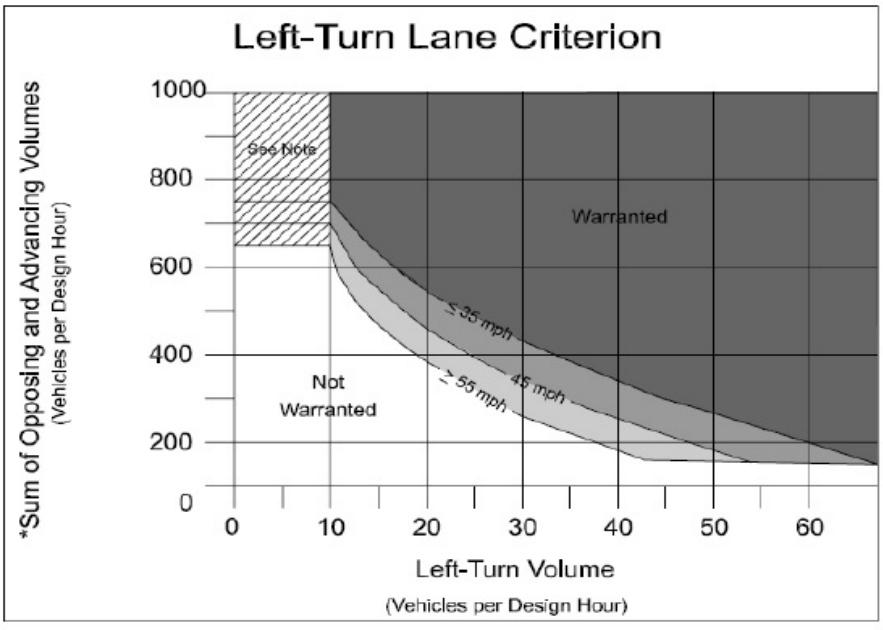
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**64**	**64**	**128**

Source: TRIP GENERATION, Ninth Edition

Project: 13105 - Central Point Road ZC
Intersection: S Central Point Rd at S Partlow Rd
Date: 10/22/2013
Scenario: 2035 Background

Speed? 35 mph

AM Peak Hour		**PM Peak Hour**	
Left-Turn Volume	43	Left-Turn Volume	34
Approaching DHV	228	Approaching DHV	187
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	292	Opposing DHV	468
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	**520**	**O+A DHV**	**655**
Lane Needed?	**Yes**	Lane Needed?	**Yes**



Source: Oregon DOT Analysis Procedures Manual 2008

*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at PARTLOW RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
MISCELLANEOUS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2011														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
YEAR 2011 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**2**	**1**	**3**	**0**	**2**	**0**	**2**	**1**	**3**	**0**	**3**	**0**	**0**

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CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at PARTLOW RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 3

SER# / INVEST	S P E D	A L C	U G S	C H L	O R K	W	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04155	N	Y	N	N	N		11/05/2011	17	CENTRAL POINT RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-R											08,10
CITY							SA	0	PARTLOW RD	NW		STOP SIGN	N	WET	TURN		PRVTE	NE-NW									000		00
							3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		001,007	000		08,10
																								OR>25					
																02	NONE 0	STOP											
																	PRVTE	NW-SE									011		00
																	PSNGR CAR		01	DRVR	INJC	51	M	OTH-Y		000	000		00
																								N-RES					
02138	N	N	N				06/12/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY							FR	0	PARTLOW RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	NE-SE									000		00
							4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		028	000		02
																								UNK					
																02	NONE 0	STOP											
																	PRVTE	SE-NW									011		00
																	PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000	000		00
																								OR<25					
03100	N	N	N	N	N		08/17/2012	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	NON-COLL	01	NONE 0	STRGHT											26
CITY							FR	0	PARTLOW RD	CN		UNKNOWN	N	DRY	OTH		PRVTE	NE-SW									007		00
							3P			01	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	63	M	OR-Y		000	000		26
																								OR<25					

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CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at MCCORD RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at MCCORD RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 1

SER# / INVEST	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME	CLASS / DIST / FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
04002	N	N	N	N	N	10/27/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT									08
CITY						TU	0	MCCORD RD	CN		STOP SIGN	N	WET	TURN		PRVTE	SW-NE									000	00
						4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y OR<25		000	000	00
															02	NONE 0	TURN-L										
																PRVTE	SE-SW									000	00
																PSNGR CAR		01	DRVR	NONE	67	M	OR-Y OR<25		004	000	08

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CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at WARNER-PARROTT RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2010														
TURNING MOVEMENTS	0	1	1	2	0	2	0	2	0	1	1	2	0	0
YEAR 2010 TOTAL	**0**	**1**	**1**	**2**	**0**	**2**	**0**	**2**	**0**	**1**	**1**	**2**	**0**	**0**
YEAR: 2009														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**3**	**1**	**4**	**0**	**5**	**0**	**4**	**0**	**3**	**1**	**4**	**0**	**0**

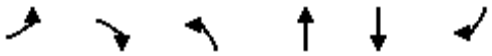
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CITY OF OREGON CITY, CLACKAMAS COUNTY **CENTRAL POINT RD at WARNER-PARROTT RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012**

Total crash records: 4

SER# / INVEST	SPEED	ALCHL	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03639	N	N	N	N	N	10/01/2012	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	BIKE			-										110	02
CITY						MO	0	WARNER-PARROTT RD	SW		UNKNOWN	N	DRY	TURN														
						3P			05	0		N	DAY	INJ			STRGHT NW SE	01	BIKE	INJB	47	M		I XWK?	000	034		00
															01	NONE 0	TURN-L											
																PRVTE	SE-SW									000	110	00
																PSNGR CAR		01	DRVR	NONE	28	M	OR-Y OR<25		027,008	000		02
01439	N	N	N			04/16/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						TH	0	WARNER-PARROTT RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW-SE									015		00
						4P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	38	F	OR-Y OR<25		028	000		02
															02	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		01	DRVR	INJC	37	F	OR-Y OR<25		000	000		00
															02	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		02	PSNG	INJC	14	F			000	000		00
00083	N	N	N			01/09/2010	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
NO RPT						SA	0	WARNER-PARROTT RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW-SE									000		00
						6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	72	M	OR-Y OR<25		000	000		00
															01	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		02	PSNG	INJC	63	F			000	000		00
															02	NONE 0	TURN-L											
																PRVTE	SE-SW									000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y OR<25		028,004	000		02
02437	N	N	N			07/14/2010	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						WE	0	WARNER-PARROTT RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW-SE									000		00
						2P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	SW-NW									015		00
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		028	000		02

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	5	25	108	80	90
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	135	6	31	133	99	111
Pedestrians	1			1	1	
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	351	156	211			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	156	211			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	99	98			
cM capacity (veh/h)	627	883	1365			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	141	164	210
Volume Left	135	31	0
Volume Right	6	0	111
cSH	635	1365	1700
Volume to Capacity	0.22	0.02	0.12
Queue Length 95th (ft)	21	2	0
Control Delay (s)	12.3	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	12.3	1.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	95	14	143	85	9	76
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	119	18	179	106	11	95
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	353	236			287	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	236			287	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	98			99	
cM capacity (veh/h)	633	796			1273	

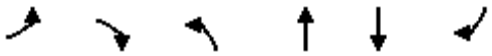
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	136	285	106
Volume Left	119	0	11
Volume Right	18	106	0
cSH	650	1700	1273
Volume to Capacity	0.21	0.17	0.01
Queue Length 95th (ft)	20	0	1
Control Delay (s)	12.0	0.0	0.9
Lane LOS	B		A
Approach Delay (s)	12.0	0.0	0.9
Approach LOS	B		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	303	13	82	171	31	219
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	326	14	88	184	33	235
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			340		693	333
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			340		693	333
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			93		91	67
cM capacity (veh/h)			1192		376	704

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	340	88	184	33	235
Volume Left	0	88	0	33	0
Volume Right	14	0	0	0	235
cSH	1700	1192	1700	376	704
Volume to Capacity	0.20	0.07	0.11	0.09	0.33
Queue Length 95th (ft)	0	6	0	7	37
Control Delay (s)	0.0	8.3	0.0	15.5	12.7
Lane LOS		A		C	B
Approach Delay (s)	0.0	2.7		13.0	
Approach LOS				B	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	160	32	20	89	137	136
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	186	37	23	103	159	158
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	388	238	317			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	238	317			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	95	98			
cM capacity (veh/h)	604	801	1248			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	223	127	317
Volume Left	186	23	0
Volume Right	37	0	158
cSH	630	1248	1700
Volume to Capacity	0.35	0.02	0.19
Queue Length 95th (ft)	40	1	0
Control Delay (s)	13.8	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	13.8	1.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	102	20	136	99	25	211
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	22	148	108	27	229
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	489	206			257	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	206			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			98	
cM capacity (veh/h)	527	835			1311	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	133	255	257
Volume Left	111	0	27
Volume Right	22	108	0
cSH	561	1700	1311
Volume to Capacity	0.24	0.15	0.02
Queue Length 95th (ft)	23	0	2
Control Delay (s)	13.4	0.0	1.0
Lane LOS	B		A
Approach Delay (s)	13.4	0.0	1.0
Approach LOS	B		

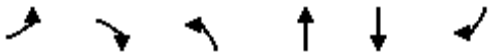
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	279	27	352	372	18	203
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	294	28	371	392	19	214
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			329		1454	322
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			329		1454	322
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			70		81	70
cM capacity (veh/h)			1229		99	711

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	322	371	392	19	214
Volume Left	0	371	0	19	0
Volume Right	28	0	0	0	214
cSH	1700	1229	1700	99	711
Volume to Capacity	0.19	0.30	0.23	0.19	0.30
Queue Length 95th (ft)	0	32	0	17	32
Control Delay (s)	0.0	9.2	0.0	49.7	12.2
Lane LOS		A		E	B
Approach Delay (s)	0.0	4.5		15.3	
Approach LOS				C	

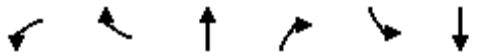
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	9	43	185	137	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	11	53	228	169	191
Pedestrians	1			1	1	
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	601	267	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	601	267	361			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	99	96			
cM capacity (veh/h)	439	766	1202			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	242	281	360
Volume Left	231	53	0
Volume Right	11	0	191
cSH	448	1202	1700
Volume to Capacity	0.54	0.04	0.21
Queue Length 95th (ft)	79	3	0
Control Delay (s)	22.1	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	22.1	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	163	24	245	146	15	130
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	204	30	306	182	19	162
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	602	402			491	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	602	402			491	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			98	
cM capacity (veh/h)	450	642			1071	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	234	489	181
Volume Left	204	0	19
Volume Right	30	182	0
cSH	468	1700	1071
Volume to Capacity	0.50	0.29	0.02
Queue Length 95th (ft)	68	0	1
Control Delay (s)	20.1	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	20.1	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	22	141	197	53	376
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	24	152	212	57	404
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			399		902	387
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			399		902	387
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			87		78	38
cM capacity (veh/h)			1133		265	657

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	399	152	212	57	404
Volume Left	0	152	0	57	0
Volume Right	24	0	0	0	404
cSH	1700	1133	1700	265	657
Volume to Capacity	0.23	0.13	0.12	0.22	0.62
Queue Length 95th (ft)	0	12	0	20	106
Control Delay (s)	0.0	8.7	0.0	22.3	18.9
Lane LOS		A		C	C
Approach Delay (s)	0.0	3.6		19.3	
Approach LOS				C	

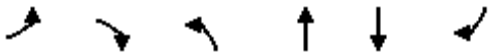
Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	27	201	1	9	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	33	248	1	11	169
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	440	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	249			249	
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			99	
cM capacity (veh/h)	569	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	249	11	169
Volume Left	1	0	11	0
Volume Right	33	1	0	0
cSH	779	1700	1305	1700
Volume to Capacity	0.04	0.15	0.01	0.10
Queue Length 95th (ft)	3	0	1	0
Control Delay (s)	9.8	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	0.5	
Approach LOS	A			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

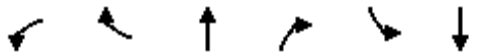


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	55	34	153	235	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	64	40	178	273	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	666	409	544			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	666	409	544			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	39	92	96			
cM capacity (veh/h)	528	816	1030			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	384	217	544
Volume Left	320	40	0
Volume Right	64	0	271
cSH	561	1030	1700
Volume to Capacity	0.68	0.04	0.32
Queue Length 95th (ft)	131	3	0
Control Delay (s)	24.2	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	24.2	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	175	34	233	170	43	362
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	190	37	253	185	47	393
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	837	350			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	837	350			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	41	95			96	
cM capacity (veh/h)	323	694			1123	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	227	438	440
Volume Left	190	0	47
Volume Right	37	185	0
cSH	354	1700	1123
Volume to Capacity	0.64	0.26	0.04
Queue Length 95th (ft)	106	0	3
Control Delay (s)	31.7	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	31.7	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	125	500	410	55	350
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	132	526	432	58	368
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			496		1921	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			496		1921	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			51		0	40
cM capacity (veh/h)			1066		37	612

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	489	526	432	58	368
Volume Left	0	526	0	58	0
Volume Right	132	0	0	0	368
cSH	1700	1066	1700	37	612
Volume to Capacity	0.29	0.49	0.25	1.57	0.60
Queue Length 95th (ft)	0	70	0	154	100
Control Delay (s)	0.0	11.6	0.0	521.3	19.4
Lane LOS		B		F	C
Approach Delay (s)	0.0	6.4		87.5	
Approach LOS				F	

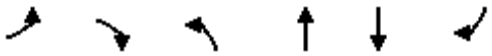
Intersection Summary			
Average Delay	23.2		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	17	170	2	30	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	20	198	2	35	302
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	571	199			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	571	199			200	
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			97	
cM capacity (veh/h)	470	842			1372	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	21	200	35	302
Volume Left	1	0	35	0
Volume Right	20	2	0	0
cSH	807	1700	1372	1700
Volume to Capacity	0.03	0.12	0.03	0.18
Queue Length 95th (ft)	2	0	2	0
Control Delay (s)	9.6	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	0.8	
Approach LOS	A			

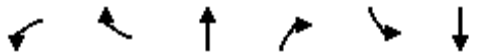
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	10	45	190	139	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	12	56	235	172	191
Pedestrians	1			1	1	
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	615	269	364			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	615	269	364			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	46	98	95			
cM capacity (veh/h)	430	763	1199			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	243	290	363
Volume Left	231	56	0
Volume Right	12	0	191
cSH	440	1199	1700
Volume to Capacity	0.55	0.05	0.21
Queue Length 95th (ft)	82	4	0
Control Delay (s)	22.9	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	22.9	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	164	24	249	147	15	131
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	205	30	311	184	19	164
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	608	407			497	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	608	407			497	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	95			98	
cM capacity (veh/h)	446	638			1065	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	235	495	182
Volume Left	205	0	19
Volume Right	30	184	0
cSH	464	1700	1065
Volume to Capacity	0.51	0.29	0.02
Queue Length 95th (ft)	70	0	1
Control Delay (s)	20.5	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	20.5	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	22	142	197	54	379
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	24	153	212	58	408
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			399		904	387
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			399		904	387
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			87		78	38
cM capacity (veh/h)			1133		264	657

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	399	153	212	58	408
Volume Left	0	153	0	58	0
Volume Right	24	0	0	0	408
cSH	1700	1133	1700	264	657
Volume to Capacity	0.23	0.13	0.12	0.22	0.62
Queue Length 95th (ft)	0	12	0	21	108
Control Delay (s)	0.0	8.7	0.0	22.5	19.0
Lane LOS		A		C	C
Approach Delay (s)	0.0	3.6		19.5	
Approach LOS				C	

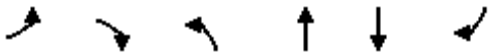
Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	34	201	1	12	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	42	248	1	15	169
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	448	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	249			249	
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	95			99	
cM capacity (veh/h)	562	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	249	15	169
Volume Left	1	0	15	0
Volume Right	42	1	0	0
cSH	781	1700	1305	1700
Volume to Capacity	0.06	0.15	0.01	0.10
Queue Length 95th (ft)	4	0	1	0
Control Delay (s)	9.9	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.9	0.0	0.6	
Approach LOS	A			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	57	36	156	240	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	66	42	181	279	271
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	680	415	550			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680	415	550			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	38	92	96			
cM capacity (veh/h)	516	810	1025			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	386	223	550
Volume Left	320	42	0
Volume Right	66	0	271
cSH	550	1025	1700
Volume to Capacity	0.70	0.04	0.32
Queue Length 95th (ft)	139	3	0
Control Delay (s)	25.5	1.9	0.0
Lane LOS	D	A	
Approach Delay (s)	25.5	1.9	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	8.9		
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	176	34	235	171	43	366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	191	37	255	186	47	398
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	844	352			443	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	844	352			443	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	95			96	
cM capacity (veh/h)	320	691			1120	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	228	441	445
Volume Left	191	0	47
Volume Right	37	186	0
cSH	350	1700	1120
Volume to Capacity	0.65	0.26	0.04
Queue Length 95th (ft)	109	0	3
Control Delay (s)	32.6	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	32.6	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	125	504	410	55	352
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	132	531	432	58	371
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			496		1929	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			496		1929	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			50		0	39
cM capacity (veh/h)			1066		36	612

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	489	531	432	58	371
Volume Left	0	531	0	58	0
Volume Right	132	0	0	0	371
cSH	1700	1066	1700	36	612
Volume to Capacity	0.29	0.50	0.25	1.60	0.61
Queue Length 95th (ft)	0	71	0	155	102
Control Delay (s)	0.0	11.7	0.0	538.2	19.5
Lane LOS		B		F	C
Approach Delay (s)	0.0	6.4		89.6	
Approach LOS				F	

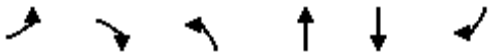
Intersection Summary			
Average Delay	23.7		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	22	170	3	37	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	26	198	3	43	302
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	588	199			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	588	199			201	
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	97			97	
cM capacity (veh/h)	457	842			1371	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	27	201	43	302
Volume Left	1	0	43	0
Volume Right	26	3	0	0
cSH	812	1700	1371	1700
Volume to Capacity	0.03	0.12	0.03	0.18
Queue Length 95th (ft)	3	0	2	0
Control Delay (s)	9.6	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	1.0	
Approach LOS	A			

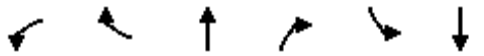
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	10	64	171	139	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	12	79	211	172	191
Pedestrians	1			1	1	
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	638	269	364			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	269	364			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	43	98	93			
cM capacity (veh/h)	408	763	1199			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	243	290	363
Volume Left	231	79	0
Volume Right	12	0	191
cSH	418	1199	1700
Volume to Capacity	0.58	0.07	0.21
Queue Length 95th (ft)	90	5	0
Control Delay (s)	24.9	2.7	0.0
Lane LOS	C	A	
Approach Delay (s)	24.9	2.7	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	164	24	230	147	15	131
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	205	30	288	184	19	164
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	585	383			473	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	585	383			473	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			98	
cM capacity (veh/h)	461	657			1087	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	235	471	182
Volume Left	205	0	19
Volume Right	30	184	0
cSH	479	1700	1087
Volume to Capacity	0.49	0.28	0.02
Queue Length 95th (ft)	66	0	1
Control Delay (s)	19.5	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	19.5	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	38.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	22	142	197	0	414
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	24	153	212	0	445
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			399		904	387
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			399		904	387
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			87		100	32
cM capacity (veh/h)			1133		264	657

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	399	153	212	0	445
Volume Left	0	153	0	0	0
Volume Right	24	0	0	0	445
cSH	1700	1133	1700	1700	657
Volume to Capacity	0.23	0.13	0.12	0.00	0.68
Queue Length 95th (ft)	0	12	0	0	132
Control Delay (s)	0.0	8.7	0.0	0.0	21.2
Lane LOS		A		A	C
Approach Delay (s)	0.0	3.6		21.2	
Approach LOS				C	

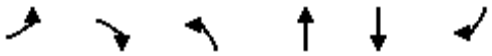
Intersection Summary			
Average Delay	8.9		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	34	201	1	12	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	42	248	1	15	169
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	448	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	249			249	
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	95			99	
cM capacity (veh/h)	562	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	249	15	169
Volume Left	1	0	15	0
Volume Right	42	1	0	0
cSH	781	1700	1305	1700
Volume to Capacity	0.06	0.15	0.01	0.10
Queue Length 95th (ft)	4	0	1	0
Control Delay (s)	9.9	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.9	0.0	0.6	
Approach LOS	A			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

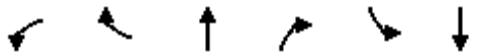


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	57	55	137	240	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	66	64	159	279	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	702	415	550			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	702	415	550			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	34	92	94			
cM capacity (veh/h)	488	810	1025			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	386	223	550
Volume Left	320	64	0
Volume Right	66	0	271
cSH	524	1025	1700
Volume to Capacity	0.74	0.06	0.32
Queue Length 95th (ft)	155	5	0
Control Delay (s)	28.7	2.9	0.0
Lane LOS	D	A	
Approach Delay (s)	28.7	2.9	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	10.1		
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	176	34	216	171	43	366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	191	37	235	186	47	398
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	823	332			423	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	823	332			423	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	42	95			96	
cM capacity (veh/h)	329	710			1140	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	228	421	445
Volume Left	191	0	47
Volume Right	37	186	0
cSH	361	1700	1140
Volume to Capacity	0.63	0.25	0.04
Queue Length 95th (ft)	103	0	3
Control Delay (s)	30.7	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	30.7	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	125	504	410	0	388
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	132	531	432	0	408
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			496		1929	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			496		1929	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			50		100	33
cM capacity (veh/h)			1066		36	612

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	489	531	432	0	408
Volume Left	0	531	0	0	0
Volume Right	132	0	0	0	408
cSH	1700	1066	1700	1700	612
Volume to Capacity	0.29	0.50	0.25	0.00	0.67
Queue Length 95th (ft)	0	71	0	0	126
Control Delay (s)	0.0	11.7	0.0	0.0	21.9
Lane LOS		B		A	C
Approach Delay (s)	0.0	6.4		21.9	
Approach LOS				C	

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	22	170	3	37	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	26	198	3	43	302
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	588	199			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	588	199			201	
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	97			97	
cM capacity (veh/h)	457	842			1371	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	27	201	43	302
Volume Left	1	0	43	0
Volume Right	26	3	0	0
cSH	812	1700	1371	1700
Volume to Capacity	0.03	0.12	0.03	0.18
Queue Length 95th (ft)	3	0	2	0
Control Delay (s)	9.6	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

Public Facilities Memorandum

SHERWOOD · VANCOUVER · SALEM
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P: (503) 925-8799 F: (503) 925-8969

March 4, 2014

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

Re: Adequacy of Public Facilities (Water, Sanitary Sewer, Storm Drainage, and Streets) for a Zone Change on Properties located along Central Point Road (identified as Clackamas County 3 1E 7C 1003 and 3 1E 12D 1503, 1593, 1600, and 1701)

City Planning Department Staff:

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

Sincerely,
AKS ENGINEERING & FORESTRY, LLC

Montgomery B. Hurley – PE, PLS
Principal

Neighborhood Meeting Documentation

Hazelgrove - Westling Farm Neighborhood Association

Date 10/17/13 Event _____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
MJeanne Militante	PO Box 601 Oregon City 97045	militant@ohsu.edu militante@att.net	
Sherry Whitmore	19428 Westling DR. Oregon City OR 97045	-	
Margaret Scheidemann	11716 Partlow Rd Oregon City, OR 97045	tpscheidemann@msn.com	503 344 6296
Merissa Skidmore	19148 Rose Rd Oregon City, OR 97045	Merissa.skidmore@gmail.com	
Dave Wheeler	19526 S Central		656 5890
Dave Souders	19345 Hazel Grove Dr		656-6962
Shirley Souders	" "	ssouders@comcast.net	656-6962
VERN EMRA	19428 HAZEL GROVE DR	VZEMRA@MSN.COM	503 659-6650
Frank Wille	11614 Hazelnut	franklyna@comcast.net	503 342 6699
Judy & Jim Peitz	19380 Hazel Grove	jimpeitz@gmail.com	503-655-7977
Robin & Larry Wold	11604 Geranium Pl.		503-502-4010
Alex Parent	11799 Payson Lane		503-656-3561

Hazelgrove - Westling Farm Neighborhood Association

Date 10/17/13 Event _____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Kathy Hogan	19721 S Central Pt Rd		
+ MARGUERITE Tom O'Brien	19364 HAZELGROVE		
Marilyn Ruttall	19388 Vincent Dr		
Mimi Doukas	4230 Galewood St Lake Oswego OR 97035	Mimi@ventureprop.com	503-387-7600
Larry + Dan Moseley	11687 Finnegans Way OC 97045	LWM@LWMWEB.COM	408 313-6229
Beth/Paul Nelson	19255 Tin Plate Oregon city. OR	Wellnessvision@ Comcast.net	503.804.6237
Chris Wadsworth	CCPD	CWADSWORTH@ORCITY.ORG	503.496.1681
Pam Erickson	11708 Partlow Rd Oregon City	irishericsson@yahoo.com	
Don Jones	18882 White St @ C.		503-650-4689
Bertha Tolsteup	15550 S Kirk Rd Oregon City		
Kelly Moosbrugger	City of Orgon City	Kmoosbrugger@orcity.org	503-496-1540
MARTI WESTBROOK JUDY SCHRADER	19465 WESTLING DR OC 97045		

Hazelgrove - Westling Farm Neighborhood Association

Date_____ **Event**_____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Bruster A. Coe	11847 payson lane	brustercoe@comcast.net	503-723-4598
Whitney Lutz	11847 Payson Lane	—	503-723-4598
GINGER & Al Blakely	11817 PAYSON LN.	ginger_graham@comcast.	503 656 0130
Brenda Coates	19400 Hazel Grove Dr		503-656-7299
Steve Engelke	19525 Hummingbird	steve engelke@gmail.com	503-730-1972
Doug Neeley	11614 Parrish Dr.	intsfats@sbcglobal.net	503-650-5093
TONY Bottger	11837 Skellenger Way	bottgert@comcast.net	503-974-9569
FELIX MORALES	19124 ROSE RD		503-342-6461
Greg Meyer	11578 Parrish Rd		503-422-2159
Betsy + Rollie Packer	11938 Woodwind Dr.	packerbe1986@gmail.com	503-723-4487
Mike Unger	6022 SE 16th	mike.unger@Lexcomcorp.com	206-604-5538

David Levitan

From: David Levitan
Sent: Wednesday, October 23, 2013 11:55 AM
To: 'HOGANSBLUFF@aol.com'
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...

Hi Kathy:

When you send over the sign in sheet and minutes (we don't need the minutes, if they're not done yet), can you also include a short note confirming that Mimi attended the meeting and discussed the project? It is a requirement, per City Code.

Thanks.

David Levitan, AICP
AKS ENGINEERING & FORESTRY
13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140
503.925.8799
www.aks-eng.com dlevitan@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

From: HOGANSBLUFF@aol.com [mailto:HOGANSBLUFF@aol.com]
Sent: Monday, October 21, 2013 6:34 PM
To: David Levitan
Subject: Re: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...

Do you also want the minutes? I'll send them soon. They are almost finished. I have scan the sign in sheets and will send them at the same time.
KH

David Levitan

From: HOGANSBLUFF@aol.com
Sent: Wednesday, October 23, 2013 1:14 PM
To: David Levitan
Subject: Re: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...
Attachments: scn0002.ZIP

Mimi came to the Hazel Grove/Westling Farm Neighborhood Association meeting on October 17, 2013.
Thank you for coming and talking to the neighbors.
KH
Let me know if you get the minutes and sign -in sheets.

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From: Chris Goodell, AKS Engineering & Forestry, LLC
To: Oregon City Planning Department

Neighborhood Meeting Summary: Central Point Road Properties Zone Change Application – Oregon City, Oregon

Date: October 17, 2013
Time: 7:00 PM
Location: Oregon City United Methodist Church – 18955 S. South End Road, Oregon City, OR 97045

The following serves as a summary of the primary subjects covered at the Neighborhood Meeting. This is being provided to you as is required by OCMC Section 17.50.055.

- General discussion of proposed project (provided by Mimi Doukas, AICP, RLA of Venture Properties):
  - 5 separate properties – 2 separate ownerships
  - A vicinity/aerial map of the area was presented, which broke the properties down into an orange property (6.34 acres) and a green property (6.84 acres)
  - Current proposal is for a zone change only; any future development applications, such as a subdivision, will be submitted separately.
  - Current Zoning Designation is R-10 – 10,000 square foot minimum lot size
  - Proposed Zoning Designation is R-6 – 6,000 square foot minimum lot size
- The general project discussion was followed by a question and answer session. <u>The following topics were covered and comments provided by neighbors</u>:
  - **Question**: Attendees noted that they had seen maps that show a layout (residential subdivision) for this whole area, and asked if the whole area was being developed.
    Answer: The referenced plans were submitted to the City for a pre-application meeting so we could get information on development details like sanitary sewer systems, land use process, storm drainage systems, road standards, etc. We have been in conversations with other property owners in this area, but these are the only properties we have under contract and the only ones proposed for a zone change.
  - **Question**: What is the change in the number of units that can be built?
    Answer: Density in Oregon City really depends on the actual layout since roads and non-lot areas are removed from the density calculation, but APPROXIMATELY, the density would be:
    For the Green property, under R-10 is allowed APPROXIMATELY 30 lots, and under R-6 would be allowed APPROXIMATELY 50 lots
    For the Orange property, under R-10 is allowed APPROXIMATELY 28 lots, and under R-6 would be allowed APPROXIMATELY 46 lots
  - **Question**: Where would the roads go? How will they access Central Point Road?
    Answer: That will not be determined until there is a subdivision application; we are only proposing a zone change at this time, but we will be required to provide full street connections in the future.
  - **Question**: Will the layout provide awkward road connections for neighboring properties?
    Answer: We will need to show how undeveloped land around the subdivision can be laid out with our street stubs and we will not be allowed to make land awkward for future development. That is required by state law.
  - **Question**: Pat Ullman was not able to attend but she had concerns about traffic congestion, emergency response routes, storm drainage systems, and groundwater.
    Answer: I spoke with her on the phone and she outlined those same concerns to me directly.

- **Question**: Will this development pay for the impact to schools, police, and fire services?
  Answer: The Oregon land use system requires development to review the impacts to physical infrastructure, but not social services. This property is also required to contribute $3,500 per dwelling unit for law enforcement services per the annexation agreement that runs with the land.
- **Question/Comment**: R-6 is too dense – there are projects down the road that have the houses squeezed in next to one another like townhomes.
  Answer: Townhomes are not permitted in the R-6 zone and are not proposed for this project.

Chris Goodell

From: Kattie Riggs <kriggs@ci.oregon-city.or.us>
Sent: Wednesday, September 25, 2013 10:02 AM
To: David Levitan; hogansbluff@aol.com; tom.obrien4@comcast.net; Chris Goodell
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Categories: Filed by Newforma

David,

I will defer to Kathy or Tom to e-mail you a copy of the agenda once it is ready. As far as needing to do anything additional to meet the code requirements, I think we are down to the last section that states:
To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.

Again, Kathy and/or Tom should be able to assist in providing you with a copy of the sign-in sheet and/or meeting minutes to submit to the planning department along with a letter or e-mail from the neighborhood association.

I hope this helps.

Thank you,
Kattie

Kattie Riggs
kriggs@orcity.org
Assistant to the City Manager
Hours: 7:00AM-4:00PM
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1582 Direct phone
503-657-0891 City phone
503-657-7026 fax

Website: www.orcity.org | **City Manager's Page:** www.orcity.org/citymanager
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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: David Levitan [mailto:DLevitan@aks-eng.com]
Sent: Wednesday, September 25, 2013 9:03 AM
To: Kattie Riggs; hogansbluff@aol.com; tom.obrien4@comcast.net; Chris Goodell
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Hi Kattie:

Thanks for confirming that we've been added to the October 17 agenda. I did talk to Kathy, and she was hoping that we could still be added.

Do we need to do anything additional to meet the neighborhood meeting requirements in OCMC Section 17.50.055?

Also, if you can email me a copy of the agenda once it is ready, that would be wonderful.

Thanks again.

David Levitan, AICP
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503.925.8799
www.aks-eng.com reneeh@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

From: Kattie Riggs [mailto:kriggs@ci.oregon-city.or.us]
Sent: Wednesday, September 25, 2013 8:45 AM
To: David Levitan; hogansbluff@aol.com; tom.obrien4@comcast.net
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

David,

I'm not sure if you have been contacted back regarding your request, so I wanted to touch base with you. Co-Chair, Tom O'Brien, is out of town and the other Co-Chair, Kathy Hogan, just called me to adjust their postcard mailing to include your presentation. You have been added to their October 17, 2013 agenda. Their meetings are held at the Oregon City United Methodist Church (18955 S. South End Road, Oregon City, OR 97045) beginning at 7PM. They will have two other presentations that night, so please keep your presentation brief and succinct.

Please let us know if you have any other questions.

Thank you,
Kattie

Kattie Riggs
kriggs@orcity.org
Assistant to the City Manager
Hours: 7:00AM-4:00PM
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1582 Direct phone
503-657-0891 City phone
503-657-7026 fax

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From: David Levitan [mailto:DLevitan@aks-eng.com]
Sent: Monday, September 23, 2013 3:02 PM
To: hogansbluff@aol.com; tom.obrien4@comcast.net
Subject: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Hi Kathy and Tom:

My name is David Levitan and I work for AKS Engineering and Forestry, who is providing land use consulting services for a proposed zone change of five tax lots south of S Central Point Road and Hazelnut Avenue/S Skellenger Way. The applicant is proposing to rezone approximately 17.74 acres from R-10 to R-6 in anticipation of a future subdivision. A preapplication meeting was held with City of Oregon City staff on July 23rd.

Per Oregon City Municipal Code (OCMC) Section 17.50.055, the applicant is required to hold a meeting with the recognized neighborhood association to discuss the proposal and to receive preliminary input from nearby residents and property owners prior to submitting the land use application to the City.

I noticed on the Neighborhood Associations website that the next meeting of the Hazel Grove-Westling Farm Neighborhood Association is currently scheduled for Thursday, October 17, and am writing to inquire about the possibility of discussing this proposal at that meeting. If a discussion of the rezone proposal can be accommodated at the October 17th meeting, I will send a formal letter requesting as such, including a description of the proposal and the specific tax lots involved. You also have the option to conduct communication/correspondence via email, if that is your preference.

If October 17th is not a possibility, I will work on scheduling an alternate date for a proposal-specific meeting. Per City Code, I will distribute the notice of the meeting to the neighborhood association, citizen involvement committee, and all property owners within 300 feet of the proposal site (in this case, the 5 tax lots). The meeting would likely be on another weeknight in mid-October at 6 pm.

If you can get back to me in the next few days regarding the possibility of attending the October 17th meeting (as well as your communication preference regarding email vs. formal letters), that would much appreciated.

Thank you very much.

Sincerely,

David Levitan, AICP
AKS ENGINEERING & FORESTRY
13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140
503.925.8799
www.aks-eng.com reneeh@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

City Pre-Application Conference Notes

OREGON CITY

Pre Application Conference Notes

PA 13-28: Central Point/White Lane Zone Change and Subdivision

Proposed Project:

- Zone change from "R-10" to "R-6"
- 113 Lot Subdivision

General Information:

- Applicable Overlay Districts: Natural Resource Overlay District
- Applications anticipated:
  - Zone Change
  - Subdivision
  - Natural Resource Overlay District Verification
- Existing Transportation System Plan:
  Functional Classification: Central Point Road and White Lane – Minor Arterial
  Pedestrian System Plan: Central Point Road – Sidewalks needed on one side of street
  Bicycle System Plan: Central Point Road -- Striped bikelanes
  White Lane – Striped bikelanes on new facilities
  Public Transit System Plan: Leland – N/A
- Proposed Transportation System Plan and Municipal Code: An amended TSP and associated amendments to the Oregon City Municipal Code were approved by the City Commission and will be effective Aug 16, 2013. An incomplete application may be submitted before the code amendments take effect in order to fall under the old code. We have typically required a signed application and an application fee, however the application must be complete within 180 days. The documents may be approved on the City website at www.orcity.org. Some of the changes include reclassifying Central Point from a Minor Arterial to a Collector and reclassifying White Lane from a Minor Arterial to a Local. The proposed changes do not appear to have a significant impact on the proposed development.

Timing and Process:

The zone change will go before the Planning Commission and City Commission. This is a Type IV process per 17.50.030.D.

Zone Change:

Compliance with OCMC 17.68 is required. The criteria include with:

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(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.

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

(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.

(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.

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.

(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.

(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.

(12) Transportation - Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

B. Adequacy of public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) prior to issuing a certificate of occupancy.

C. Land uses are consistent with the existing or planned function, capacity and level of service of the transportation system.

The application may have to comply with the Transportation Planning Rule (OAR 660-12-0060) For zone changes and comprehensive plan amendments, there must be substantial evidence in the record to either make the finding of "no significant effect" on the transportation system, or, if there is a significant effect, assurance that the allowed land uses are consistent with the identified function, capacity, and performance standard of the transportation facility within the planning horizon (year 2035).

Transportation Impacts:

John Replinger of Replinger and Associates, the City's transportation consultant reviews all new development. You may contact Mr. Replinger at 503-719-3383 or replinger-associates@comcast.net.

For proposals involving rezoning, the applicant shall compare the traffic generated by his/her development proposal, a reasonable worst-case development under the proposed zoning and a reasonable worst-case development under current zoning. Based on the information available, it appears the impacts are fairly modest for the zone change, especially as one moves away from the proposed development. Because of the variety of routes available to disperse the traffic, it is doubtful any facilities under state jurisdiction would be affected. The applicant will need verify this with ODOT. The applicant may merely need to assess the impact on a few City facilities such as intersections along Central Point Road. Your application was also sent to Seth Brumley, Associate

Planner at ODOT. A response to your application was not received prior to this meeting. He may be contacted at 503-731-8234 or seth.a.brumley@odot.state.or.us.

While we have not yet processed any applications under the new OCMC developed in response to the TSP, I think that the applicant will face very similar transportation issues whether the application is processed under the "old" or "new" versions of the code.

Subdivision (Planning Criteria):
Compliance with the subdivision criteria is required. The application lacked the specificity to determine compliance with any of the subdivision standards identified in the Oregon City Municipal Code.

- Under the current code all lots adjacent to Central Point Road and White Lane shall orient the front setback and the most architecturally significant elevation toward Central Point Road and White Lane per 16.12.070. In addition, all lots proposed with a driveway and lot orientation on a the 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.
  Under the new code, White Lane is being reclassified as a local street.
  Under the proposed changes 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
- For the existing code driveways along Minor Arterials per OCMC 12.04.095, 12.04.025 and 16.12.070.
  - Shared driveways limited to 24' in width adjacent to the sidewalk and property line and may extend to a maximum of 30' abutting the street pavement to facilitate turning movements.
  - Single driveways limited to 12' in width adjacent to the sidewalk and property line and may extend to a maximum of 18' abutting the street pavement to facilitate turning movements.

  For the proposed code changes per 12.04.025

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

  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).
- A nonbinding shadow plat is required to demonstrate the layout is appropriate for land divisions on all adjacent properties.
- A street tree plan including one for every 35' of frontage is required in accordance with OCMC 12.08.

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- A tree mitigation plan including the lot setbacks and the caliper of the trees to be removed as well as the species, caliper and location of the mitigation trees is required.
- What will be constructed in all of the tracts? There are some properties which are not identified as lots or tracts.
- Are there any adjacent properties under the same ownership?
- Are there any potential issues with trees or other uses under the power lines?
- Proposed code changes in the new code include:
  - Notification of a street stub
  - Driveway spacing standards
  - Curb cut standards
  - Block length standards (and associated pedestrian accessways)
  - Increased allowable congestion
- Helpful code references:
  - Per OCMC 16.12.025, block lengths for local streets and collectors shall not exceed five hundred feet between through streets, as measured between nearside right-of-way lines.
  - Per 16.12.050, a subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may include lots that are up to twenty percent less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots.

Subdivision (Utilities/Public Improvements/SDC's, etc):

Your application was reviewed by the Development Services Division. You may contact Todd Martinez at 503.496.1508 or email tmartinez@orcity.org. The following comments are based upon the proposed configuration of the subdivision. There was no information concerning the water, sanitary sewer or storm drainage system, so our comments will be general in nature.

- The public facilities (water, sanitary sewer, storm drainage, streets) in the area of the proposed subdivision are sufficient to support the additional units.
- 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.
- The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval.
- A grading permit shall be obtained from Development Services for the on-site work.
- Record drawings are available for nearby subdivisions.

Streets

- The existing right-of-way (ROW) on S. Central Point Road is 60-feet. Under the existing TSP this is a minor arterial, and under the new TSP it is a Collector street. The existing street improvements include 32-feet of pavement (two travel lanes and a 9-foot parking strip on the north side), curb, 5-foot wide landscape strip, 5-foot wide sidewalk, street trees and lights on the north side. Required improvements on Central Point Road would include: no dedication of ROW is anticipated but should be confirmed, 7- foot parking lane, curb and gutter, 5-foot planter strip with street trees, 5-foot sidewalk and street lights.

- The existing right-of-way (ROW) on White Lane is 55-feet. Under the existing TSP this is a minor arterial, and under the new TSP it is a Local street. The existing street improvements include 32-feet of pavement, curb, 3-foot wide landscape strip, 5-foot wide sidewalk, street trees and lights on the west side. Required improvements on White Lane would include: no dedication of ROW is required, curb and gutter, 5-foot planter strip with street trees, 5-foot sidewalk and street lights.
- The ROW for the new local streets should be 53-feet wide, and the pavement should be 32-feet wide. There should be curb and gutter, a 5-foot planter strip and a 5-foot sidewalk. Street trees and street lights will be required.
- The subdivision layout as proposed has several issues of concern, and would need to be modified.
  - As laid out there is no connectivity shown for Hazel Park Drive. A shadow plat will need to be shown for this area.
  - The connection at Hazel Creek Drive appears to be less half a street width. It cannot be used as a street as shown. Half street improvements are acceptable; however, they must provide for two way traffic. That includes construction of the street to centerline plus 10 feet.
  - As shown there is actually no access to 23 lots at the east side of the subdivision until other properties develop.
  - The extension of Skellenger shows that about half of the street is fully on the neighboring property. This is not typical and puts the burden of the street development on the neighboring property. It is understood that there are constraints with regard to the layout, but options should be considered.
  - As shown there will be several dead ends created in the south eastern part of the subdivision, and the development of the street (including the ROW dedication) is put onto the neighboring properties.
  - There are two more lots that would not have any access (65 and 66).
  - At the south west corner of the proposed development the intersection spacing does not appear to meet code requirements.

Water

- The water line in Central Point Road is 12-inch. The water line in White Lane is 8-inch. The water line at the end of the street on Hazel Park Drive, Hazel Creek Drive and Orchard Grove Drive are 8-inch.
- The water lines throughout the proposed subdivision should be 8-inch and should be looped. The street layout would indicate that there would be up to six dead-end lines created with the subdivision. This creates water quality issues, maintenance issue and potentially fire flow issues. This is near the end of the distribution system so fire flow becomes more difficult to attain, making the looping of the system even more important. Water line looping will be required to significantly reduce the number of dead-ends.
- Fire flow tests should be done in the area to confirm the fire flow available.
- Fire hydrants should be located per the Fire Department directions. In general the spacing is every 500-feet.

Sanitary Sewer

- There is a basin boundary that runs through the proposed subdivision. The majority of the area will likely drain to the west to an 8-inch pipe on White Lane. This discharges to the Parrish Road

City of Oregon City | PO Box 3040 | 221 Molalla Avenue, Suite 200 | Oregon City, OR 97045
Ph (503) 722-3789 www.orcity.org

pump station. It appears that the pump station has capacity for the flows from the proposed subdivision. This will need to be confirmed when the sanitary system is laid out and the projected flows are better defined. It is recommended that the developer coordinate with the City staff on this issue prior to finalizing the application for the subdivision.

- Some of the area will likely drain to the east to an 8-inch pipes stubbed out on Hazel Park Drive, Hazel Creek Drive and Orchard Grove Drive. This discharges to the Pease Road pump station. It appears that the pump station has capacity for the flows from the proposed subdivision. This will need to be confirmed when the sanitary system is laid out and the projected flows are better defined. It is recommended that the developer coordinate with the City staff on this issue prior to finalizing the application for the subdivision.
- There are portions of the development near the southern boundary that may not be able to be served by gravity. Individual privately owned and operated lift stations may be required.

Storm Drainage

- A storm drainage report will be required as part of the application. Both detention and treatment will need to be addressed.
- There is a 12-inch storm pipe on portions of White Lane that discharges to a pond on Orchard Grove Lane. There is no additional capacity in the pond and it does not appear that it can be expanded.
- There is a 12-inch storm pipe on portions of Hazeldell Avenue that discharges to a pond on Payson Lane. It is not clear that drainage could flow in this direction. If it can, then the collection system and detention pond would need to be evaluated for capacity.
- The storm system on the south side of S. Central Point Road is a ditch. There are storm collection pipes on portions of the north side of the street. It is not clear where the drainage on the south side would discharge.
- Tract D is labeled as land for the storm drainage facility. Based upon the size of the subdivision this appears to be too small.
- There is a proposed subdivision adjacent to this one along White Lane. The storm drainage facility is proposed to be located on White Lane adjacent to the power line easement. There may be a possibility of expanding that facility to accept a portion of the storm water from your proposed subdivision.

Natural Resource Overlay District:

The subject site is within the Natural Resource Overlay District (NROD). A report is required to demonstrate compliance with Chapter 17.49 of the Oregon City Municipal Code. Chapter 17.49.255 and 17.49.260 determine if the application is a Type I or Type II review. The application appears to be a Type II review and will thus be sent to a City consultant to confirm.

Building Division:

Your application was transmitted to Scott Linfesty, our Building Official. You may contact Mr. Linfesty 503.496.1506 or slinfesty@orcity.org.

Clackamas County Fire:

Questions can be directed to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas County Fire District #1. You may contact Mr. Boumann at (503)742-2660, email michaelbou@ccfd1.com.

Notes:

- A Neighborhood Association meeting is required. You are in the Hazel Grove / Westling Farm Neighborhood Association. Kattie Riggs, Executive Assistant to the City Manager can assist you in contacting the neighborhood association. She may be reached at 503.496.1582.
- There is a one-time fee due to the City in the amount of $3,500.00 for each new dwelling for the provision of law enforcement services per the Annexation Agreement for file AN 06-02.
- Please note the City has a street naming policy.
- Fence height limitations provided in OCMC 17.54.100.
- If you would like to build a sign for the subdivision, the sign code can be found in OCMC 15.28.
- Residential Design Standards are provided in OCMC chapter 17.20 and 17.21.
- All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance.

Oregon City Municipal Code Criteria:
The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:
OCMC 12.04 - Streets, Sidewalks and Public Places
OCMC 12.08 - Public and Street Trees
OCMC 13.12 – Stormwater Management
OCMC 16.08 – Subdivisions – Processes and Standards
OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions
OCMC 17.08 – "R-10" Single-Family Dwelling District
OCMC 17.12 – "R-6" Single-Family Dwelling District
OCMC 17.20 – Residential Design Standards
OCMC 17.50 – Administrative Processes
OCMC 17.41- Tree Protection Standards
OCMC 17.68 – Zoning Changes and Amendments
Please contact me if you would like me to email you MS-Word versions of the code. The sections may also be downloaded from the municipal code website.

Planning Review and Application Fees:
- The 2013 Planning applications and fees include
  - Zone Change: $2,683
  - Subdivision: $3,966 plus $330 per Lot
  - NROD Verification- $1,879
  - Transportation Study: $1,309 (base fee) + $1,962 (zone change fee)
  - Mailing Labels: $15 – Optional

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:
A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well

as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.
B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Pre-application Conference meeting date, a NEW Pre-Application Conference will be required.

City of Oregon City | PO Box 3040 | 221 Molalla Avenue, Suite 200 | Oregon City, OR 97045
Ph (503) 722-3789 www.orcity.org

Property Vesting Deeds

Form No. 723—BARGAIN AND SALE DEED (Individual or Corporate). COPYRIGHT 1983 STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR 97204

NL

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That EDWIN . M. TOLSTRUP ..... *hereinafter called grantor,* **** ..... *for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto* ..... *hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of* CLACKAMAS, *State of Oregon, described as follows, to-wit:*

**** EDWIN M. TOLSTRUP AND REITHA M. TOLSTRUP TRUSTEES OR THEIR SUCCESSORS IN TRUST, UNDER THE TOLSTRUP LOVING® TRUST DATED JULY 1, 1993, AND ANY AMENDMENTS THERETO.

SEE ATTACHED EXHIBIT "A"

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ -0- ..... *①However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which) ☐ (The sentence between the symbols ①, if not applicable, should be deleted. See ORS 93.030.)*

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 1st *day of* July, *19* 93; *if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors.*

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

Edwin M. Tolstrup
EDWIN M. TOLSTRUP

STATE OF OREGON, County of LANE) ss.

This instrument was acknowledged before me on JULY 1, *19* 93,
by EDWIN M. TOLSTRUP

This instrument was acknowledged before me on ....., *19*.....,
by .....
as .....
of .....

JAMES H. SMITH
Notary Public for Oregon
My commission expires 10/31/95

OFFICIAL SEAL
JAMES H. SMITH
NOTARY PUBLIC - OREGON
COMMISSION NO 010393
MY COMMISSION EXPIRES OCT 31, 1995

EDWIN M. TOLSTRUP
25136 CHENEY DRIVE
VENETA, OR 97487
Grantor's Name and Address

EDWIN M. & REITHA M. TOLSTRUP, TRUSTEES
TOLSTRUP LOVING TRUST DATED 7/1/93
25136 CHENEY DRIVE
VENETA, OR 97487
Grantee's Name and Address

After recording return to (Name, Address, Zip):
JAMES H. SMITH, ESQ.
1017 N. RIVERSIDE, SUITE 116
MEDFORD, OR 97501

Until requested otherwise send all tax statements to (Name, Address, Zip):
EDWIN M. & REITHA M. TOLSTRUP
25136 CHENEY DRIVE
VENETA, OR 97487

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } ss.
County of .....

I certify that the within instrument was received for record on the ..... *day of* ....., *19*.....,
at ..... *o'clock* .....*M., and recorded in book/reel/volume No.* ..... *on page* ..... *or as fee/file/instrument/microfilm/reception No.* ....., *Record of Deeds of said County.*

Witness my hand and seal of County affixed.

NAME TITLE

By ..... *Deputy*

93 47694

EXHIBIT "A"

A part of the S. S. White D. L. C. No. 42 in Section 12, T. 3 S., R. 1 E., and Section 7, T. 3 S., R. 2 E., W. M., described as follows:

Beginning at a point on the northwesterly boundary of said White D. L. C. that is 5362.5 feet Northeasterly from the most westerly corner thereof, said point being the most westerly corner of a tract conveyed to J. M. Olds, by Clackamas County Deed Book 85, page 376; thence South 47° 45' East along said Olds tract, 745 feet, more or less, to the corner of a tract conveyed to Henry Rau and wife by deed recorded May 16, 1969, Fee No. 69 8895 and the true point of beginning; thence South 42° 30' West 449.7 feet to an interior angle corner in the boundary of said Rau tract; thence North 47° 45' West along the boundary of said Rau tract, 357.5 feet; thence North 42° 30' East 449.7 feet to the southwesterly boundary of the aforementioned Olds tract; thence South 47° 45' East along said southwesterly boundary 357.5 feet to the true point of beginning.

TOGETHER WITH a non exclusive easement for road and utility purposes over and across the following described property:

A part of the S. S. White D. L. C. No. 42 in Section 12, T. 3. S., R. 1 E., and No. 42 in Section 7, T. 3 S., R. 2 E., W. M., described as follows:

Beginning at a point on the northwesterly boundary of the said S. S. White D. L. C. that is 5362.5 feet northeasterly from the most westerly corner thereof, said point being the most westerly corner of a tract of land conveyed to J. M. Olds, by Clackamas County Deed Book 85, page 376; thence South 47° 45' East along said Olds tract 920 feet, more or less, to the most northerly corner of a tract conveyed to Oregon Development Co., by deed recorded February 26, 1969, Fee No. 69 3266; thence South 42° 30' West 499.7 feet to a point on the northeasterly boundary of a tract conveyed to Lyle L. Bryan, et ux, by deed recorded in Clackamas County Deed Book 641, page 756; thence North 47° 45' West along said Bryan tract 175 feet to the true point of beginning; thence continuing North 47° 45' West 715 feet to the southeasterly right of way line of Central Point Road; thence North 42° 15' East along said right of way 70 feet; thence South 52° 15' East 1 foot; thence South 42° 15' West parallel with said right of way 20 feet; thence South 47° 45' East parallel to the northeasterly boundary of said Bryan tract to a point that is North 47° 45' West 175 feet from the southwesterly extension of the northwesterly line of said Oregon Development Corp. tract; thence South 42° 30' West 50 feet to the true point of beginning.

STATE OF OREGON
County of Clackamas } ss.

I, John Kauffman, County Clerk, for the County of Clackamas, do hereby certify that the instrument of writing was received for recording in the records of said county at:

93 JUL -8 PM 2:38

COUNTY OF CLACKAMAS * STATE OF OREGON *

Witness my hand and seal affixed

JOHN KAUFFMAN
County Clerk

Recording Certificate
CCP-14 (Rev. 8/91)

93 47694

4/4

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK
2001-067656
00183897200100676560040049
$41.00
08/23/2001 02:59:54 PM
D-D Cnt=1 Stn=2 TRISH
$20.00 $11.00 $10.00

After recording return to:
Edwin & Reitha Tolstrup
15550 S. Kirk Road
Oregon City, Oregon 97045

Until a change is requested all tax statements shall be sent to the following address:

Edwin & Reitha Tolstrup
15550 S. Kirk Road
Oregon City, Oregon 97045

Escrow No. 01070984
Title No.

LOT LINE ADJUSTMENT

STATUTORY BARGAIN AND SALE DEED

DAVID H. WHEELER, SR. general partner of THE WHEELER FAMILY INVESTMENT LIMITED PARTNERSHIP, an Oregon limited partnership, Grantor, conveys to EDWIN M. TOLSTRUP and REITHA M. TOLSTRUP, TRUSTEES, under the Tolstrup Loving Trust dated July 1, 1993, Grantee, the following described real property:

See exhibit "A" for parcel being conveyed by grantors.
See exhibit "B" for parcel being conveyed by grantees under separate document.
See exhibit "C" for new description of grantor's parcel.

Grantor's vested by document no. 2000-024111
Grantee vested by document no. 2000-15224.

This document is to effect lot line adjustment no. Z0256-01-PLA approved by Clackamas County on April 4, 2001.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $0.00 (Here comply with the requirements of ORS 93.030)

Dated this 23 day of August, 2001.

David H. Wheeler, Sr.
David H. Wheeler, Sr.

Edwin M. Tolstrup, Trustee
Edwin M. Tolstrup, Trustee

Reitha M. Tolstrup, Trustee
Reitha M. Tolstrup, Trustee

STATE OF _____
County of _____ } ss.

This instrument was acknowledged before me on this 23 day of August, 2001 by David H. Wheeler, Sr., Edwin M. Tolstrup, Trustee and Reitha M. Tolstrup, Trustee.

OFFICIAL SEAL
FRANCES E MILLER
NOTARY PUBLIC - OREGON
COMMISSION NO. 320958
MY COMMISSION EXPIRES FEB. 21, 2003

Frances E Miller
Notary Public for Oregon

My commission expires: 2/21/2003

Centerline Concepts, Inc.

EXHIBIT "A"

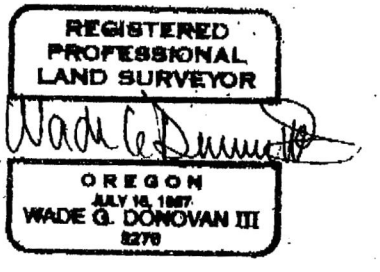
June 8, 2001
Toller

TRACT 1

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line N47°45'48"W 677.69 feet to the southeasterly right of way line of Central Point Road (Market Road No. 24); thence, on said right of way line, N42°15'02"E 330.08 feet to the northeasterly line of said Fee 93-47696; thence, on said northeasterly line, S47°45'11"E 677.68 feet to the POINT OF BEGINNING.

The tract contains 5.13 acres, more or less.

Subject to easements of record.



Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive, Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189



Centerline Concepts, Inc.

EXHIBIT "B"

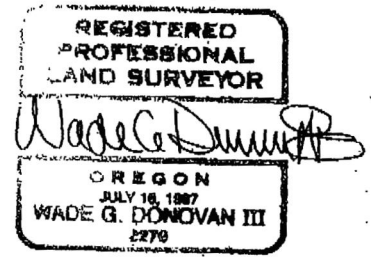
June 8, 2001
Toller

AREA TO BE TRANSFERRED

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., and the S.W. 1/4 of Section 7, T.3S., R.2E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line S47°45'48"E 610.41 feet to the most southerly corner of said tract; thence, on the southeasterly line of said tract, N42°15'00"E 329.85 feet to the most easterly corner of said tract; thence, on the northeasterly line of said tract N47°45'11"W 610.41 feet to the POINT OF BEGINNING.

The tract contains 4.62 acres, more or less.

Subject to easements of record.



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Precise Boundary Surveys
640 82nd Drive Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

** TOTAL PAGE.02 **

Centerline Concepts, Inc.

Exhibit "C"

June 8, 2001
Toller

TRACT 2

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., and the S.W. 1/4 of Section 7, T.3S., R.2E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line S47°45'48"E 610.41 feet to the most southerly corner of said tract, said corner being on the northwesterly line of that tract of land described in Recorders Fee No. 83-11698, Clackamas County Deed Records; thence, on said northwesterly line S42°15'00"W 764.79 feet to the most westerly corner of said tract; thence, on the southwesterly line of said tract S47°36'06"E 443.45 feet; thence N42°16'28"E 580.62 feet; thence, N00°57'22"E 672.35 feet to the northwesterly line of said tract (Fee 83-11698); thence, on said northwesterly line N42°15'00"E 10.00 feet to the most easterly corner of said tract (Fee No. 93-47696); thence, on the northeasterly line of said tract N47°45'11"W 610.41 feet to the POINT OF BEGINNING.

The tract contains 13.10 acres, more or less.

Subject to easements of record.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 16, 1987
WADE G. DONOVAN III
2276

Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

Clackamas County Official Records
Sherry Hall, County Clerk

2007-022951

$31.00

01081988200700229510020023

03/19/2007 10:24:19 AM

D-D Cnt=1 Stn=9 DIANNAW
$10.00 $11.00 $10.00

Until a change is requested, send all tax statements to:
Verner E. Johnson and Donna M. Johnson
19882 S. White Lane
Oregon City, OR 97045

After recording, return to:
Thomas J. Moore, LLC
P.O. Box 543
Hillsboro, OR 97123

STATUTORY WARRANTY DEED

The true consideration for this conveyance is $-0-.

VERNER E. JOHNSON and DONNA M. JOHNSON, husband and wife, Grantors, convey and warrant to VERNER E. JOHNSON and DONNA M. JOHNSON, co-Trustees of the JOHNSON FAMILY JOINT TRUST dated March 7, 2007, Grantees, the following described real property free of encumbrances except as specifically set forth herein:

PARCEL I:

A tract of land in the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron pipe that is North 42° 15' East 3710.80 feet and South 47° 30' East 1280.00 feet from the most Westerly corner of the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, said point being also the most Southerly corner of a tract conveyed to R.L. Parrish by deed recorded November 25, 1911 in Book 123, page 375, Deed Records; thence North 47° 30' West 167 feet; thence North 42° 15' East parallel with the Northwesterly line of said Donation Land Claim, 441.48 feet; thence South 47° 30' East parallel with the Southwesterly line of said Parrish tract 167 feet; thence South 42° 15' West 441.48 feet to the point of beginning.

PARCEL II:

A tract of land in the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron pipe that is North 42° 15' East 3710.80 feet and South 47° 30' East

1280.00 feet from the most Westerly corner of the S.S. White Donation Land Claim, said point being also the most Southerly corner of a tract of land conveyed to R.L. Parrish by deed recorded November 25, 1911 in Book 123, page 375; thence North 47° 17' 56" West a distance of 499.15 feet, to a point; thence running North 42° 30' 24" East a distance of 794.08 feet, to a point; thence South 47° 29' 55" East, a distance of 499.15 feet to a point; thence running South 42° 30' 24" West a distance of 795.82 feet, to the point of beginning.

EXCEPTING that portion described in that deed dated May 9, 1983, which deed is recorded in the Clackamas County Deed Records as Fee No. 83-14086.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE * ~~**SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK**~~ * **WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.**

* **SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK**

The liability and obligations of the Grantors to Grantees and Grantees' heirs, successors and assigns under the warranties and covenants contained herein or provided by law shall be limited to the extent of coverage that would be available to Grantors under a standard policy of title insurance. The limitations contained herein expressly do not relieve Grantors of any liability or obligation under this instrument but merely define the scope, nature and amount of such liability or obligations.

DATED this 7th day of March, 2007.

VERNER E. JOHNSON

DONNA M. JOHNSON

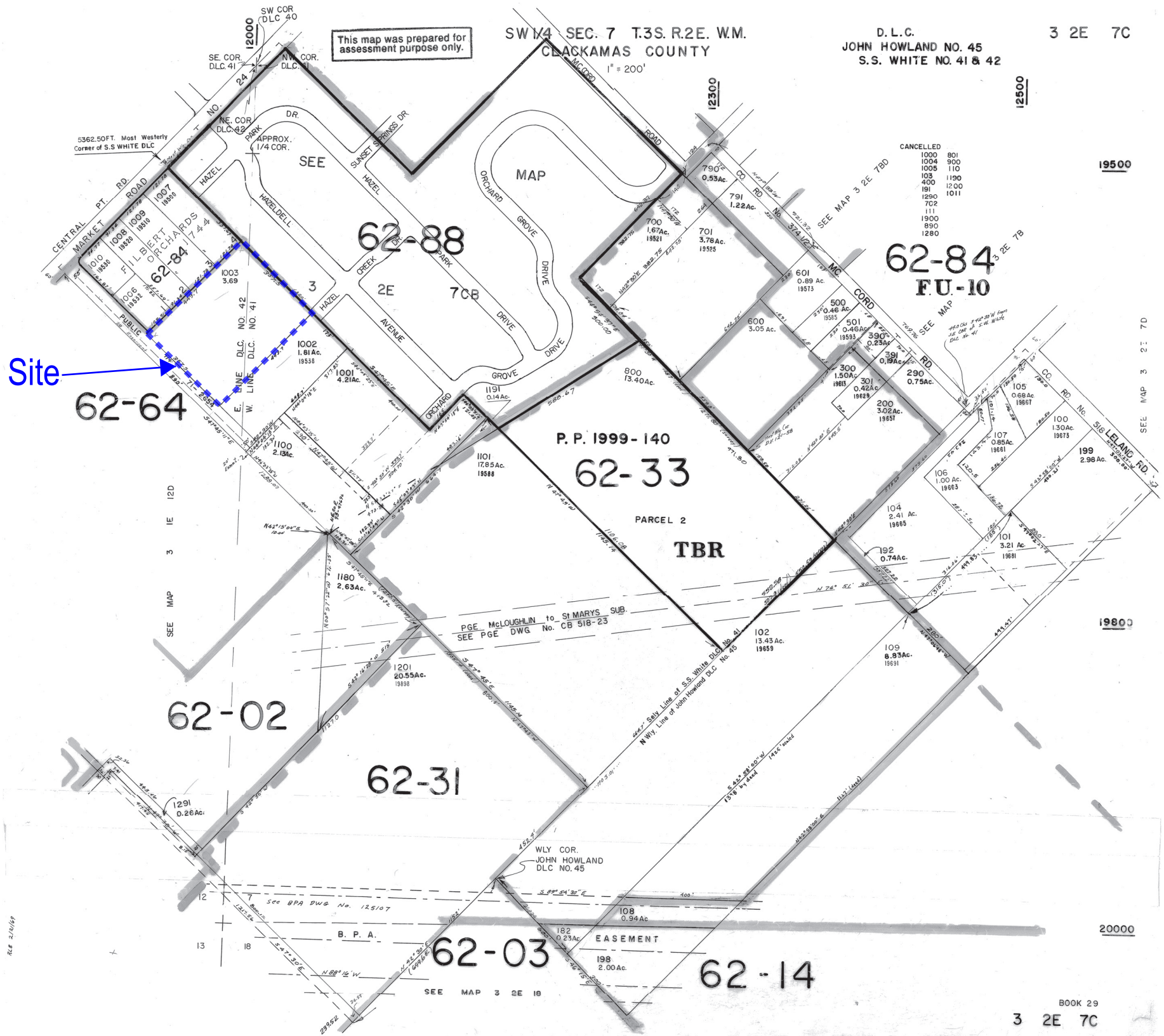
STATE OF OREGON)
) ss.
County of Washington)

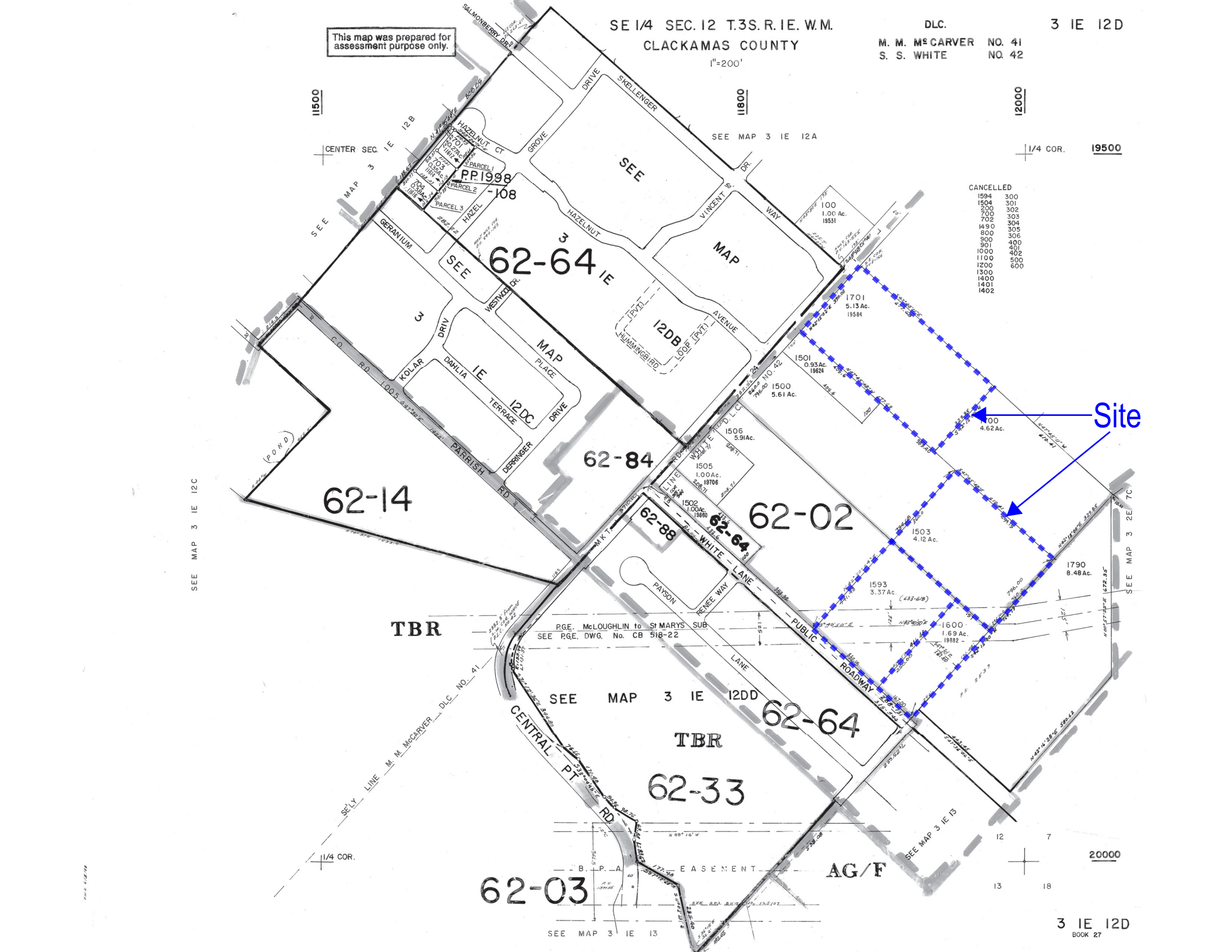
March 7, 2007 . Personally appeared before me the above named Verner E. Johnson and Donna M. Johnson and acknowledged the foregoing instrument to be their voluntary act and deed.

OFFICIAL SEAL
DANA E JEROME
NOTARY PUBLIC - OREGON
COMMISSION NO. 400687
MY COMMISSION EXPIRES DECEMBER 26, 2009

Notary Public for Oregon

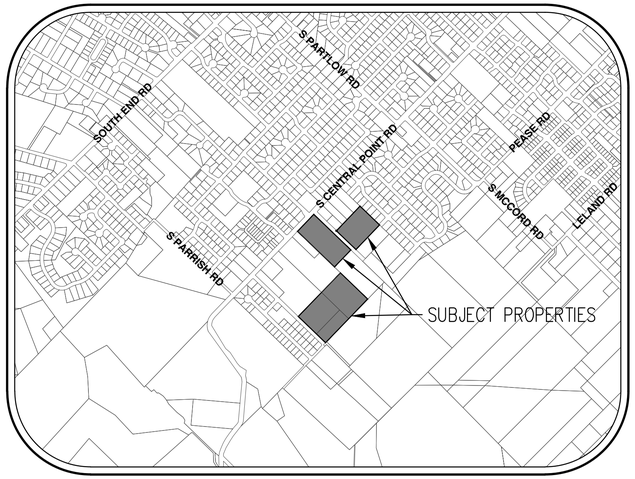
Clackamas County Assessor's Maps


This map was prepared for assessment purpose only.
SW 1/4 SEC. 7 T.3S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 200'
D.L.C.
JOHN HOWLAND NO. 45
S.S. WHITE NO. 41 & 42
3 2E 7C
Site
62-64
62-84
62-88
62-33
62-02
62-31
62-03
62-14
62-84
FU-10
P. P. 1999-140
PARCEL 2
TBR
PGE McLOUGHLIN to ST MARYS SUB.
SEE PGE DWG No. CB 518-23
WLY COR. JOHN HOWLAND DLC NO. 45
EASEMENT
B. P. A.
See BPA DWG No. 12507
SEE MAP 3 2E 18
SEE MAP 3 2E 7BD
SEE MAP 3 2E 7D
SEE MAP 3 1E 12D
CANCELLED
1000 801
1004 900
1005 110
103 1190
400 1200
191 1011
1290
702
111
1900
890
1280
5362.5OFT. Most Westerly Corner of S.S WHITE DLC
SW COR DLC 40
SE. COR. DLC 41
NW. COR. DLC 41
NE. COR DLC 42
APPROX. 1/4 COR.
E. LINE DLC NO. 42
W. LINE DLC NO. 41
MC. CORD ROAD
CO. RD. No. 374
LELAND RD.
CENTRAL POINT ROAD
MARKET RD. No. 24
HAZEL DELL DR.
SUNSET SPRINGS DR.
ORCHARD GROVE DRIVE
HAZEL PARK DR.
HAZEL CREEK DR.
PARK AVENUE
PUBLIC ROAD
GILBERT ORCHARDS
12000
12300
12500
19500
19800
20000
1001 4.21Ac. 19538
1002 1.81Ac. 19538
1003 3.69
1100 2.13Ac.
1101 17.85Ac. 19588
1180 2.63Ac.
1191 0.14Ac.
1201 20.55Ac. 19898
1291 0.26Ac.
800 13.40Ac.
600 3.05 Ac.
700 1.67Ac. 19521
701 3.78Ac. 19525
790 0.53Ac.
791 1.22Ac.
601 0.89 Ac. 19573
500 0.46 Ac. 19585
501 0.46Ac. 19593
390 0.23Ac.
391 0.19Ac.
300 1.50Ac. 19613
301 0.42Ac. 19629
290 0.75Ac.
200 3.02Ac. 19657
102 13.43Ac. 19659
109 8.83Ac. 19691
104 2.41 Ac. 19665
105 0.68Ac. 19667
106 1.00 Ac. 19663
107 0.85Ac. 19661
100 1.30Ac. 19673
199 2.98Ac.
101 3.21 Ac. 19681
192 0.74Ac.
108 0.94Ac.
182 0.23Ac.
198 2.00Ac.
BOOK 29
3 2E 7C


This map was prepared for assessment purpose only.
SE 1/4 SEC. 12 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=200'
DLC.
M. M. Mc CARVER NO. 41
S. S. WHITE NO. 42
3 1E 12D
SALMONBERRY DR.
SKELLENGER DRIVE
HAZELNUT CT
GROVE
HAZELNUT
VINCENT DR.
WAY
SEE MAP 3 1E 12A
CENTER SEC. 1E 12B
1/4 COR.
19500
11500
11800
12000
SEE MAP 3 1E 12B
P.P.1998 -108
PARCEL 1
PARCEL 2
PARCEL 3
HAZEL
GERANIUM
SEE MAP
62-64 3 1E
12DB
AVENUE
LOOP (PVT.)
HUMMINGBIRD
WESTWOOD DR.
KOLAR DRIV
DAHLIA TERRACE
12DC
PLACE
DRIVE
DERRINGER
C.O. RD.
PARRISH RD.
62-14
62-84
62-88
62-64
62-02
62-33
62-03
WHITE LANE
PUBLIC ROADWAY
LANE
PAYSON
RENEE WAY
CENTRAL PT RD.
M.K.T.
P.G.E. McLOUGHLIN to St MARYS SUB
SEE P.G.E. DWG. No. CB 518-22
TBR
SEE MAP 3 1E 12DD
B. P. A. EASEMENT
AG/F
SEE MAP 3 1E 13
SELY LINE M. M. McCARVER DLC NO. 41
1/4 COR.
SEE MAP 3 1E 12C
SEE MAP 3 2E 7C
20000
12
7
13
18
CANCELLED
1594 300
1504 301
200 302
700 303
702 304
1490 305
800 306
900 400
901 401
1000 402
1100 500
1200 600
1300
1400
1401
1402
100 1.00 Ac. 19531
1701 5.13 Ac. 19584
1501 0.93 Ac. 19624
1500 5.61 Ac.
1506 5.91 Ac.
1505 1.00 Ac. 19706
1502 1.00 Ac. 19860
1503 4.12 Ac.
1790 8.48 Ac.
1593 3.37 Ac. (633-618)
1600 1.69 Ac. 19882
Site
3 1E 12D
BOOK 27

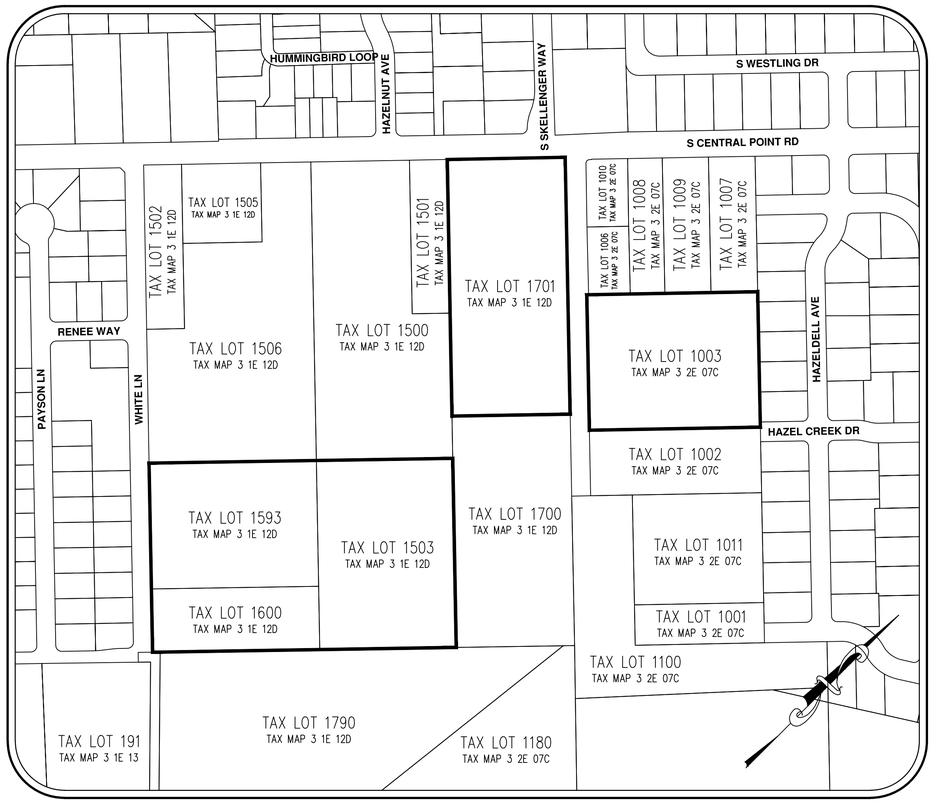
CENTRAL POINT ROAD PROPERTIES

ZONE CHANGE APPLICATION PLANS



VICINITY MAP

SCALE: NTS



SITE MAP

SCALE: 1"=200'

LEGEND

EXISTING		EXISTING	
DECIDUOUS TREE		STORM SEWER CLEAN OUT	
CONIFEROUS TREE		STORM SEWER CATCH BASIN	
FIRE HYDRANT		STORM SEWER AREA DRAIN	
WATER BLOWOFF		STORM SEWER MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		POWER POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	P
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	C
MAILBOX	MB	COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING	
RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
COMMUNICATIONS LINE	COM
FIBER OPTIC LINE	CFO
GAS LINE	GAS
STORM SEWER LINE	
SANITARY SEWER LINE	
WATER LINE	

SHEET INDEX

1. COVER SHEET WITH VICINITY AND SITE MAPS
2. EXISTING SITE MAP WITH AERIAL CONTOURS
3. EXISTING SITE MAP WITH AERIAL PHOTOGRAPH
4. ZONING MAP
5. EXISTING UTILITIES MAP

APPLICANT:

VENTURE PROPERTIES, INC.
4230 GALEWOOD ST., STE. #100
LAKE OSWEGO, OR 97035

CONSULTING FIRM:

AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MONTY HURLEY/CHRIS GOODELL
13910 SW GALBREATH DRIVE, SUITE 100
SHERWOOD, OR 97140
PH: 503-925-8799
FAX: 503-925-8969

PROJECT LOCATION: TAX LOTS 1003 & 1701 LOCATED APPROXIMATELY 800 FEET NORTHEAST OF THE INTERSECTION OF S CENTRAL POINT RD AND WHITE LN. TAX LOTS 1503, 1593, & 1600 LOCATED APPROXIMATELY 800 FEET SOUTHEAST OF THE INTERSECTION OF S CENTRAL POINT RD AND WHITE LN, OREGON CITY, OREGON.

PROPERTY DESCRIPTION: TAX LOTS 1503, 1593, 1600, & 1701 OF CLACKAMAS COUNTY TAX MAP 3S-1E-12D, LOCATED IN THE SOUTHEAST ONE-QUARTER OF TOWNSHIP 3 SOUTH, RANGE 1 EAST, SECTION 12; AND TAX LOT 1003 OF TAX MAP 3S-2E-07C, LOCATED IN THE SOUTHWEST ONE-QUARTER OF TOWNSHIP 3 SOUTH, RANGE 2 EAST, SECTION 7, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON.

EXISTING LAND USE: EXISTING SINGLE FAMILY RESIDENTIAL AND ACCESSORY BUILDINGS WITH FARMLAND/FIELD

PROJECT PURPOSE: ZONE CHANGE FROM R-10 LOW DENSITY RESIDENTIAL TO R-8 LOW DENSITY RESIDENTIAL.

NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY OCWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
www.aks-eng.com

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FORESTRY · LANDSCAPE ARCHITECTURE

CENTRAL POINT ROAD PROPERTIES
OREGON CITY OREGON

COVER SHEET WITH VICINITY AND SITE MAPS

DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 03/05/14

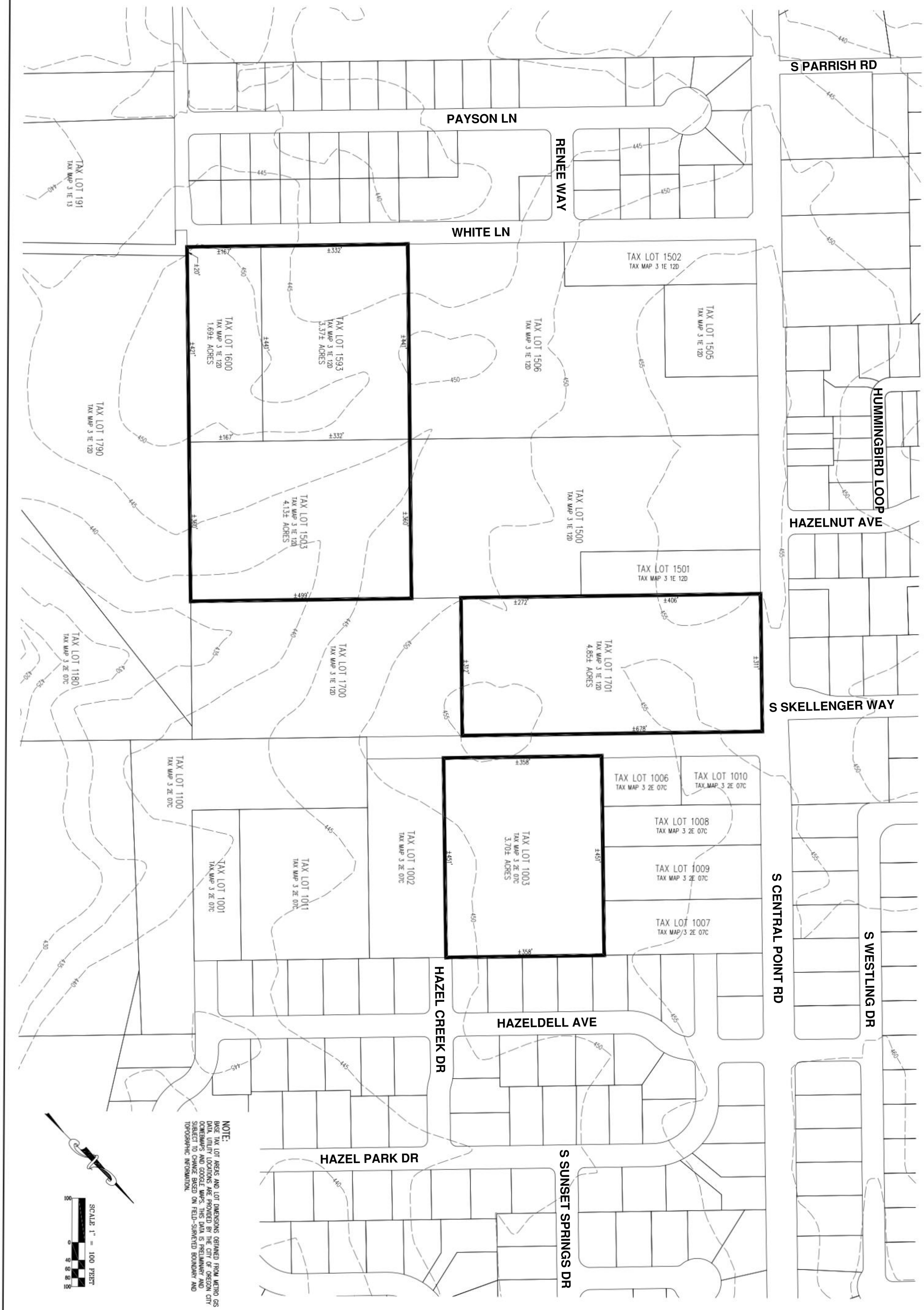
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
MONTGOMERY B. HURLEY
PRELIMINARY NOT FOR CONSTRUCTION
RENEWAL DATE: 6/30/15

REVISIONS

JOB NUMBER
3623

SHEET
1

AKS DRAWING FILE: 3623-01-COVER.DWG | LAYOUT: 1



NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY OCWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

SCALE 1" = 100 FEET

100 0 40 60 80 100

EXISTING SITE MAP WITH AERIAL CONTOURS

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
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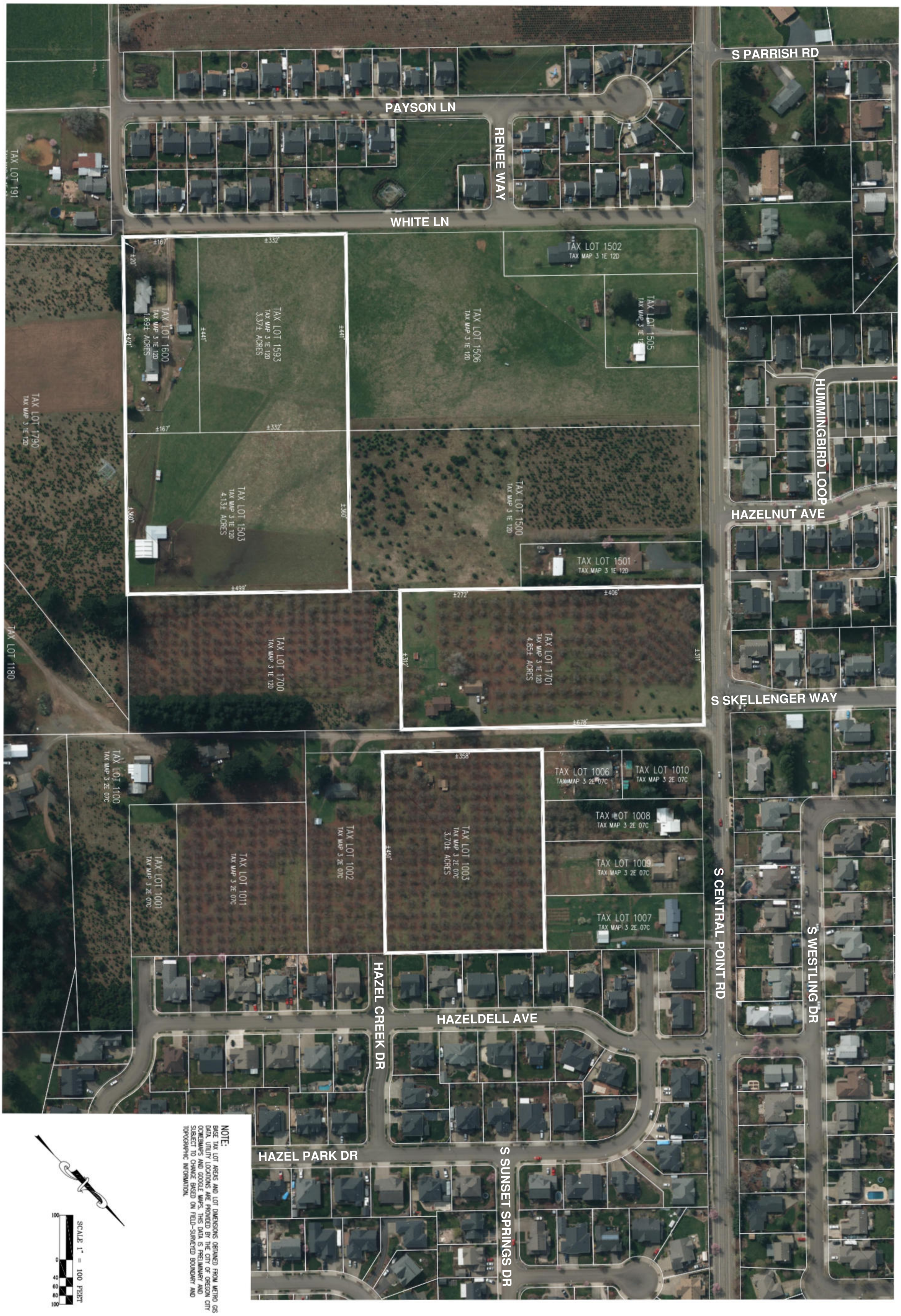
DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 03/05/14

REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 9, 2002
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623
SHEET 2

AKS DRAWING FILE: 3623-03-AERIAL.DWG | LAYOUT: 3



NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY DOKEWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

SCALE 1" = 100 FEET

100 0 40 60 80 100

EXISTING SITE MAP WITH AERIAL PHOTOGRAPH

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
www.aks-eng.com

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DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 03/05/14

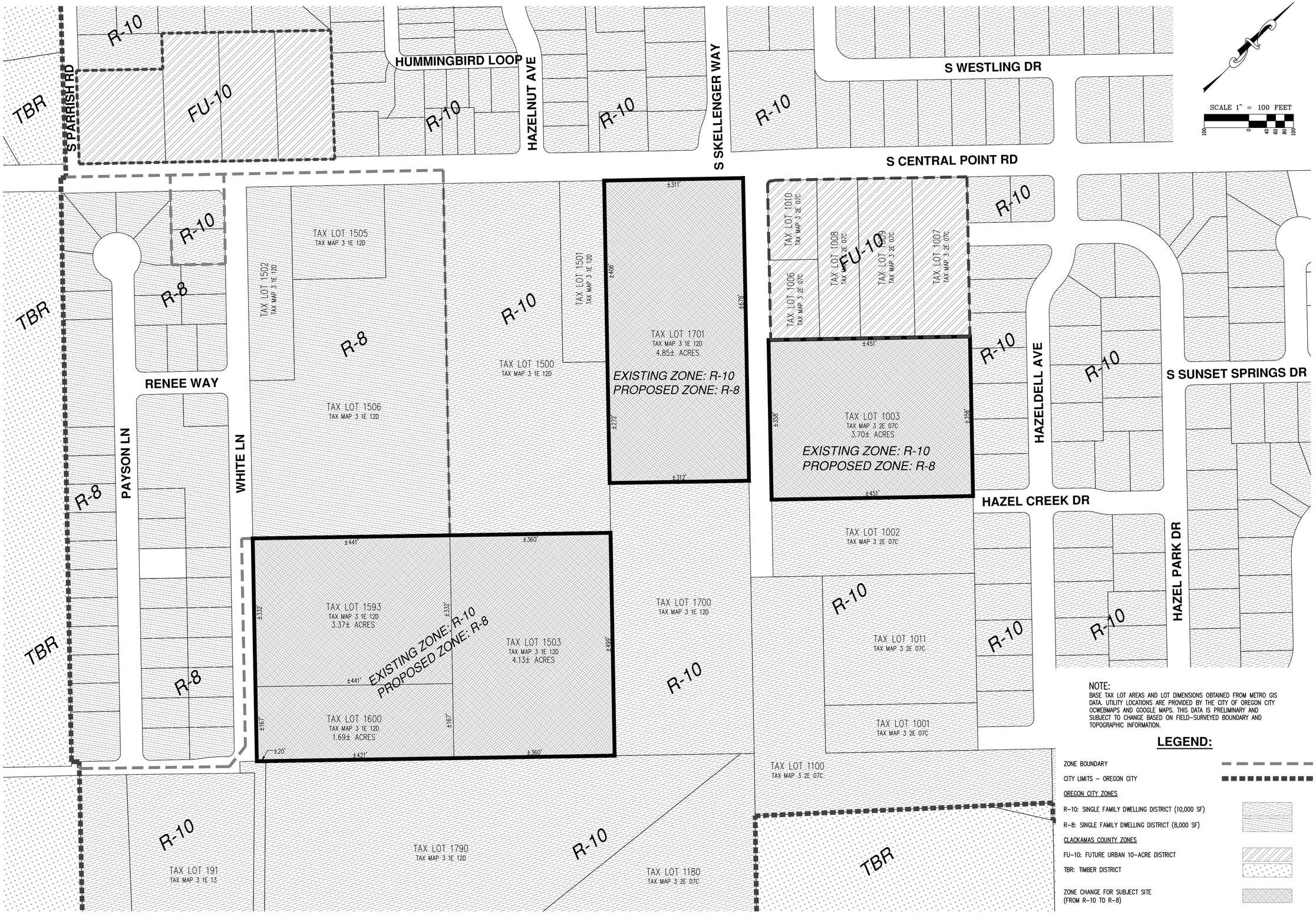
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2013
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15

PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS:

JOB NUMBER 3623

SHEET 3



NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY OCWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

LEGEND:

- ZONE BOUNDARY
- CITY LIMITS – OREGON CITY
- OREGON CITY ZONES
  - R-10: SINGLE FAMILY DWELLING DISTRICT (10,000 SF)
  - R-8: SINGLE FAMILY DWELLING DISTRICT (8,000 SF)
- CLACKAMAS COUNTY ZONES
  - FU-10: FUTURE URBAN 10-ACRE DISTRICT
  - TBR: TIMBER DISTRICT
- ZONE CHANGE FOR SUBJECT SITE (FROM R-10 TO R-8)

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
www.aks-eng.com

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CENTRAL POINT ROAD PROPERTIES
OREGON CITY OREGON

ZONING MAP

DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 03/05/14

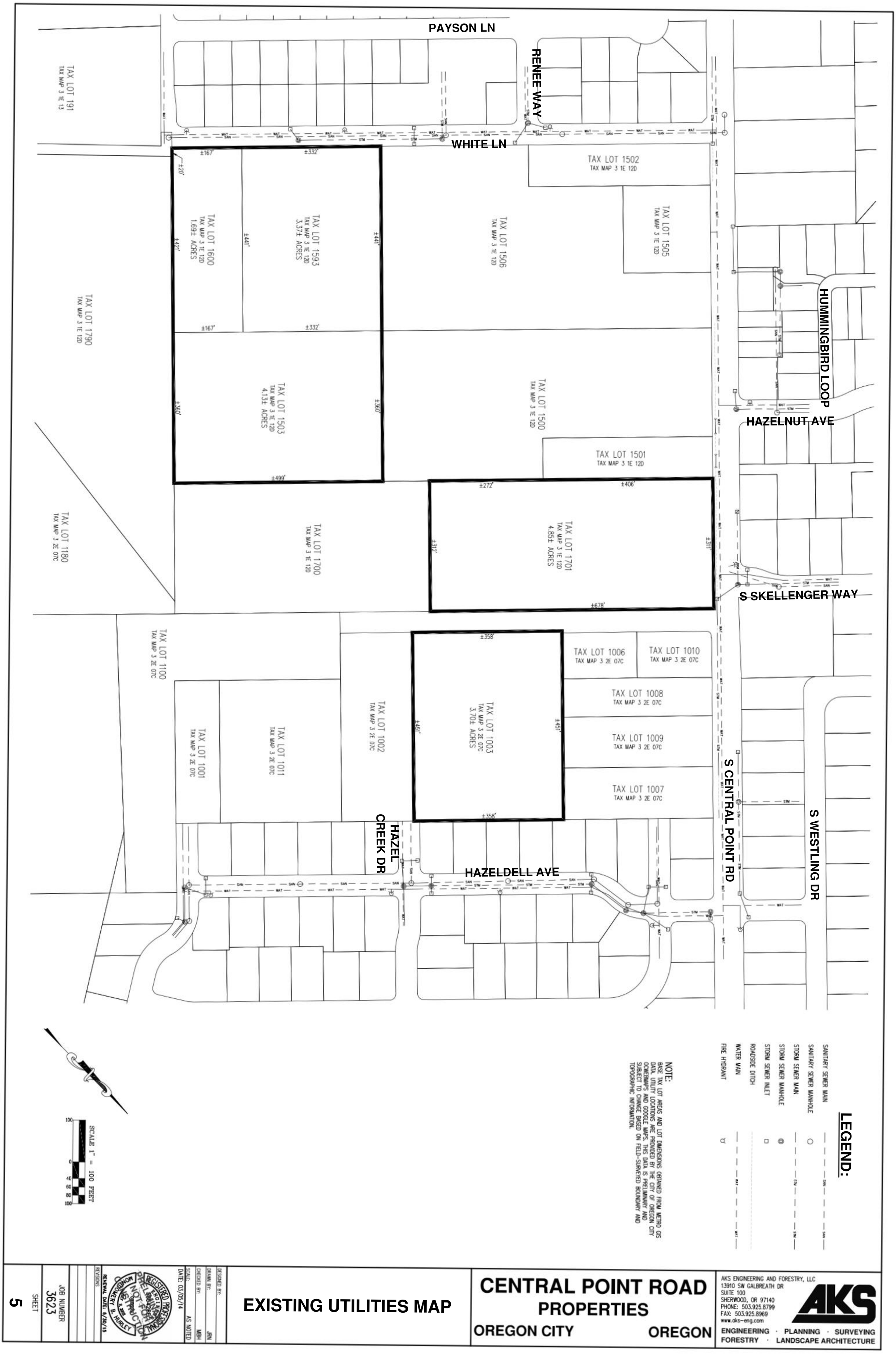
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 8, 2003
MONTGOMERY B. HURLEY
PRELIMINARY NOT FOR CONSTRUCTION
RENEWAL DATE: 6/30/15

REVISIONS

JOB NUMBER
3623

SHEET
4

AKS DRAWING FILE: 3623-04-ZONES.DWG | LAYOUT: 4



LEGEND:

- SANITARY SEWER MAIN
- SANITARY SEWER MANHOLE
- STORM SEWER MAIN
- STORM SEWER MANHOLE
- STORM SEWER INLET
- ROADSIDE DITCH
- WATER MAIN
- FIRE HYDRANT

NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY OCWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

SCALE 1" = 100 FEET

100 0 40 80 80 100

EXISTING UTILITIES MAP

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
www.aks-eng.com
ENGINEERING · PLANNING · SURVEYING
FORESTRY · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 03/05/14

REGISTERED PROFESSIONAL ENGINEER
OREGON
JANUARY 5, 2007
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623
SHEET 5

OREGON CITY

Community Development – Planning

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

OREGON CITY PLANNING COMMISSION

Tally of Votes

Planning Commission Hearing Date: 1.27.14

Board Members Present	Staff Present
Mahoney	Bragar
Espe	Kontul
McGriff	Walter
Geil	
Kidwell	

Agenda Item: 3a ~~ZC~~ 13-02 : Woodlawn Zone Change

Decision: Approve with Conditions Approve Deny Continue to 3/10/14

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner Geil		✓	✓			
Commissioner McGriff	✓		✓			
~~Commissioner Mabee~~						
~~Commissioner Henkin~~						
Commissioner Espe			✓			
Commissioner Mahoney			✓			
Chair Kidwell			✓			

Agenda Item: 3b. ZC 13-03 : Central Point Zone Change

Decision: Approve with Conditions Approve Deny Continue to 3/10/14

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner Geil		✓	✓			
Commissioner McGriff	✓		✓			
~~Commissioner Mabee~~						
~~Commissioner Henkin~~						
Commissioner Espe			✓			
Commissioner Mahoney			✓			
Chair Kidwell			✓			

EXHIBITS ENTERED INTO THE RECORD AT A HEARING

Community Development Department, 221 Molalla Avenue, Suite 200, P.O. Box 3040, Oregon City, OR 97045, (503) 722.3789
www.orcity.org

Hearing Date: 1/27/14

File Number: ZC 13-03

Exhibit Number:	Description of Exhibit:	Submitted By:
1	1 page letter	Pat Ullman
2	10 page power point	Tom O'Brien

File Number: ZC 13-03: Zone Change from "R-10" to "R-8"

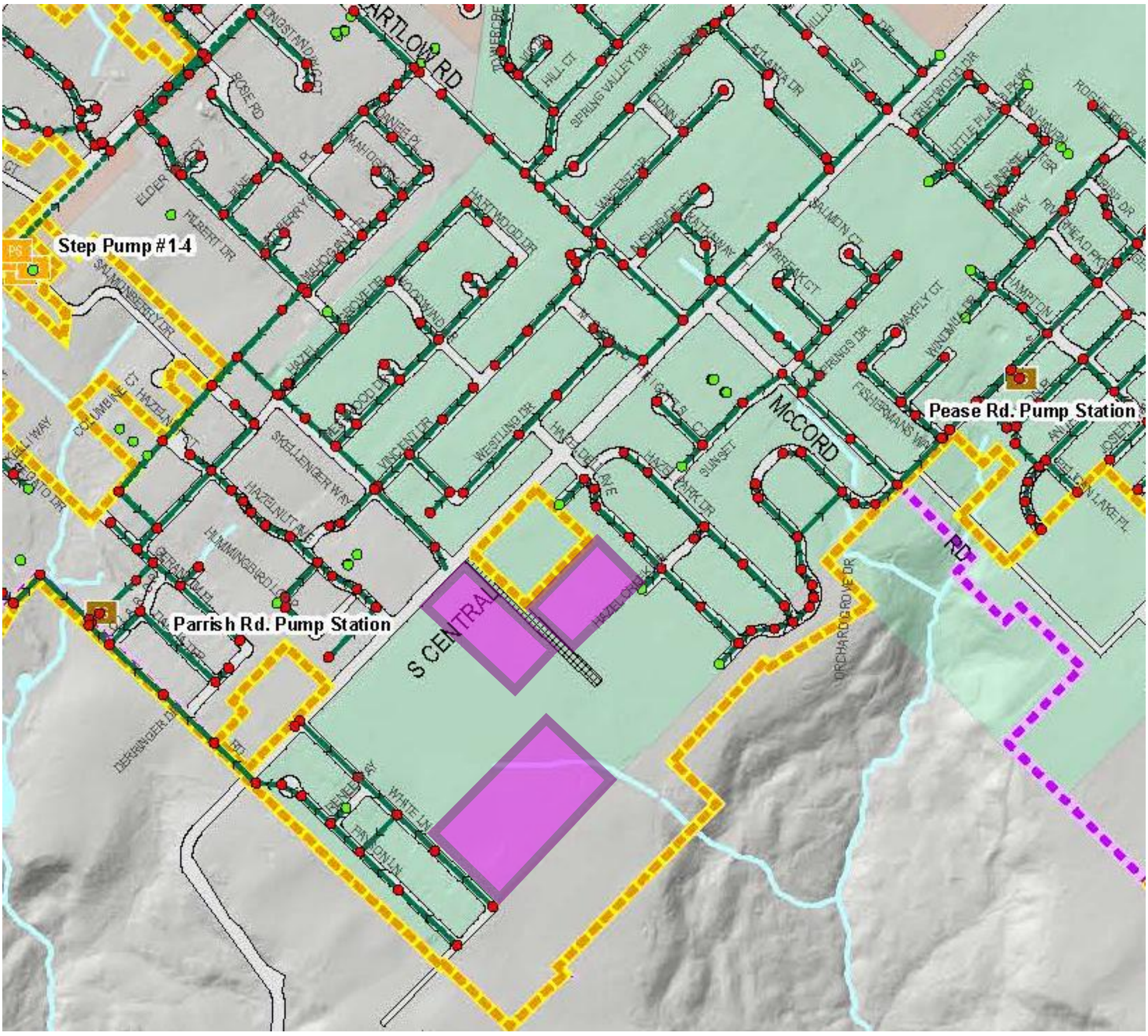
Location: 19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701
No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503
19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600

Sanitary Sewer System Capacity Review

Date: 3/27/2014

Scenario: Based on City's Existing System, wet weather 5 Year – 24 Hour storm event conditions

- There are no existing capacity deficiencies in the City's downstream sanitary sewer collection system.



Location: 19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701
No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503
19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600

OREGON CITY

Community Development – Planning

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

NOTICE OF PUBLIC HEARING (REVISED)

Notice Mailed: March 25, 2015

HEARING DATES:	On **Monday, April 14, 2014, the City of Oregon City Planning Commission** will conduct a public hearing at 7:00 p.m., and on **Wednesday, May 7, 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 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District
APPLICANT:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, Oregon 97035
REPRESENTATIVE:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, Oregon 97140
OWNERS:	Johnson Family Joint Trust, 19882 White Lane, Oregon City, Oregon 97045 Tolstrup Loving Trust, Edwin and Reitha Tolstrup, 15550 S. Kirk Road, Oregon City, Oregon 97045
REQUEST:	(Amended Application)The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District.
LOCATION:	19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701 No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003 No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593 No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503 19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600
CONTACT PERSON:	Pete Walter, AICP, Planner (503) 496-1568
NEIGHBORHOOD:	Hazel Grove/Westling Farm Neighborhood Association
CRITERIA:	Administration and Procedures are set forth in Chapter 17.50, Zoning Changes and Amendments in Chapter 17.68, "R-10" Single-Family Dwelling District and "R-8" Single-Family Dwelling District of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org.

This application is subject to the Administration and Procedures section of the Oregon City Code set forth in Chapter 17.50. The 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.

COMMUNITY NEWSPAPERS
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/ ZC13-03
CLK13024

a copy of which is hereto annexed, was published in the entire issue of said newspaper for
1
week in the following issue:
March 26, 2014

Charlotte Allsop

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this March 26, 2014.

René R. Muller

NOTARY PUBLIC FOR OREGON
My commission expires Sept. 11, 2016

PO: Pete Walter

Acct #500291
Attn: Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045-0304

Size: 2 x 7.25"
Amount Due: $171.82*
*Please remit to address above.

OFFICIAL SEAL
RENÉ R MULLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 471574
MY COMMISSION EXPIRES SEPTEMBER 11, 2016

NOTICE OF PUBLIC HEARING (REVISED)

HEARING DATES: On Monday, April 14, 2014, the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, May 7, 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 Application. 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 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District
APPLICANT: Venture Properties, Inc.
REPRESENTATIVE: AKS Engineering & Forestry, LLC
OWNERS: Johnson Family Joint Trust and Tolstrup Loving Trust (Edwin and Reitha Tolstrup)
REQUEST: The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District. This is a revised application.
LOCATION: 19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701
No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503
19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600
CONTACT PERSON: Pete Walter, AICP, Planner (503) 496-1568, pwalter@orcity.org
NEIGHBORHOOD: Hazel Grove/Westling Farm Neighborhood Association
CRITERIA: Administration and Procedures are set forth in Chapter 17.50, Zoning Changes and Amendments in Chapter 17.68, "R-10" Single-Family Dwelling District and "R-8" Single-Family Dwelling District of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org.
This application is subject to the Administration and Procedures section of the Oregon City Code set forth in Chapter 17.50. The 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.
Publish 03/26/2014. CLK13024

OREGON CITY

Community Development – Planning

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

POSTING OF NOTICE FOR LAND USE APPLICATIONS

Applicant: Venture Properties, Inc.

Location: 19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701
No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593
No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503
19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600

File Number: ZC 13-03: Zone Change from "R-10" to "R-8"

Your application requires the posting of signs on the subject site that provides a brief description of your development and requests comments from the public. The signs shall be mounted on a sturdy backing (such as plywood), and posted within 10 to 15 feet of the street so they are clearly visible. The notices shall not be posted on trees or utility poles. If the weather is wet please cover the signs with clear plastic, or other clear weatherproof material. It is your responsibility to post the signs and failure to do so by the date specified will result in the automatic extension of the public comment period.

The signs shall be posted by **March 26, 2014** so that they are clearly visible along the street fronting the property. A map is enclosed distinguishing the location of where the signs should be posted. Please remove the signs after a final city decision. If you have any questions please contact me at (503) 496-1568.

Pete Walter, AICP, Associate Planner
City of Oregon City - Planning Division
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

PLEASE SIGN AND RETURN THIS NOTICE TO THE PLANNING DIVISION

I hereby certify that on (date) 03/26/14, I posted the required signs on the subject site in accordance with the requirement of the Oregon City Municipal Code. If there is any delay in the city's land use process caused by the applicant's failure to correctly post the subject property for the required period of time and in the correct location, the applicant agrees to extend the one-hundred-twenty-day period in a timely manner.

Applicant 03/26/14 Date

COMMENT FORM

OREGON CITY

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1/27/14

Item Number From Agenda 3b

NAME: BRIAN ZIETLOW

ADDRESS: **Street:** 12111 HAZELDELL AVE

City, State, Zip: OREGON City, OR 97045

PHONE NUMBER: 503 655-4617

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting January 27, 2014

Item Number From Agenda 3b

NAME: James Elting

ADDRESS: **Street:** 19531 S. Central Point Rd.

City, State, Zip: Oregon City OR 97045

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting Jan 27, 2014

Item Number From Agenda 8b

NAME: Bruce Coe

ADDRESS: **Street:** 11847 Payson Lane

City, State, Zip: Oregon City, OR 97045

PHONE NUMBER: 503-720-8187

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
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- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1-27-14

Item Number From Agenda 3b

NAME: Jim Kelly

ADDRESS: **Street:** 17751 Hazelnut Ave

City, State, Zip: Oregon City Or.

PHONE NUMBER: 503-655-1800

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM

PLEASE PRINT CLEARLY

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- Give to the Clerk in Chambers ***prior*** to the meeting.

OREGON CITY

Date of Meeting 1/27/14

Item Number From Agenda 3b

NAME: Warren Carlson

ADDRESS: **Street:** 19532 S Central Pt Rd.

City, State, Zip: Oregon City OR. 97045

PHONE NUMBER: 503 650 0501

E-MAIL ADDRESS: WCCarlson1@comcast.net.

SIGNATURE: Warren C Carlson

COMMENT FORM

OREGON CITY

PLEASE PRINT CLEARLY

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- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1/27/2014

Item Number From Agenda ZC 13-03

NAME: TODD MOBLEY

ADDRESS: **Street:** 321 SW 4TH AVENUE, SUITE 400

City, State, Zip: PORTLAND, OR 97204

PHONE NUMBER: (503) 248-0313

E-MAIL ADDRESS: TODD@LANCASTERENGINEERING.COM

SIGNATURE:

COMMENT FORM

*****PLEASE PRINT CLEARLY*****

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OREGON CITY

Date of Meeting 1/27/14

Item Number From Agenda 3b

NAME: Mimi Doukas - Applicant

ADDRESS: **Street:** 4230 Gatewood St

City, State, Zip: Lake Oswego OR 97035

PHONE NUMBER: 503-387-7600

E-MAIL ADDRESS: Mimi@ventureprop.com

SIGNATURE: MDoukas

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
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- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting Jan 27, 2014

Item Number From Agenda ZC 13-03

NAME: Jordan Burch

ADDRESS: **Street:** 12060 Hazeldell Ave

City, State, Zip: Oregon City, OR 97045

PHONE NUMBER: (503) 866-0997

E-MAIL ADDRESS: jordanLeviburch@gmail.com

SIGNATURE:

COMMENT FORM

OREGON CITY

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 27 JAN 2014

Item Number From Agenda 3b

NAME: PAT ULLMAN

ADDRESS: **Street:** 11830 PAGEON LANE

City, State, Zip: OREGON CITY OR 97045

PHONE NUMBER: 503-656-2389

E-MAIL ADDRESS: Patullman@MSN.COM

SIGNATURE: Pat Ullman

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1-27-14

Item Number From Agenda 3 B

NAME: KIRBY WARNER

ADDRESS: **Street:** 11833 S. WHITE LANE

City, State, Zip: OREGON CITY, OR. 97045

PHONE NUMBER: 503-722-7473

E-MAIL ADDRESS: K & BR WARNER @ COMCAST. NET

SIGNATURE: Kirby Warner

COMMENT FORM

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

OREGON CITY

Date of Meeting 1/27/14

Item Number From Agenda 3B

NAME: Margaret Murphy

ADDRESS: **Street:** 19621 Renee Way

City, State, Zip: OC, OR 97045

PHONE NUMBER: 503-724-1485

E-MAIL ADDRESS: 4444lpm@comcast.net

SIGNATURE: Margaret Murphy

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1/27/14

Item Number From Agenda 3B

NAME: Kathy Hogan

ADDRESS: **Street:** 19721 S Central Pt Rd

City, State, Zip: Oregon City, Ore 97045

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1/27/2014

Item Number From Agenda ZC 13-03 (3B)

NAME: LEO MARSH

ADDRESS: **Street:** 12121 HAZELDELL AVE

City, State, Zip: OREGON CITY OR 97045

PHONE NUMBER: 503-518-1942

E-MAIL ADDRESS: dumbkoi@msn.com

SIGNATURE: Leo J Marsh

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1-27-14

Item Number From Agenda 3B

NAME: Tom O'Brien

ADDRESS: **Street:** 19364 HAZELGROVE

City, State, Zip: OR. CITY, 97045

PHONE NUMBER: 503-723-3334

E-MAIL ADDRESS:

SIGNATURE: Tom O'Brien

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 1-27-14

Item Number From Agenda ZC 13-03

NAME: Miranda Horger

ADDRESS: **Street:**

City, State, Zip: Oregon City

PHONE NUMBER: 916-833-2217

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM

OREGON CITY

*****PLEASE PRINT CLEARLY*****

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- Limit Comments to ***3 MINUTES***.
- Give to the Clerk in Chambers ***prior*** to the meeting.

Date of Meeting 4-27-14

Item Number From Agenda 36

NAME: David Rustan (Rustan)

ADDRESS: **Street:** 19530 SO. Cent Pt Rd

City, State, Zip: 97045 OC OR

PHONE NUMBER: 503-655-0186

E-MAIL ADDRESS:

SIGNATURE:

27 January 2014

Oregon City Planning Commission Hearing re: proposed **ZC 13-03 (PC 14-003)**

Good evening Commissioners,

My name is Pat Ullman and I represent the 42 homes with 68 current homeowners of the Payson Farms Subdivision and we unitedly oppose the proposed zone change of subject property to R-6.

We understand the demand for expansion and for sustainable development, and that you must plan accordingly. We understand and accept that development of this property is inevitable, however it is our hope that you will consider our request that you do not re-zone to R-6.

We have concerns regarding traffic safety, density and reduced home values among others stated elsewhere.

However, as I visit the new R-6 neighborhoods in south western Oregon City with their tiny front yards which are composed entirely of two story homes, the look and feel is crowded and claustrophobic. At the edge of town the subject property and our surrounding neighborhoods feel almost rural. Please preserve the current character and esthetic of the existing mix of home sizes. Please do not give us this ***"crowded claustrophobia***."

I would also like to remind the Commission of the expanding demographic of retiring **Baby Boomers** who request and need single level homes for safety in their declining years. R-6 zoning does not allow single level homes due to their requirement for greater than 6,000 square foot lot sizes, so in effect there would be a **discriminatory result** against this group of people. My husband and I chose our single level home for precisely this reason and we have many friends who have and are doing the same.

Please carefully consider this point of view as you make this 'forever' decision regarding our neighborhood.

One final note is that in addition to the R-10 stub outs in the Hazel Creek Farms subdivision listed in the Findings and Recommendations for this proposed zone change, **there are two additional approved R-8 stub outs** in the newly approved Central Crossing 27 lot Icon subdivision at Central Point and White Lane, one to Tax Lot 1593 in the subject property and another for future development to the east. It was previously demonstrated by your precedent in the Pease Road area relative to stub outs that deviation from current zoning is extremely difficult.

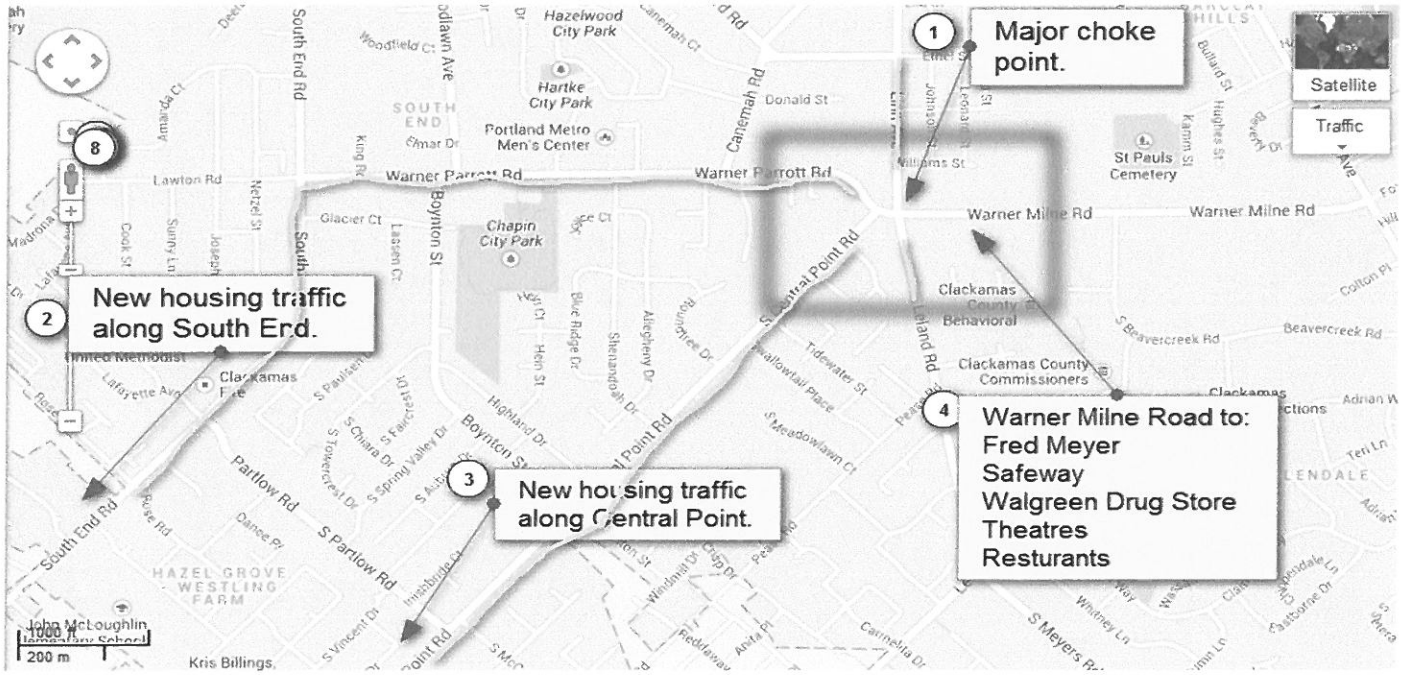
Thank you for your consideration.

Pat Ullman (PAT ULLMAN)

503-656-2389

Oregon City Planning Commission
Hearing Date: 1/27/14
File Number: ZC 13-03
Exhibit: 1

Traffic issues: Most working families have two cars. In the Payson Farms HOA, there are 40 homes (R-8) with 36 homes having two or more cars.



Date: January 20, 2014

2014 JAN 21 AM 9:14
RECEIVED
CITY OF OREGON CITY

To: Oregon City Planning Commission

From: Kathy Hogan and Tom O'Brien, Co-chairs HGWFNA

Subject: ZC 13-03

The above named individuals are responding to the ZC 13-03 application representing the Hazel Grove Westling Farms Neighborhood Association.

On October 17, 2013, Mimi Dukas of Venture Properties Incorporated presented the above application at our NA meeting. Some discussion ensued at that time. The neighborhood did not make a decision at that time as additional information was needed to understand the impact of ZC 13-03.

On January 16, 2014, our neighborhood once again addressed this zoning upgrade. Much discussion ensued. After discussion was closed, one of the property owners involved in the application, Vern Johnson, an active member of our Neighborhood Association was asked to share his views on the matter and to respond to questions. He willingly did so. After he finished a vote of members present was taken.
The results were as follows:

In Favor	0
Opposed	*26*
Abstained	5

Some residents were unable to attend our meeting but wanted to comment. Additional information received prior to and after our meeting is attached.

Respectfully submitted,

Kathy Hogan

Kathy Hogan

Tom O'Brien

Tom O'Brien

Hazelgrove - Westling Farm Neighborhood Association

Date 1/16/14 Event GENERAL MEETING

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Kathy Hogan Liberty Lyking	19721 S. Cardinal		5036579435
Buster Coe	11847 Payson Lane		503 723-4578
Richard Stanley	11530 Salmonberry Ct	68RStanley@gmail.com	503-656-3728
Shannon Pace	1076 birchwood dr		503-875-6869
Lisa Normand	19320 So. Southend Circle McLoughlin School	lisa.normand@orecity.k12.or.us 5037858650	
Jim & Cathy Elting	19531 S. Central Pt.	cjelting@aol.com	503-656-9434
Al & Ginger Blakely	11817 PAYSON LN.	ginger_graham@comcast.net	503 656 0130
Vern Johnson	19882 White LN		503-650-4689
Dick Juggert	19384 HAZELGROVE DR		503-657-4225
Curt & Carolyn Degner	19230 Pine Pl.		503-655-4385
Alan Baker	19352 S. South End		503-657-7482
Gregg & Jeanne Howard	19372 HAZELGROVE DR	goghoward@gmail.com	503-303-4340

Hazelgrove - Westling Farm Neighborhood Association

Date 1/16/14 Event General Meeting

NAME(S)	ADDRESS	E-Mail	TELEPHONE
JESS BALOWIN	12079 HAZELDELL AVE	BALOWJW851@COMCAST.NET	503.656-3776
Dant Gene Tupper	19165 Elder Tree Ct	tupperd@comcast.net	503 656 4535
Mike & Berta Miesing	19365 Hazel Grove Dr.	birdybrt@aol.com	503-656-9417
JOHN MATZKA	11351 PARRISH RD	JOHNW42844@MSN.COM	503-657-3705
Bob Heuley	11531 Shelby Rose Dr		503-723-2884
Miranda Horger	19706 Central Point Rd.	miranda.horger@gmail.com	916-833-2211
Ruth Nelson	19755 Tivi Trail	wilsonrs@comcast.net	503.804.6237
~~Bonnie~~			
E. Chelson	11524 Shelby Rose Dr.	ebchelson@q.com	503-557-7212
T. Soles	11293 Karen Scott Dr	ttmasoles@msn.com	503 708-5969
Ted Thonstad	19612 Alexis Court	ted.thonstad@orecity.k12.or.us	503-785-8421
Shay Lamont			

Hazelgrove - Westling Farm Neighborhood Association

Date 1-16-14 Event GENERAL MEETING

NAME(S)	ADDRESS	E-Mail	TELEPHONE
jackie Hammond-Williams	OC farmers	NET	503-734-0192
Roy Flaherty	11799 Dance Pl OC.		503-657-5690
D.F. Orr	BCT		
Mark Beatty	19406 WESTWOODS		503.310.3655
[illegible]	[illegible]		[illegible]
Shel Clem	11506 Pumpkin Ridge	smclem54@hotmail.com	503 722 5275
Pat Pineda	19286 MINUET CT	pat.pineda@comcast.com	503-344-4482
KIERON SPELLMAN	19267 Minuet ct.	krspellman@Comcast.net	503-754-9650
Doug Haley	11614 Patricia Rd	jmtstats@sbcglobal.net	503-650-5033
Debbie Chelson	11524 Shelby Rose Drive OC,OR	dchelson@gmail.com	503-557-7212
Tom O'Brien	19344 HAZELGROVE DR OC.		503-723-3334

The following e-mail was received 16 January 2014 at 9:25 A.M.

I will be unable to attend the meeting today, but I would like to share my views on the proposed zoning change with you. I am strongly opposed to the change in zoning from R10 to R6, if approved it opens the door for the higher density development when other undeveloped properties in the area are sold. This change does nothing to benefit the current or future residents of Oregon City, the only ones I see that will benefit from this change are the developers.

Myself and everyone I have talked to choose to live in Oregon City because of the availability of larger lots, neighborhoods that are well kept, the more rural feel of the city, lower crime and have a wide variety of house styles and types including single story houses to choose from. Most people have multiple vehicles, trailers, boats, RVs or other things that need a place preferably behind a fence to keep the look of our neighborhoods desirable.

Neighborhoods along Central Point closer to Warner Parrot that were built on the smaller lots look cluttered, and trashy. The owners do not have enough room to park vehicles, and store their belongings, many leave their garbage cans out in plain view adding to the undesirable look, what appears to be a 5' offset from the house to property line doesn't leave room for anything and I feel doesn't fit in this area. Also developers building on small lots typically will construct only two story houses that all look the same. Any R6 development within Oregon City needs to be on smaller infill parcels of land that are closer to the city, areas that are already zoned for R6 or R8, rather than large developments on the outskirts of the city that are zoned R10.

Central point is in poor condition and has problem intersections at Warner Parrot and at Partlow, adding the number of vehicles that R6 zoning would include creates more traffic issues with Central Point, Partlow, McCord, South End and other streets in this area.

Other infrastructure in this area is lacking to consider adding this number of houses including Parks, Schools, Police coverage, bike lanes, sidewalks etc.

I am also concerned what affect this may have on the already high ground water levels during the rainy periods, this could create increased water problems for properties in the area that already have sump pumps and/or drains to address water in their crawl spaces.

No matter the zoning I feel the 35mph speed limit on Central point needs to be extended to Parrish rather than ending at Partlow, when this property is developed.

Thank You

Tony Bottger
11837 S. Skellinger Way
Oregon City, OR 97045

ZC 13-03

Maps of the locations under consideration for a zone change from R-10 to R-6.

This aerial map was provided by the applicant.

II. Site Description / Setting

The project site is located south of S Central Point Road and east of White Lane, as depicted in the aerial photo below and on Sheet 3 of the preliminary plan set.



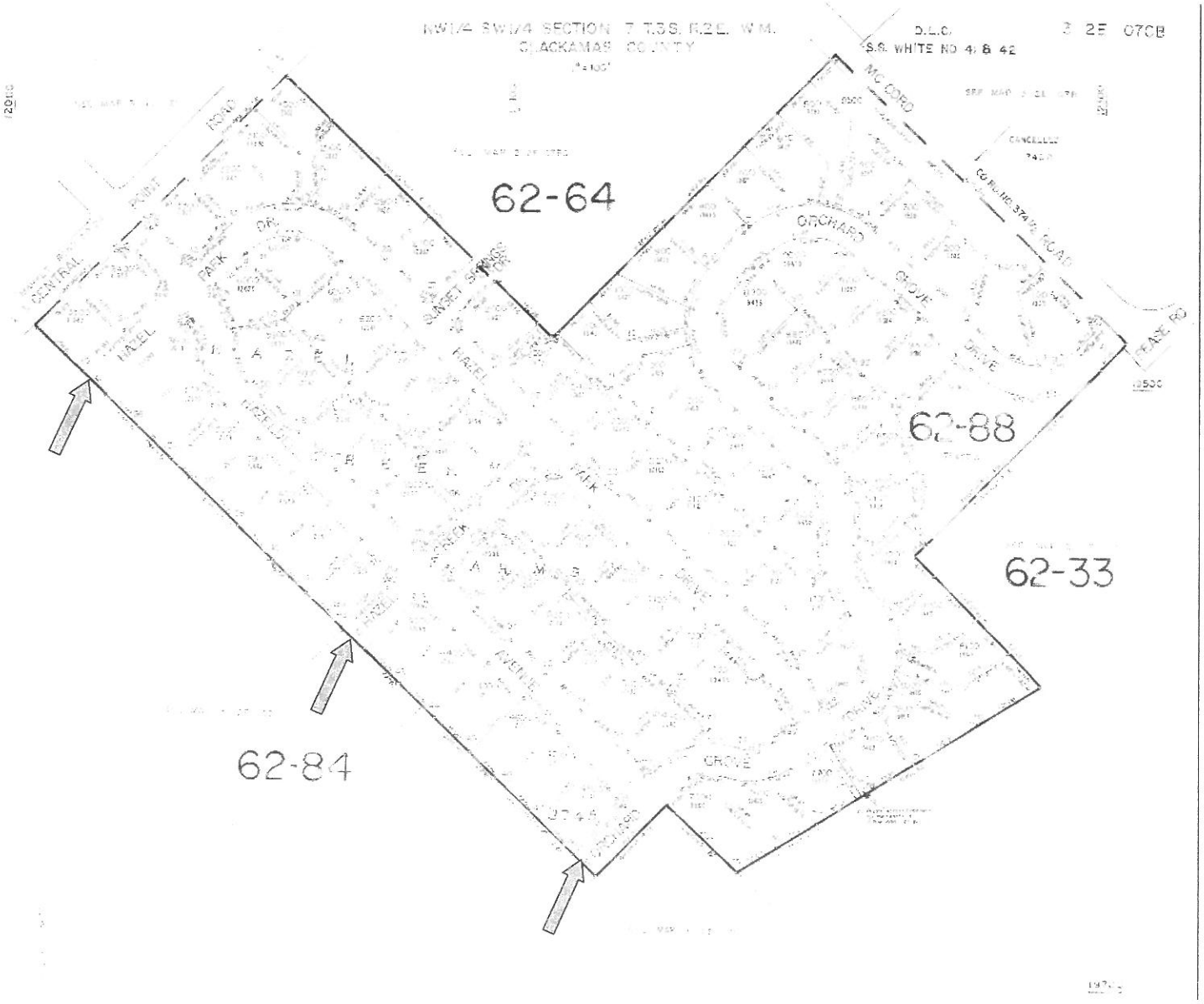
Aerial Photo

The Zoning map of the area surrounding the proposed zone changes shows primarily R-10 properties with a few zoned R-8. There are no R-6 properties in the immediate area.

The stub out locations are indicated with Green Arrows.



This is the tax lot map showing the adjacent Hazel Creek Farms development shows the R-10 tax lots in this development. The stub out locations are indicated with Green Arrows. From left to right the streets are Hazel Park Dr., Hazel Creek Dr. and Orchard Grove Dr.



During a recent hearing to change zoning in the area of Pease Rd., the representative for the developer used an argument saying that it was extremely difficult to deviate from the proposed R-6 as the adjoining stub outs were set at R-6. The application was approved.

The three green arrows show R-10 stub outs that exist on the adjoining development in this case. Since the argument persuaded the Planning Commission on past decisions we see no reason why it is not equally appropriate for this application.

Our City Commission has established goals they wish to achieve for the future benefit of our city.

Should involved citizens, such as you, be involved in helping them reach those goals?

Oregon City Planning Commission
Hearing Date: 1/27/14
File Number: ZC 13-03
Exhibit: 2

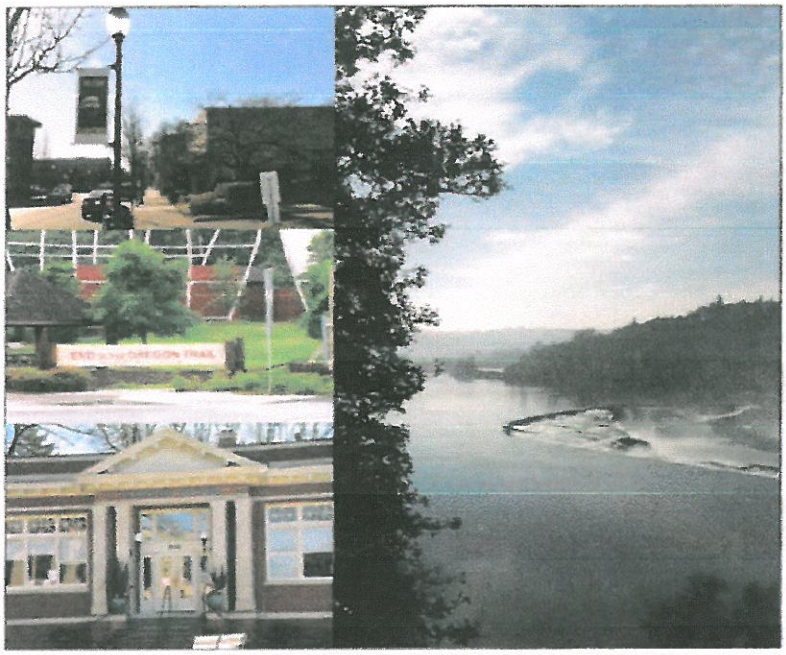


Photo courtesy of Ingrid Aubry

2013 - 2015 GOALS AND PRIORITIES

City Commission

OREGON CITY

GOAL 1 Implement Economic Development Strategy and Maintain an Environment for Success

GOAL 2 Address Critical Facility Needs

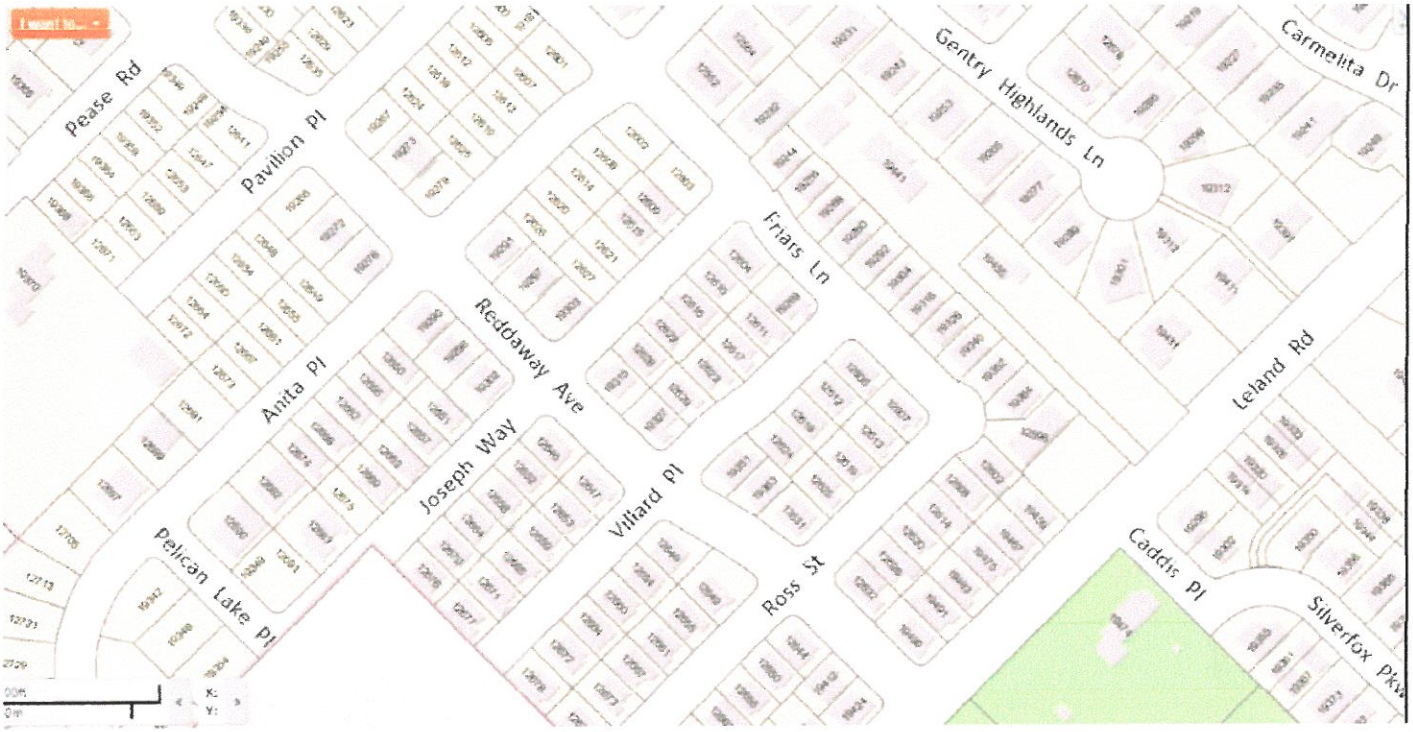
GOAL 3 Enhance the Livability of the Community

GOAL 4 Seek Opportunities to Maintain Communications with Citizens and Facilitate Citizen Participation

GOAL 5 Maintain Fiscal Health & Long Term Stability

An R-6 Development

If you are interested in seeing what it looks like, tour the area shown by the arrows. Notice the trash & recycle containers in front of many homes.









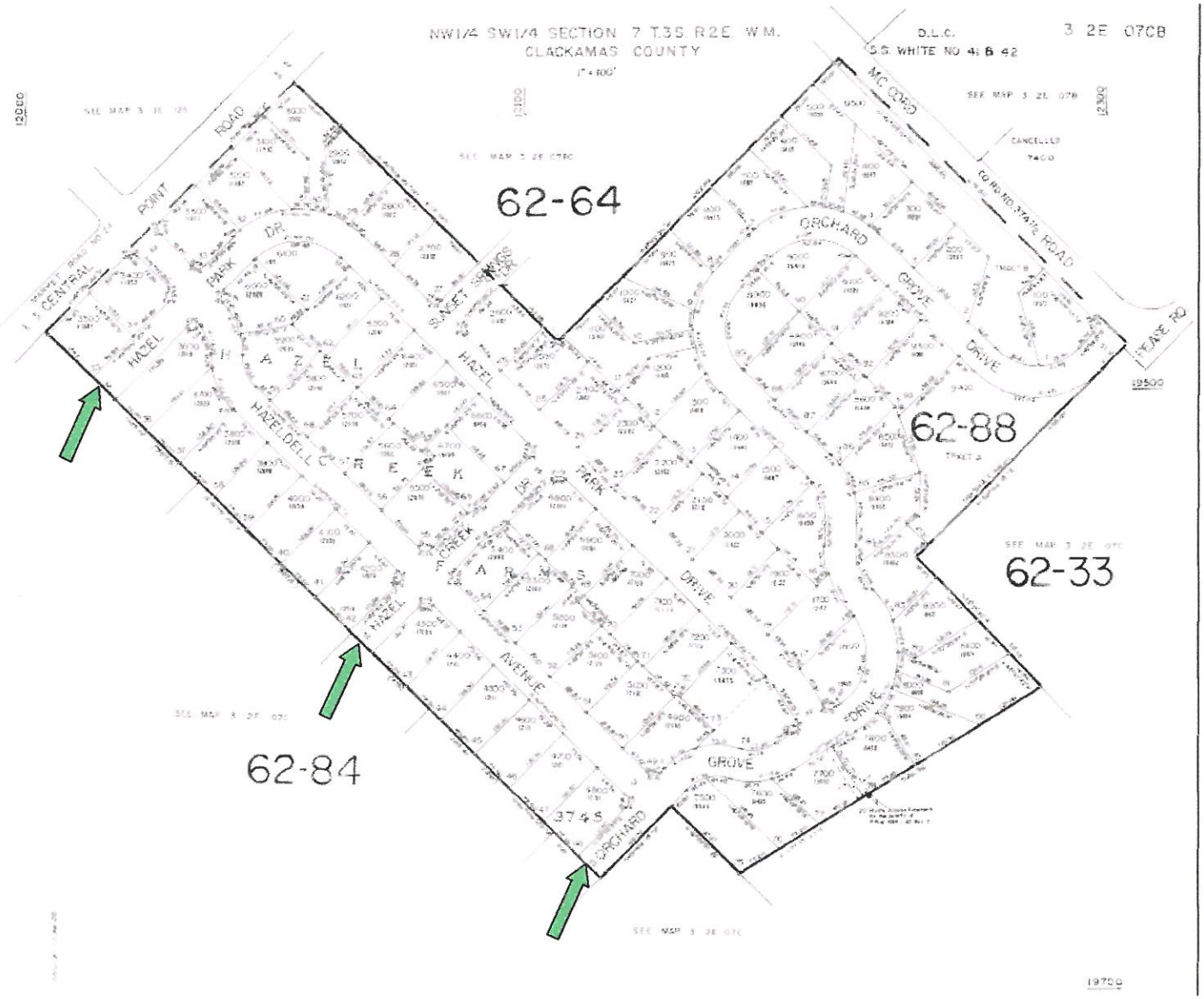




An R-10 Development

This is the tax lot map for the adjacent Hazel Creek Farms development. If you are interested in seeing what it looks like, tour the area shown by the map below.

Notice the lack of trash & recycle containers in front of most of the homes. When I toured the area of 50 homes, two had containers in front and two on the side but visible from the street. One of these homes was replacing carpeting and their garage was undoubtedly full of furniture at the time, thus vehicles and the trash containers were in the driveway.



















OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION
February 21, 2014

FILE NO.: ZC 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District

APPLICANT: Venture Properties, Inc.
4230 SW Galewood Street, Suite 100
Lake Oswego, Oregon 97035

OWNERS: Johnson Family Joint Trust, 19882 White Lane, Oregon City, Oregon 97045
Tolstrup Loving Trust, Edwin and Reitha Tolstrup, 15550 S. Kirk Road, Oregon City, Oregon 97045

REPRESENTATIVE: AKS Engineering & Forestry, LLC
13910 SW Galbreath Drive, Suite 100
Sherwood, Oregon 97140

REQUEST: The Applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District.

LOCATION: (All properties are within Oregon City limits, Zip Code 97045)
19584 Central Point Rd., Clackamas County Map 3-1E-12D, TL 1701
No Address, Clackamas County Map 3-2E07C, TL 1003
No Address, Clackamas County Map 3-1E-12D, TL 1593
No Address, Clackamas County Map 3-1E-12D, TL 1503
19882 White LN, Clackamas County Map 3-1E-12D, TL 1600

REVIEWER: Tony Konkol, Community Development Director
Peter Walter, AICP, Associate Planner
Laura Terway, AICP, Associate Planner
Todd Martinez, P.E., and Gordon Munro, P.E., Development Services
John Replinger, P.E., Transportation Consultant

RECOMMENDATION: Staff recommends the Planning Commission recommend approval with conditions of Planning file ZC 13-03 to the City Commission for their consideration at the February 19, 2014 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 fourteen 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 Applicant submitted a Zone Change application for properties located at Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 and Clackamas County Map 3-2E07C, TL 1003 located near Central Point Road and White Lane (See Figure 1).

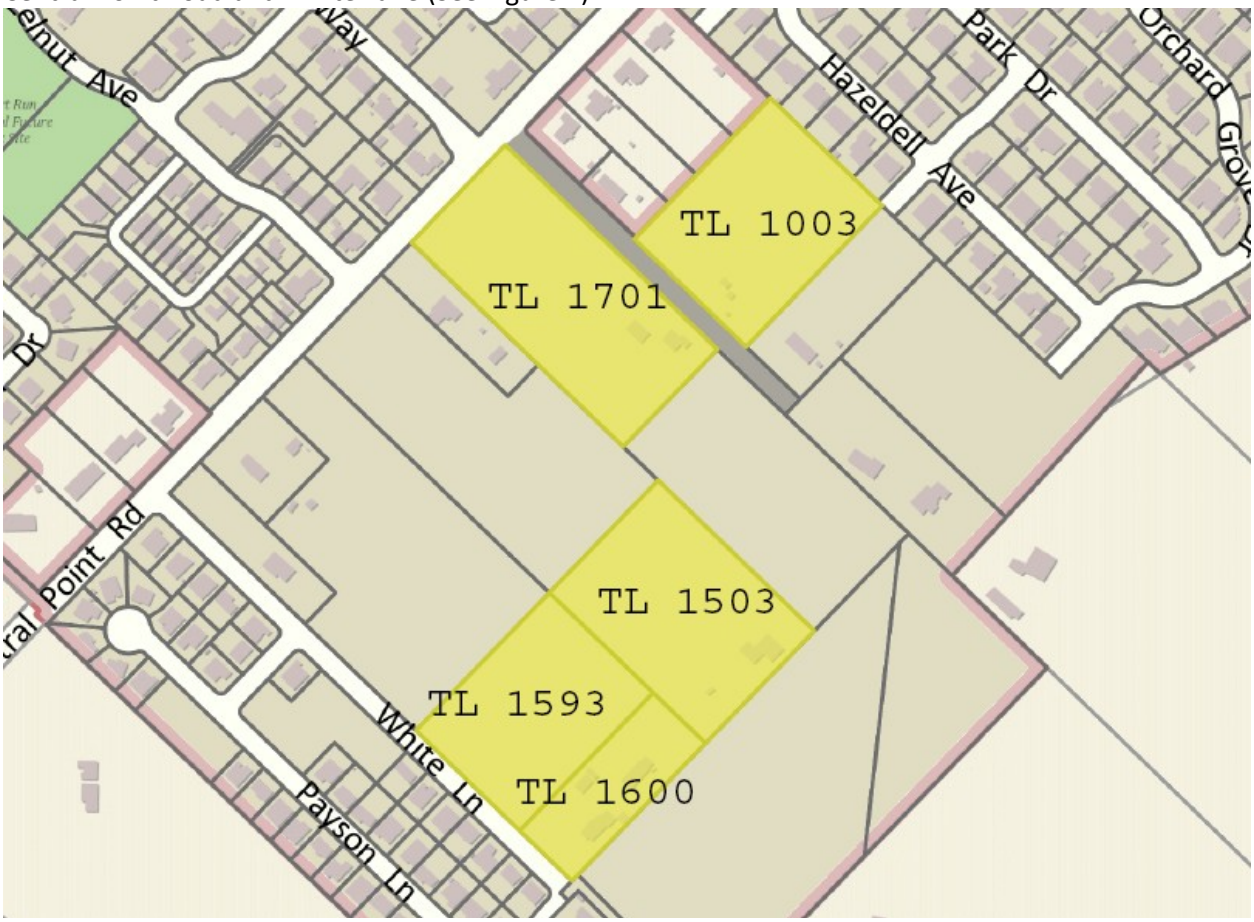


Figure 1. Tax Lots in Application

The Applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District.

Please Note: The Applicant has not submitted an application for further development of the site at this time, only a rezoning request. Future development requires the submittal of additional applications.



Figure 2. Aerial View of Subject Properties

Surrounding Uses: As shown in Figure 3, the site is surrounded by a variety of zoning designations, all of which are currently single-family residential land use.

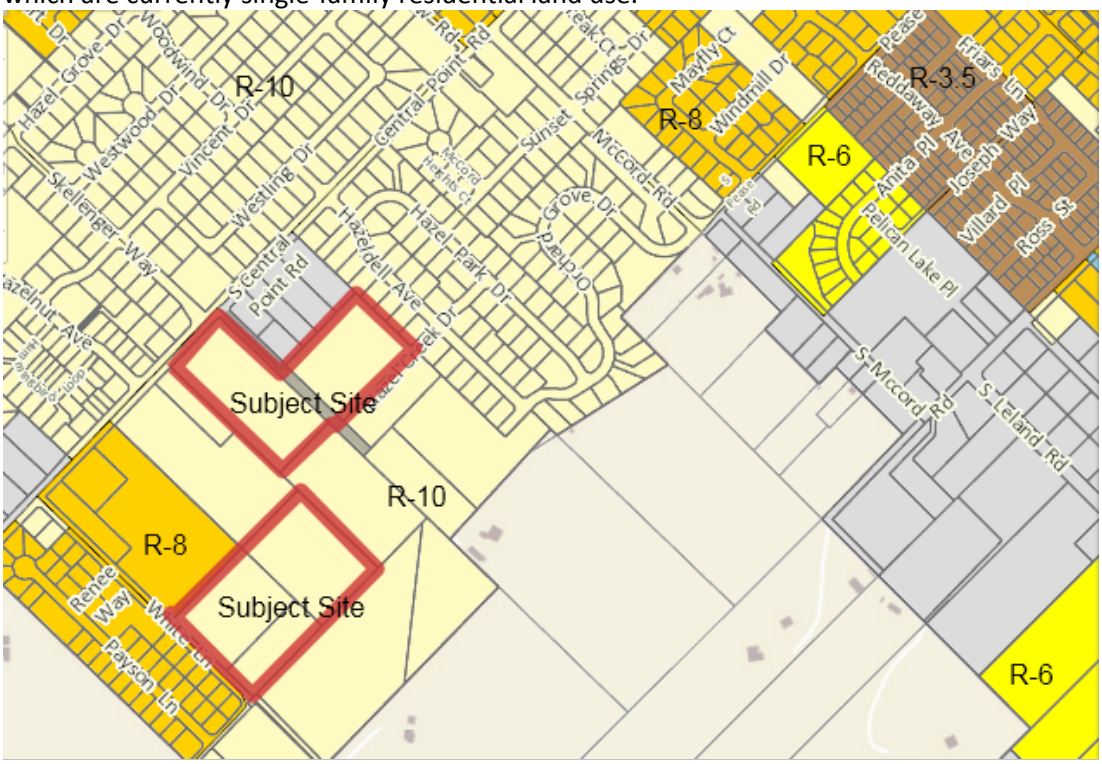


Figure 3. Zoning of Site and Surroundings

II. DECISION-MAKING CRITERIA:

Oregon City Municipal Code Standards and Requirements
Title 17: Zoning:

Chapter 17.08, R-10 Single Family Dwelling District
Chapter 17.12, R-6 Single Family Dwelling District
Chapter 17.50, Administration and Procedures
Chapter 17.68, Zone Changes and Amendments

III. COMPLIANCE WITH APPROVAL CRITERIA

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES
Finding: Complies as Proposed. Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject site. 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. See Exhibit 3 for copies of the public notices.

The application was transmitted to the City Engineer, Development Services Manager, Clackamas County Fire Department, the neighborhood association, the Citizen Involvement Council and the City transportation consultant for comment.

Comments from John Replinger, the City's traffic consultant at Replinger and Associates are incorporated into this staff report (Exhibit 5).

PUBLIC COMMENTS
The following written public comments (See Exhibit 4) are the only comments received prior to close of business on January 17, 2014, the deadline for written comments to be included in this staff report:

a. Letter from Tom O'Brien (Citizen comment letter), 12/29/2013
b. Letter from Tom O'Brien (Hazel Grove Westling Farms N.A. comment), 12/30/2013
c. Letter from Patricia Ullman, Payson Farms HOA, 1/17/2014
d. Objection to ZC 13-03 with Signatures (approx. 150), 1/17/2014
e. 1/16/2014 Letter from Roger Dunigan, with attached Oregonian Article "A Growing Problem", dated 12/22/2013

Any comments received after January 17, 2014 will be forwarded to the Commission at the next hearing.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS
City staff reviewed the goals in the City's Comprehensive Plan and the following sets forth findings for those goals relevant to this application. Many goals are not implicated by this application because no development is proposed at this time; the goal is related to a City activity, not the Applicant's proposal; and/or the goal does not apply to this zone.

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, the neighborhood association, Citizens Involvement Council, posted notice in the newspaper and posted the application on the City's website. Public notice signs were also posted on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal 2: Land Use

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

Finding: Complies as Proposed. The Applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-6" Single-Family Dwelling District. The zone change would allow additional dwellings to be constructed and the property to be utilized in an efficient manner, consistent with the adjacent properties. This level of development also support sustainable development because it enables increased density within the urban growth boundary. This standard has been met.

Goal 2.4 - 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.

Finding: Complies as Proposed. The increased density will support further integration of residential development in the Hazel Grove – Westling Farms neighborhood, and foster the efficient use of city services within the neighborhood. 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 surrounded by other properties within the Low Density Residential Comprehensive Plan Designation. This standard has been met.

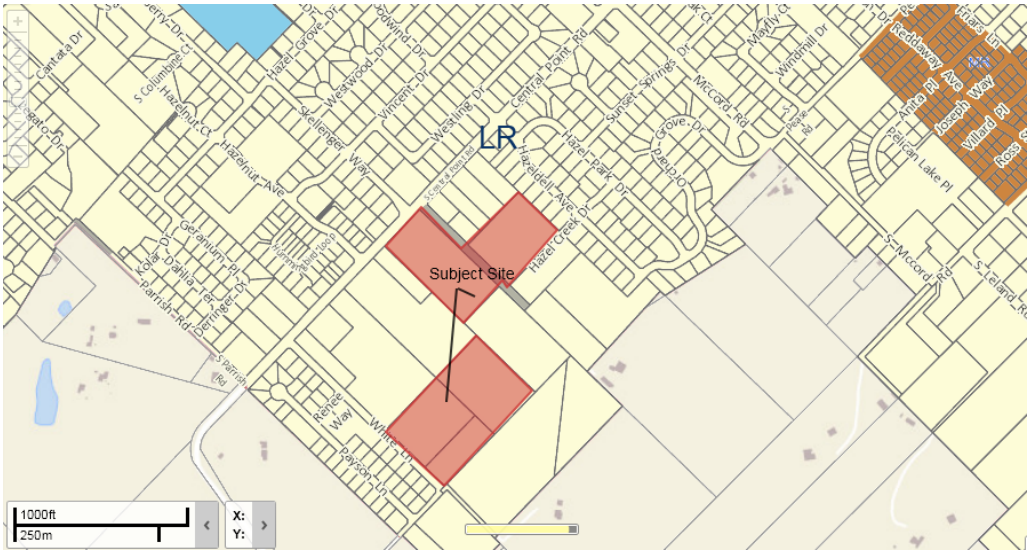


Figure 4. Comprehensive Plan Designation – Low Density Residential

Goal (5) Natural Resources

Goal 5.2 Scenic Views and Scenic Sites

Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.

Finding: Complies as Proposed. The Applicant has not proposed any development within this application. No scenic views or important viewsheds have been identified as affecting this residential zoned site on any inventories adopted by the City. Future development will be subject to development review to protect any affected scenic views. In accordance with this goal and its implementing policies, the city has established standards for landscaping, structure placement, height, and mass as set by the adopted underlying zoning and residential design standards.

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. A portion of the subject site is within the Natural Resources Overlay District (NROD) See 17.49.[0]10 Purpose. (See Figure 5). The NROD protects as one connected system the habitats and associated functions of the streams, riparian corridors, wetlands and the regulated upland habitats found in Oregon City. It applies when a site specific development plan is proposed. The Applicant has not proposed any development with this application. Future development will be subject to compliance with the Natural Resource Overlay District.



Figure 5. Extent of NROD boundary on property

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. While fulfillment of this goal depends on the proximity of this residentially zoned property to nearby commercial areas, the proposed R-6 zoning designation will allow approximately 14 more single-family dwellings on the same land than R-10 zoning, creating a more compact land use pattern and reduction in the square footage of paved street and sidewalk per dwelling. As development occurs on the subject site construction of streets and associated sidewalks would be required, allowing greater connectivity throughout the subject site and surrounding areas.

Central Point Road is a designated collector road which will be improved to city street standards with bicycle lanes, street trees and 7' sidewalks when development is proposed. As adjacent properties also develop, walking, biking and transit opportunities will improve. This standard has been met.

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.

Finding: Complies as Proposed. The proposed zone change will maintain the primary land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Oregon City has had an R-6 residential zone since at least 1965. As demonstrated below, only 21% of the residentially zoned property within the City is within the R-6 Single Family Dwelling District, with more than 60% of the residentially zoned land in a lower density zoning designation. The table below, based on the current Oregon City Geographic Information System, illustrates the current composition of residential zoning designations within the city.

R-6 zoning, as compared with the existing R-10 zoning, will provide for approximately 14 more single-family homes on this site, thereby increasing the variety and availability of housing choices in the marketplace. This standard has been met.

Zoning Designation	Acres (Non River)	Percentage of Total Residential Land
R-10	1,593.20	38%
R-8	1,058.00	25%
R-6	871.3	21%
R-5	0	0%
R-3.5	424.1	10%
R-2	262.2	6%
Total	4,208.80	100%

Goal 11: Public Facilities

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

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed R-6 zoning.

Sanitary sewer connection is available from four different directions: an existing 8-inch line in Skellenger Way, Orchard Grove Drive, Hazel Creek Drive and White Lane. Sanitary sewer can be extended into the property from these locations.

Water service connection is available from several directions: a 12-inch City line in Central Point Road, an 8-inch line is located in Orchard Grove Drive, Hazel Creek Drive and White Lane. When developed, water lines can be extended into the property from these locations and will provide a looped system for necessary redundancy and water quality control.

Storm water service connections are available in several locations: a 12-inch pipe in Central Point Road, White Lane and Orchard Grove Drive. Storm water detention and treatment can be provided through a combination of on-site infiltration and discharge to public facilities.

Oregon City Public School District provides education services and has adequate levels of service available. The school district was provided the opportunity to review and comment on this application, and did not indicate that there is inadequate school capacity to serve the development. The most recent documentation that the City has from the School District regarding capacity is from the draft South End Concept Plan, which is currently under review by the Planning Commission. The subject property is not within the concept plan area, but the concept plan area shares the same neighborhood boundary as the subject properties. The concept plan indicates the following with respect to the concept plan (Exhibit 6):

> *The Oregon City School District indicates John McLoughlin Elementary School, located within the South End Plan area, currently enrolls 560 students and can accommodate 30 more for a total capacity of 590 students. If future enrollment exceeds the capacity at McLoughlin Elementary, the School District plans to reopen King Elementary School, located less than one mile north on South End Road. King Elementary provides an initial capacity of 400 students with a plan to add capacity if necessary.*
>
> *The nearest middle and high schools are Gardiner Middle School and Oregon City High School, two and four miles away respectively. Current enrollment at Gardiner is 777 students for grades 6-8. Total capacity for the school is 930 students. Ogden Middle School currently has 890 students and has a capacity for 960 grade 6-8 students. Oregon City High School has a capacity of 2,510 students based on an average of 25 students per classroom. Maximum capacity is 2,800 with current enrollment at slightly more than 2,300 students.*
>
> *Based on the methodology used by the School District and Portland State University's Population Research Center, development in the study area at buildout will result in the addition of approximately 988 students: 456 elementary school, 228 middle school and 304 high school students. These increases in enrollment are expected to occur gradually over the next thirty or more years, depending on the pace of annexation and development in the planning area. Moreover, future enrollment for these elementary schools is projected to remain relatively flat, as new households in their service area are projected to include fewer young children. Therefore, no new school sites are identified in the South End Concept Plan. The City and School District will continue to coordinate as the South End area develops.*

Police and fire protection are provided by the City of Oregon City and there is adequate staffing to serve this property. In addition, future dwellings will mitigate the impact of development with payment of water, sanitary sewer, stormwater, transportation, bicycle/pedestrian, and park system development charges.

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

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

Goal 12: Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.
Finding: Complies as Proposed. The Applicant submitted a Traffic Impact Study (TIS) dated October 22, 2013 prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The TIS was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TIS provides an adequate basis upon which to assess the impacts of the proposed rezoning. There are several issues that will need to be revisited during site plan review, including turn lanes, sight distance, pedestrian and bicycle facilities, and frontage improvements. The engineer identifies need for mitigation at the intersection of S Central Point Road and Warner Parrott Road (the prohibition of northbound left turns). This change was also identified in the TSP. The engineer recommends that this be made a condition of development of the subject property or funded through a development agreement."

"I agree that it is appropriate for the property owner to participate in mitigation for the S Central Point Road and Warner Parrott Road intersection and improvements at the Warner Parrott/Warner Milne/Leland/Linn intersection if those are required to accomplish the changes at the former intersection. I recommend that at the time of a subsequent land use action, appropriate conditions of approval be crafted by which the property owner participates in the costs of such mitigation."

The City's traffic consultant comments are provided in full in Exhibit 5, and are hereby incorporated into this staff report.

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 Applicant submitted a preliminary evaluation of the additional demand expected upon the above-listed public facilities based upon the zone change. The existing water and sanitary sewer facilities have sufficient capacity to support the additional demand. Storm water detention and treatment is often done for each development that occurs, and there is sufficient area available within the subject property to accomplish the detention and treatment requirements. City services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district (see findings above regarding Goals 11 and 12 of the City's Comprehensive Plan for additional discussion).

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. See \s findings above regarding Goal 12 of the City's Comprehensive Plan for additional discussion.

D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.
Finding: Not Applicable. The comprehensive plan contains specific policies and provisions which control the zone change.

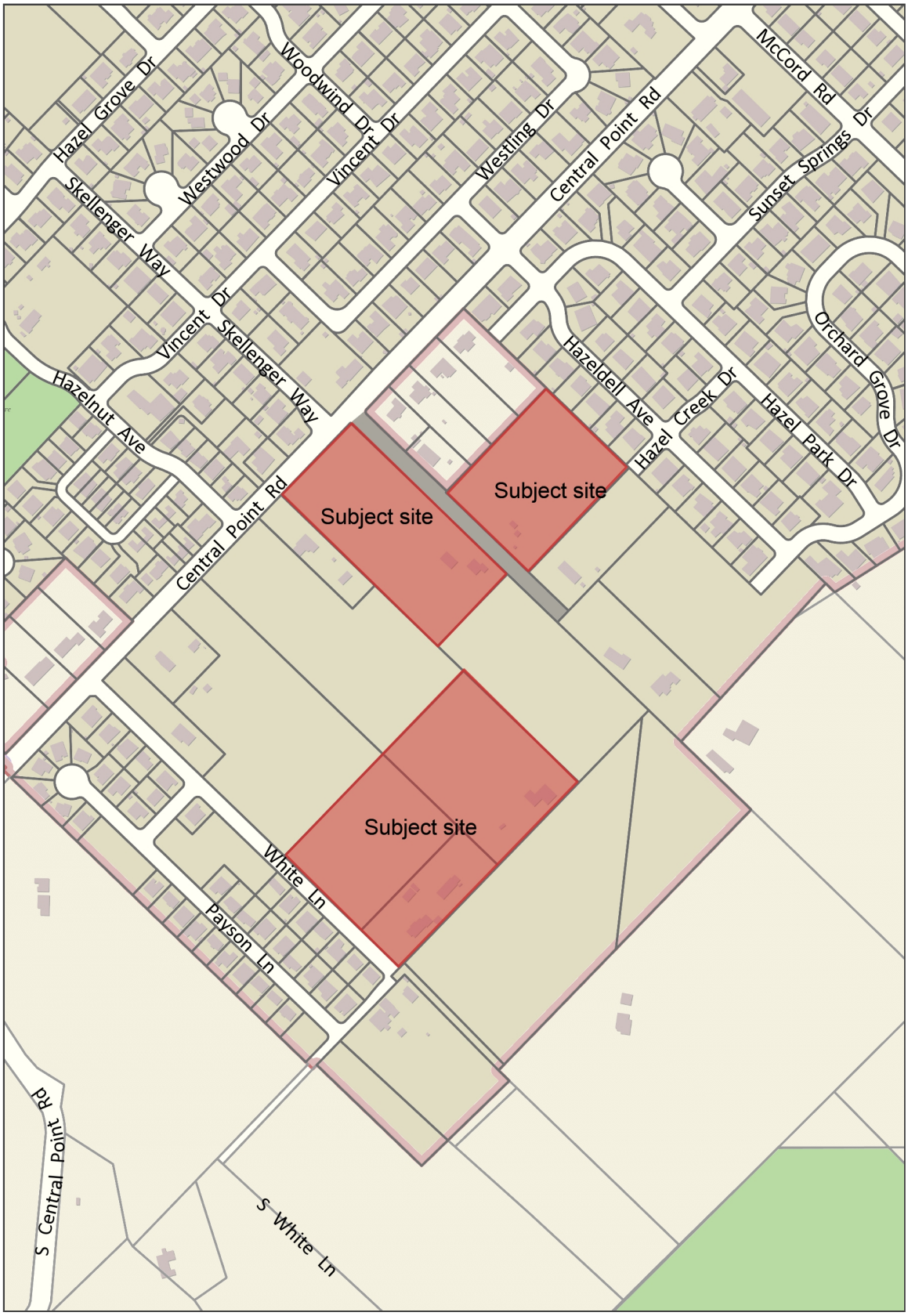
CHAPTER 17.12 "R-6" SINGLE-FAMILY DWELLING DISTRICT

17.12.040. A. Minimum lot area, six thousand square feet;
17.12.040. B. Minimum lot width, fifty feet;
17.12.040. C. Minimum lot depth, seventy feet;
17.12.040.D. Maximum building height: two and one-half stories, not to exceed thirty-five feet.
17.12.040.E
1. Front yard: ten feet minimum depth.
2. Front porch, five feet minimum setback,
3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.
4. Interior side yard, nine feet minimum setback for at least one side yard; five feet minimum setback for the other side yard,
5. Corner side yard, fifteen feet minimum setback,
6. Rear yard, twenty-foot minimum setback
7. Rear porch, fifteen-foot minimum setback.
17.12.040.F. Garage standards: See Chapter 17.21—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.
Finding: Not Applicable. The Applicant has not proposed any development with the Zone Change application. Future development will be reviewed for compliance with the dimensional standards of the zoning designation upon submission proposed development.

IV. CONCLUSION AND RECOMMENDATION:
In conclusion, based on the Applicant's proposal, the proposed zone change located at Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 as well as Clackamas County Map 3-2E07C, TL 1003 can meet the approval standards outlined in this Staff Report. Therefore, the Community Development Director recommends approval of the application.

V. EXHIBITS
The following exhibits are attached to this staff report.
1. Vicinity Map
2. Applicant's Submittal
3. Public Notices
4. Public Comments
    a. Letter from Tom O'Brien (Citizen comment letter), 12/29/2013
    b. Letter from Tom O'Brien (Hazel Grove Westling Farms N.A. comment), 12/30/2013
    c. Letter from Patricia Ullman, Payson Farms HOA, 1/17/2014
    d. Objection to ZC 13-03 with Signatures (approx. 150), 1/17/2014
    e. 1/16/2014 Letter from Roger Dunigan, with attached Oregonian Article "A Growing Problem", dated 12/22/2013
5. Comments regarding Transportation Analysis, John Replinger, P.E.
6. South End Concept Plan excerpt regarding OCSD capacity.

ZC 13-03: Zone Change

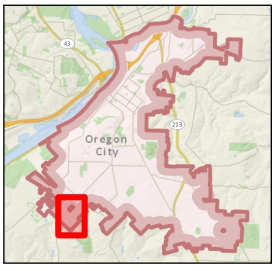


Legend

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

Notes

Overview Map



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

N

0 467 Feet

1: 5,600

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

Map created 11/21/2013

Zone Change Application for Central Point Road Properties

Date:	October 2013
Submitted to:	Oregon City Planning Department 221 Molalla Avenue, Suite 200 Oregon City, OR 97045
Applicant:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, OR 97035
Prepared by:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, OR 97140

AKS Engineering & Forestry

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

Zone Change Application for Central Point Road Properties

Table of Contents

Application:

- City Land Use Application Form
- Written Narrative
- Natural Resources Assessment (SWCA Environmental Consultants)
- Transportation Planning Rule Analysis (Lancaster Engineering)
- Public Facilities Memorandum
- Neighborhood Meeting Documentation
- City Pre-Application Conference Notes
- Property Vesting Deeds
- Clackamas County Assessor's Maps

Included Separately With Application:

- Oregon City Zone Change Application Fee ($5,969 – Total)
  - Zone Change Fee: $2,683
  - Traffic Fee: $1,962 + $1,309
  - Mailing Labels: $15

City Land Use Application Form

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

Proposed Land Use or Activity: Zone Change Application from R-10 to R-6 for 5 tax lots totalling approximately 17.74 acres.

Project Name: Central Point Road Properties **Number of Lots Proposed (If Applicable):** N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. **Date:**

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 **Fax:** (503) 387-7615 **Email:** mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: Warren E. Johnson Johnson Family Joint Trust - Donna M. Johnson

Property Owner(s) Name Printed: See attached vesting deeds for ownership information **Date:**

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative **Fax:** Contact Applicant's Representative **Email:** Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry **Date:**

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

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

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

Proposed Land Use or Activity: Zone Change Application from R-10 to R-6 for 5 tax lots totalling approximately 17.74 acres.

Project Name: Central Point Road Properties Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. Date:

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 Fax: (503) 387-7615 Email: mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: Gretchen Tolstrup (owner of Lots 1701 & 1003)

Property Owner(s) Name Printed: See attached vesting deeds for ownership information Date:

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry Date:

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

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

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)	Type II (OCMC 17.50.030.B)	Type III / IV (OCMC 17.50.030.C)
☐ Compatibility Review	☐ Extension	☐ Annexation
☐ Lot Line Adjustment	☐ Detailed Development Review	☐ Code Interpretation / Similar Use
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Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. Date:

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Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry Date: 10/24/2013

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

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

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

Written Narrative

Written Narrative

Proposal:	Zone Change Application for 5 Tax Lots from R-10 to R-6
Submitted to:	City of Oregon City Planning Department 221 Molalla Avenue, Suite 200 Oregon City, OR 97045
Owners:	31E 7C 1003 and 31E 12D 1701 See attached vesting deeds for ownership information 31E12D 1503, 1593, & 1600 See attached vesting deeds for ownership information
Applicant:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, OR 97035
Applicant's Representative:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, OR 97140
Site Addresses:	19584 Central Point Road 19882 White Lane Oregon City, OR 97045
Site Size:	+/- 17.74 Acres
Assessor's Information:	Clackamas County 3 1E 12D Lots 1503, 1593, 1600, 1701 3 2E 07C Lot 1003
Current Zoning Designation:	LR – Low Density Residential / R-10
Proposed Zoning Designation:	LR – Low Density Residential / R-6

I. Executive Summary

This application is for a zone change to change the zoning designation of five tax lots (that total approximately 17.74 acres) from the R-10 designation to an R-6 designation. The five parcels have several existing residences and accessory structures, and are surrounded by residential subdivisions to the west, north, and west, with lot sizes ranging from approximately 4,000 square feet to 10,000 square feet. The site is designated as Low Density Residential (LR) in the City's Comprehensive Plan, which includes the R-10, R-8, and R-6 Zoning Districts. The submittal materials include the required findings and other documentation necessary to establish compliance with all applicable approval criteria.

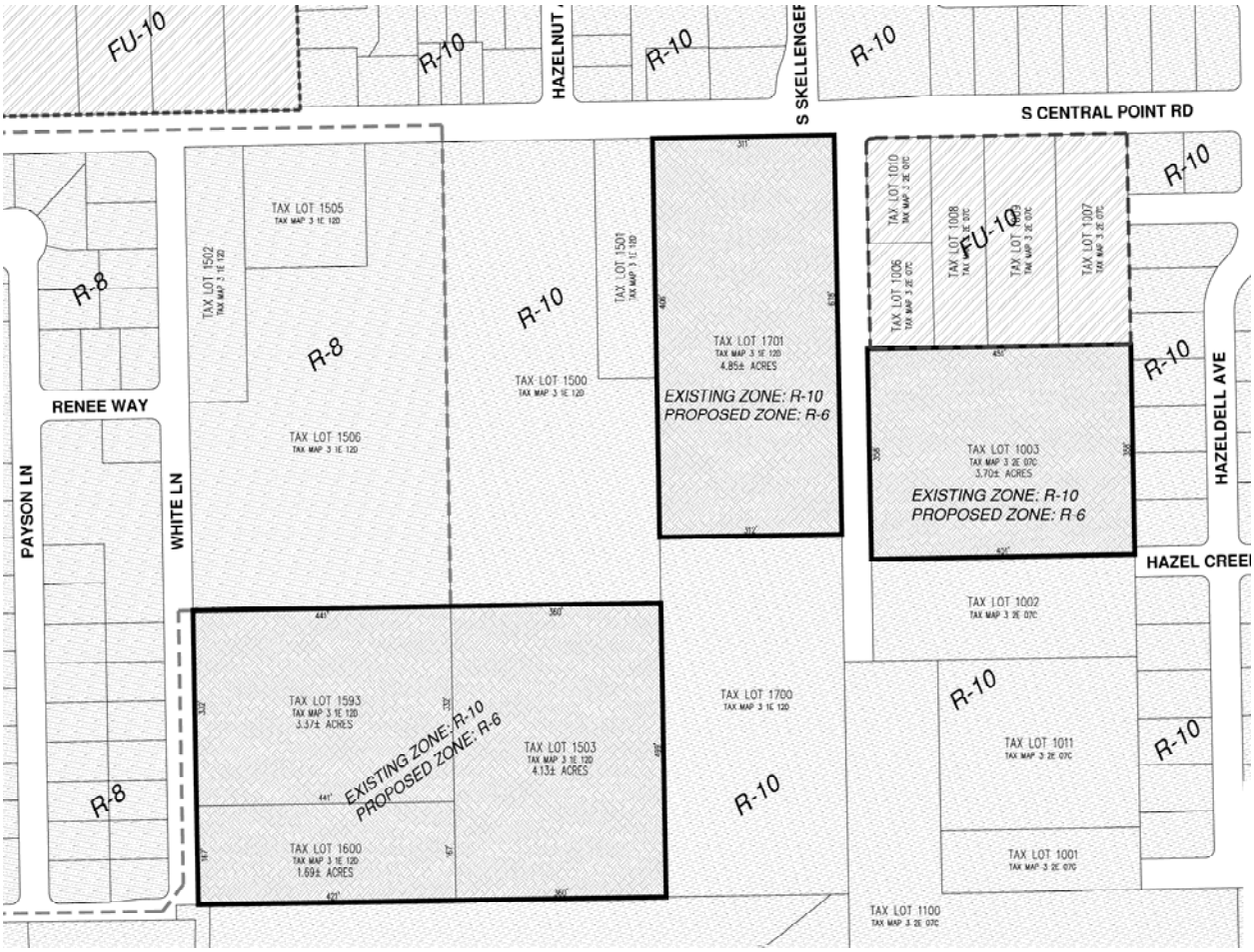
II. Site Description / Setting

The project site is located south of S Central Point Road and east of White Lane, as depicted in the aerial photo below and on Sheet 3 of the preliminary plan set.



Aerial Photo

Surrounding Land Use / Zoning Designations



Zoning Map

Northwest: Across Central Point Road from the Tolstrup Property lies a residential subdivision (Filbert Run) that is designated R-10 by Oregon City, but which was developed as a Planned Unit Development (PUD) with lot sizes as small as 3,920 square feet.

North/Northeast: Across Central Point Road and abutting the Tolstrup Property lie several residential subdivisions (Westling Farm, Filbert Run, Filbert Orchard, Westling Farm) that are designated R-10 by Oregon City.

Southwest: Across White Lane from the Johnson Property lies a residential subdivision (Payson Farms #2) that is designated R-8 by Oregon City, but which was developed with lot sizes as small as 6,534 square feet.

East/Southeast: The Tolstrup Property abuts a residential subdivision (Hazel Creek Farms) that is designated R-10 by Oregon City.

South: The Tolstrup and Johnson Properties abut larger properties that are designated R-10 by Oregon City.

III. Applicable Review Criteria

City staff's pre-application conference notes outline the review criteria that are relevant to this application. Therefore, those criteria are addressed below.

Chapter 17.68: Zone Changes and Amendments

Per OCMC Section 17.68.020, 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.*
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.*
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.*
D. *Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.*

Criterion A: Consistency with the Oregon City Comprehensive Plan

The proposed zone change meets the following applicable 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.

Response: The Oregon City Comprehensive Plan and Municipal Code include provisions to ensure citizens, neighborhood groups, and affected property owners have an opportunity to participate in the land use process. The City Comprehensive Plan is acknowledged by the State of Oregon as compliant with the Oregon Statewide Planning Goals, including Goal 1. For this application, citizens are able to attend and participate in a Neighborhood Association meeting that is open to the public in addition to the opportunity to attend and participate in public hearings before the Oregon City Planning Commission and the Oregon City Commission. In addition, future applications for development involving the subject properties will involve additional public process. Therefore, the application is consistent with this goal.

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.

Response: This application involves a zone change from the R-10 designation to the R-6 designation. This represents an increase in density while still remaining in a single-family zone. Densities corresponding to the R-6 zone represent sustainable development in a more compact form that is able to capitalize on public infrastructure investment within the existing City limits, which eases external pressures to expand and sprawl beyond the current urban growth boundary. Therefore, the application is consistent with this Goal.

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.

Response: The subject property is designated Low Density Residential (LR) by the City's Comprehensive Plan. The LR designation includes R-10, R-8, and R-6 zoning districts. This application involves a zone change from the R-10 designation to the R-6 designation. This application does not propose to change the Comprehensive Plan designation of the site. The property is adjacent to properties zoned R-8 and R-10, although lot sizes in surrounding subdivisions are as small as 3,920 square feet and range in size from 3,920 square feet to approximately 10,000 square feet. Therefore, the R-6 designation maintains the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development and the application is consistent with this Goal.

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.

Response: According to City maps, a Natural Resource Overlay District (NROD) extends onto a portion of two of the five tax lots included in this application (Tax Lots 1503 and 1593). A Natural Resources Assessment (NRA), prepared by SWCA Environmental Consultants is included in the application materials. The NRA concludes that the project site is not affected by any jurisdictional Title 3 wetlands or waters, or associated vegetated corridors. The NRA has been attached to this application for reference.

City staff's pre-application meeting notes indicate that an application for NROD verification may be needed for the project site. The attached NRA will also be included with any future development application(s) associated with Tax Lots 1503 and 1593 as documentation for the verification as is typical and appropriate. Therefore, the application is consistent with this goal.

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.

Response: The proposed R-6 zoning designation promotes a compact land use pattern that reduces the amount of land dedicated to public streets and other public infrastructure per dwelling unit. Compact land use patterns reduce travel distance by single-occupancy vehicles and increase opportunities for alternative modes of transportation including walking, biking, and transit.

The properties represented in this application are located approximately ¼ mile from John McLoughlin Elementary School and ½ mile from lands being considered for Neighborhood Commercial designations (along South End Road) in the South End Concept Plan. Thus, the R-6 zoning for these properties strategically increases opportunities for greater populations to walk and bike to places of education, shopping, and employment. Therefore, the R-6 zoning designation is consistent with this Goal.

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.

Response: This application does not involve any physical disturbance to the land or property. In the future, applications may be submitted that involve physical changes to the property. Those types of applications are subject to City grading, drainage, and erosion control standards. Therefore, those applications will include preliminary plans that include erosion and sedimentation control measures in addition to written findings demonstrating that applicable erosion and sediment control standards are satisfied. Therefore, to the extent this Goal is relevant to the application, it is satisfied.

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.

Response: R-6 zoning will preserve the property's existing Low Density Residential Comprehensive Plan Designation while also maintaining the single-family residential nature of the area, albeit in a more compact form. R-6 density is most conducive to single-family detached development patterns rather than multi-family or single-family attached and this is indicative as those uses are not permitted in the R-6 zone. Those types of uses would require a comprehensive plan map amendment, which is not included in this application. It is clear that R-6 densities will allow for a greater number of residential units on the site, thereby increasing the number and variety of housing choices in the area. Therefore, the application is consistent with this Goal.

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.

Response: The applicant met with City staff in a pre-application conference and discussed a zone change from R-10 to R-6. At the pre-application conference and in subsequent correspondence with City staff, no deficiencies in terms of the adequacy of public facilities (water, sanitary sewer, storm drainage, streets) were identified. This is in part because a change from R-10 to R-6 is a shift within the Low Density Residential Comprehensive Plan Map Designation and these impacts have been previously evaluated with the adoption of the City Comprehensive Plan. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

In addition, as part of the any future application (including subdivision review), detailed preliminary plans will be submitted for review by the City and Clackamas Fire District No. 1, as well as the School District. The applicant will also be required to 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 project site.

Goal 12: Transportation
Goal 12.6: Develop and maintain a transportation system that has enough capacity of meet users' needs.

Response: A Transportation Planning Rule (TPR) Analysis has been prepared by a registered professional traffic engineer based upon a scope of work provided by the City traffic engineering consultant. The TPR Analysis includes trip generation estimates for the existing R-10 zone and the proposed R-6 zone, traffic count data, trip distribution and assignments, operational analysis, crash data analysis, and capacity analysis for the 20 year planning horizon consistent with the requirements of the State Transportation Planning Rule (OAR 660-012-060).

Written findings are contained within the TPR Analysis that demonstrate that the TPR is satisfied by the application. Therefore, the application is consistent with this Goal.

Criterion B: Availability of Public Facilities and Services

Response: As detailed above in the response to Goal 11.1, the applicant met with City staff in a pre-application conference and discussed a zone change from R-10 to R-6. At the pre-application conference and in subsequent correspondence with City staff, no deficiencies in terms of the adequacy of public facilities (water, sanitary sewer, storm drainage, streets) were identified. This is in part because a change from R-10 to R-6 is a shift within the Low Density Residential Comprehensive Plan Map Designation and these impacts have been previously evaluated with the adoption of the City Comprehensive Plan. Please also refer to the

memorandum from a professional engineer discussing the adequacy of public facilities for further information.

In addition, as part of the any future application (including subdivision review), detailed preliminary plans will be submitted for review by the City and Clackamas Fire District No. 1, as well as the School District. The applicant will also be required to 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 project site.

Criterion C: Compatibility with Transportation System

Response: A Transportation Planning Rule (TPR) Analysis has been prepared by a registered professional traffic engineer based upon a scope of work provided by the City traffic engineering consultant. The TPR Analysis includes trip generation estimates for the existing R-10 zone and the proposed R-6 zone, traffic count data, trip distribution and assignments, operational analysis, crash data analysis, and capacity analysis for the 20 year planning horizon consistent with the requirements of the State Transportation Planning Rule (OAR 660-012-060).

Written findings are contained within the TPR Analysis that demonstrate that the TPR is satisfied by the application. Therefore, the application is consistent with this Goal.

Criterion D: Applicability of Statewide Planning Goals.

Response: The Oregon City Comprehensive Plan is acknowledged by LCDC and contains specific policies and provisions that address zone change applications. These criteria are listed above and as described in this written statement are satisfied by the application. Therefore, this criterion is met.

IV. Conclusion

The above listed findings and accompanying documentation demonstrate that the proposed zone change application complies with all applicable approval criteria found in the Oregon City Municipal Code, including consistency with relevant provisions of the City Comprehensive Plan and availability of adequate public facilities, services, and transportation systems. Therefore, the applicant respectfully requests approval of the zone change to the R-6 district for the project site as described in this written narrative and as shown in the preliminary plans.

Natural Resources Assessment (SWCA Environmental Consultants)

SWCA
ENVIRONMENTAL CONSULTANTS
Sound Science. Creative Solutions.

Portland Office
1220 SW Morrison, Suite 700
Portland, Oregon 97205
Tel 503.224.0333 Fax 503.224.1851
www.swca.com

Natural Resource Assessment

To: Oregon City Planning Department
Cc: Mimi Doukas, Venture Properties Inc.
Monty Hurley, AKS Engineering and Forestry
From: Stacey Reed, Wetland Scientist
Date: June 13, 2013
Subject: Central Point Road, Oregon City, Clackamas County, Oregon
Tax lots 1500, 1503, 1593, and 1600 of tax map 3 1E 12D (14.78 acres in size)

INTRODUCTION AND BACKGROUND

SWCA Environmental Consultants (SWCA) was contracted by Venture Properties Inc. to conduct a wetland determination at 19882 White Lane off Central Point Road in Oregon City, Clackamas County, Oregon (tax lots 1500, 1503, 1593, and 1600 of tax map 3 1E 12D; Figures 1 and 2). According to the Natural Resources Conservation Service (NRCS) Clackamas County, Oregon Area soil survey map and the Clackamas County hydric soils list, the Bornstedt silt loam with 0 to 8% slopes (Unit 8B) is mapped in the northern portion of the site and the non-hydric Jory stony silt loam with 3 to 8% slopes (Unit 46B) is mapped in the southern portion of the site (Figure 3). No wetlands or waters are mapped on the Oregon Department of State Lands (DSL)–approved 1999 City of Oregon City Local Wetland Inventory (LWI) map (Figure 4). However, the Oregon City online mapper shows a drainage originating near the northeast corner of tax lot 1503 and extending southeasterly through the tax lot (Figure 5).

EXISTING CONDITIONS

The methodology used for determining the presence of wetlands followed the U.S. Army Corps of Engineers (Corps) *Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0)* (Corps 2010), used by both the Corps and the Oregon DSL. Fieldwork for documenting site conditions was conducted on June 5, 2013, by Stacey Reed and Mirth Walker. Soils, vegetation, and indicators of hydrology were recorded at one sample plot location to document representative site conditions.

A single-family residence and detached barn and outbuildings are present on tax lot 1600. Tax lots 1593 and 1503 were actively used for cattle pasture and were generally dominated by tall fescue, rat-tail six-weeks grass, perennial ryegrass, meadow foxtail, Canadian thistle, soft brome, fox-tail barley, black bent, orchard grass, clover, Queen Anne's-lace, and English plantain. According to the land owner Mr. Johnson, the grass community in the pasture on tax lots 1503 and 1593 has not been seeded or plowed in the past 20 years. Tax lot 1500 was dominated by a Christmas tree farm. The topography on the site has a gentle (less than 3 percent) southeasterly slope.

Plot 1 documents the conditions of a slight low elevation broad swale extending through the pasture on tax lot 1503 (and in the vicinity of the drainage mapped on the City's online GIS map). The vegetation in

this area had not been grazed or mowed and there was no defined channel. The broad swale was dominated by an upland plant community (soft brome, rat-tail six-weeks grass, perennial ryegrass, and tall fescue). The surface soils were a dark reddish brown silt loam (with a chroma of 3) and did not meet any hydric soil indicators. No wetland hydrology indicators were observed on June 5, 2013. No drainage patterns, algal matting or other secondary indicators suggesting water flowed through this area during early spring were observed. Therefore, the low topographic swale was determined to be upland. The approximate location for Plot 1 is shown on the attached Figure 6, Existing Conditions Aerial Map. The Wetland Determination Data Sheet, a list of vegetation observed on the site, and representative photos are also attached.

A 4-inch diameter black PVC drain pipe and a clay tile were observed immediately off-site along the fenceline on the adjacent tax lot to the northeast, in a filbert orchard. The drain pipe is located at the downslope end of the drainage mapped on the City's GIS online mapper. No water was observed in the pipe on June 5, 2013, nor were any drainage patterns observed indicating prior water flow or ponding. The vegetation adjacent to the drainpipe had been grazed but appeared to be similar to the non-hydrophytic vegetation community document at Plot 1. The surface soils surrounding the drain pipe were reddish brown (similar to the non-hydric soils documented at Plot 1) and did not appear to be hydric. The drain pipe was likely installed at the site's low spot to collect surface water after heavy rainfall during the winter months.

Please do not hesitate to contact me with any questions concerning the proposed project. No potentially jurisdictional Title 3 wetlands or waters, or associated vegetated corridors were documented in the study area. Therefore, we request that Oregon City update the online geographic information system (GIS) mapping to reflect current site conditions and the absence of any on-site drainage or buffers.

REFERENCES

Environmental Laboratory. 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Online edition. Vicksburg, Mississippi: U.S. Army Engineer Waterways Experiment Station. Available at: http://el.erdc.usace.army.mil/wetlands/pdfs/wlman87.pdf.

Natural Resources Conservation Service (NRCS). 2013. Hydric soils in Clackamas County area, Oregon (survey version 6 dated March 20, 2007). Available at: http://www.or.nrcs.usda.gov/technical/soil/hydric.html. Accessed May 2013.

———. 2013. Online soil survey. Available at: http://websoilsurvey.nrcs.usda.gov/app/. Accessed May 2013.

U.S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (Version 2.0), ed. J.S. Wakeley, R.W. Lichvar, and C.V. Noble. ERDC/EL TR-10-3. Vicksburg, Mississippi: U.S. Army Engineer Research and Development Center.

List of Figures:

Figure 1. U.S. Geological Survey site location map
Figure 2. Tax lot map
Figure 3. Soil survey map
Figure 4. City of Oregon City LWI map
Figure 5. Oregon City online map
Figure 6. Existing conditions aerial photo map

List of Attachments:

Wetland Determination Data Sheet
List of Vegetation Observed On-site
Representative On-site Photographs

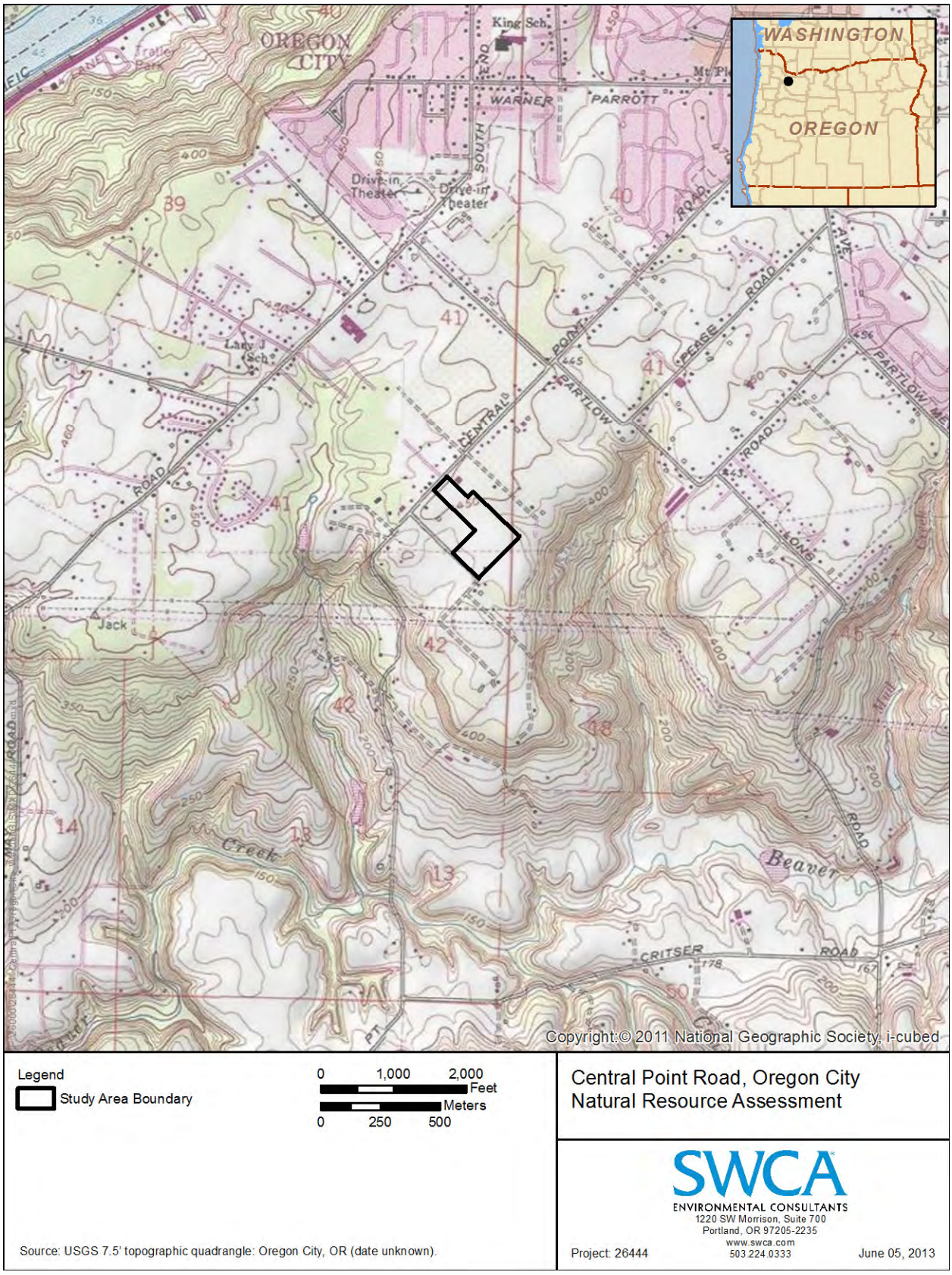


Figure 1. U.S. Geological Survey site location map.

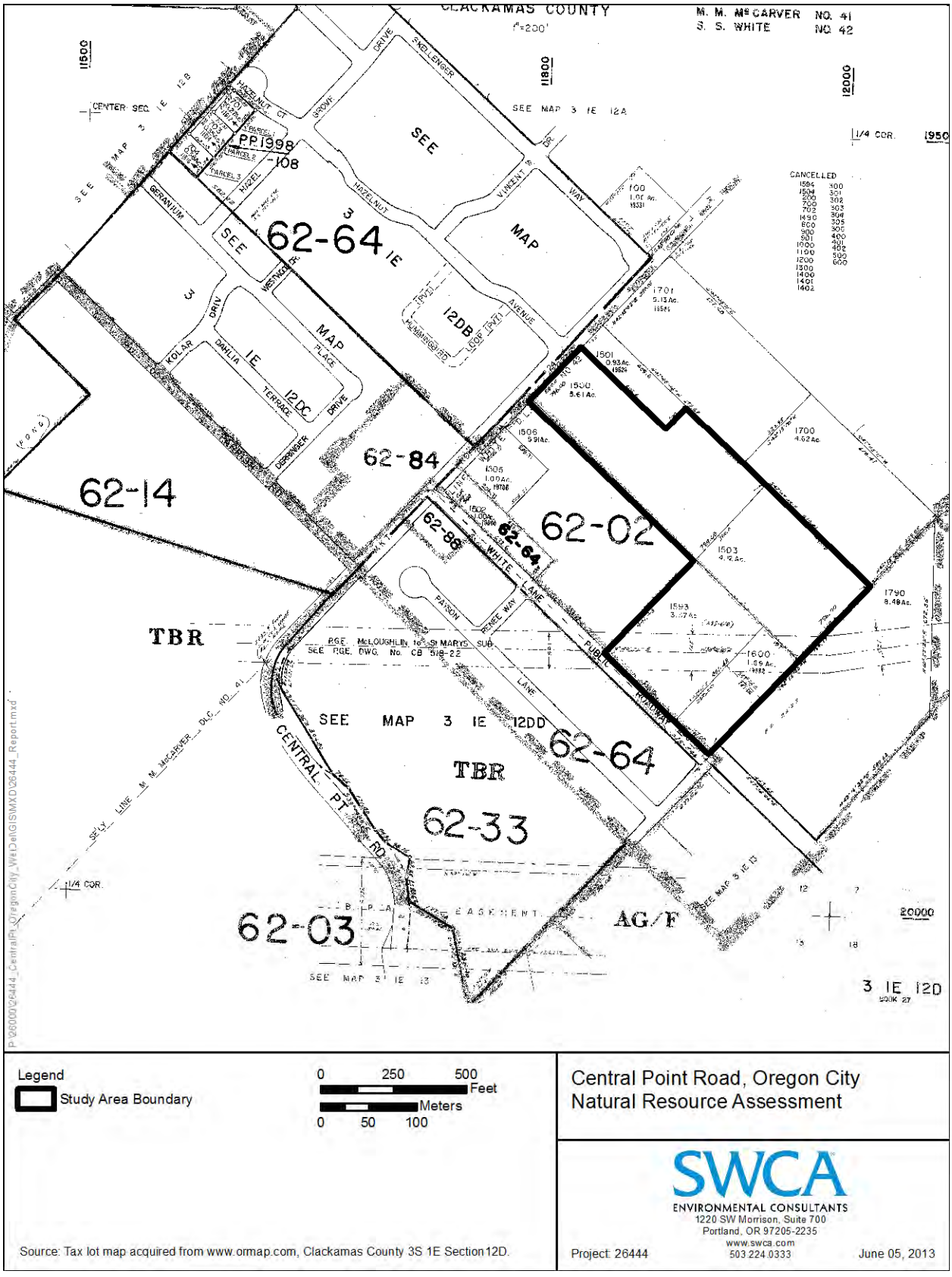


Figure 2. Tax lot map.

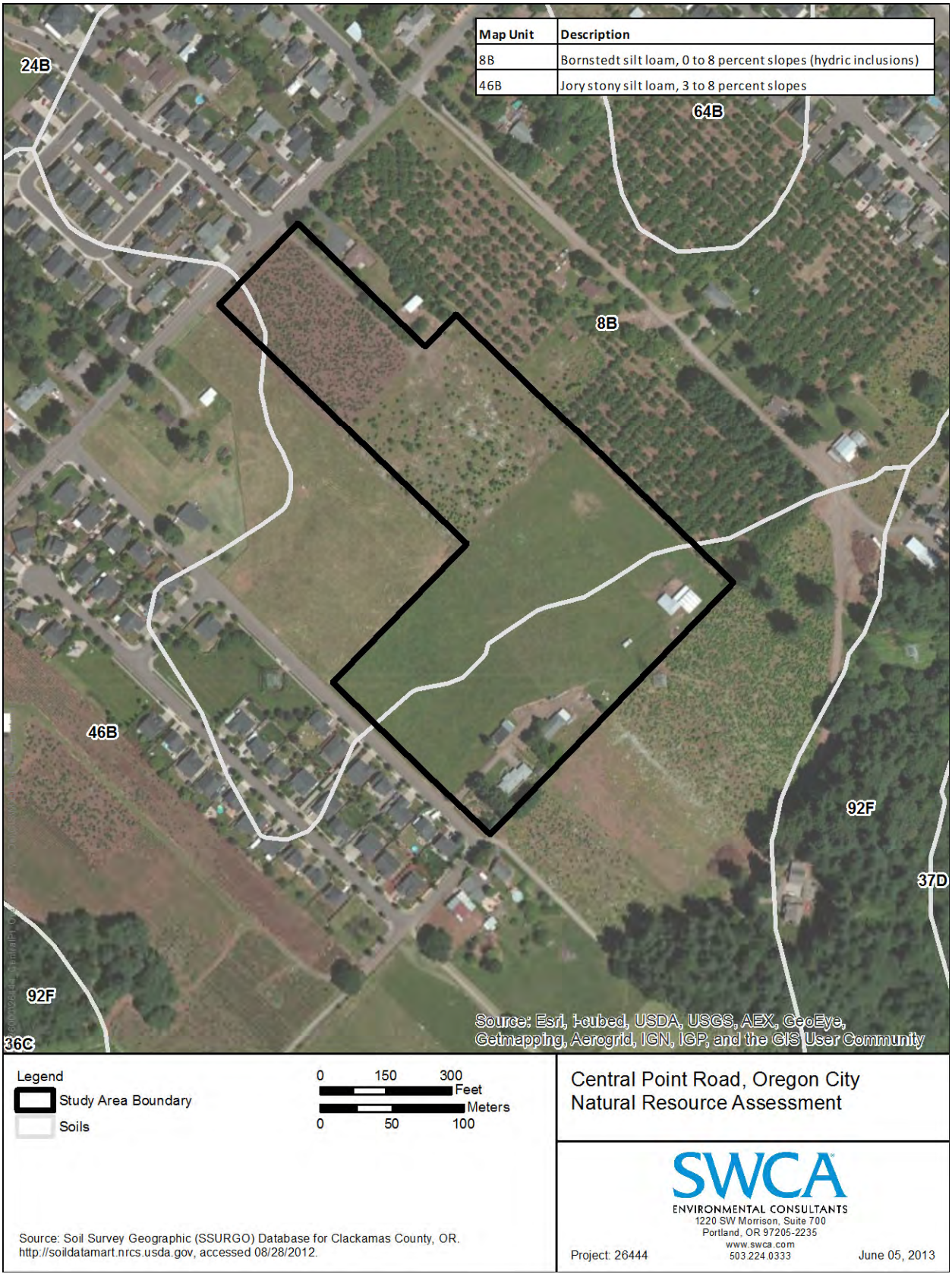


Figure 3. Soil survey map.

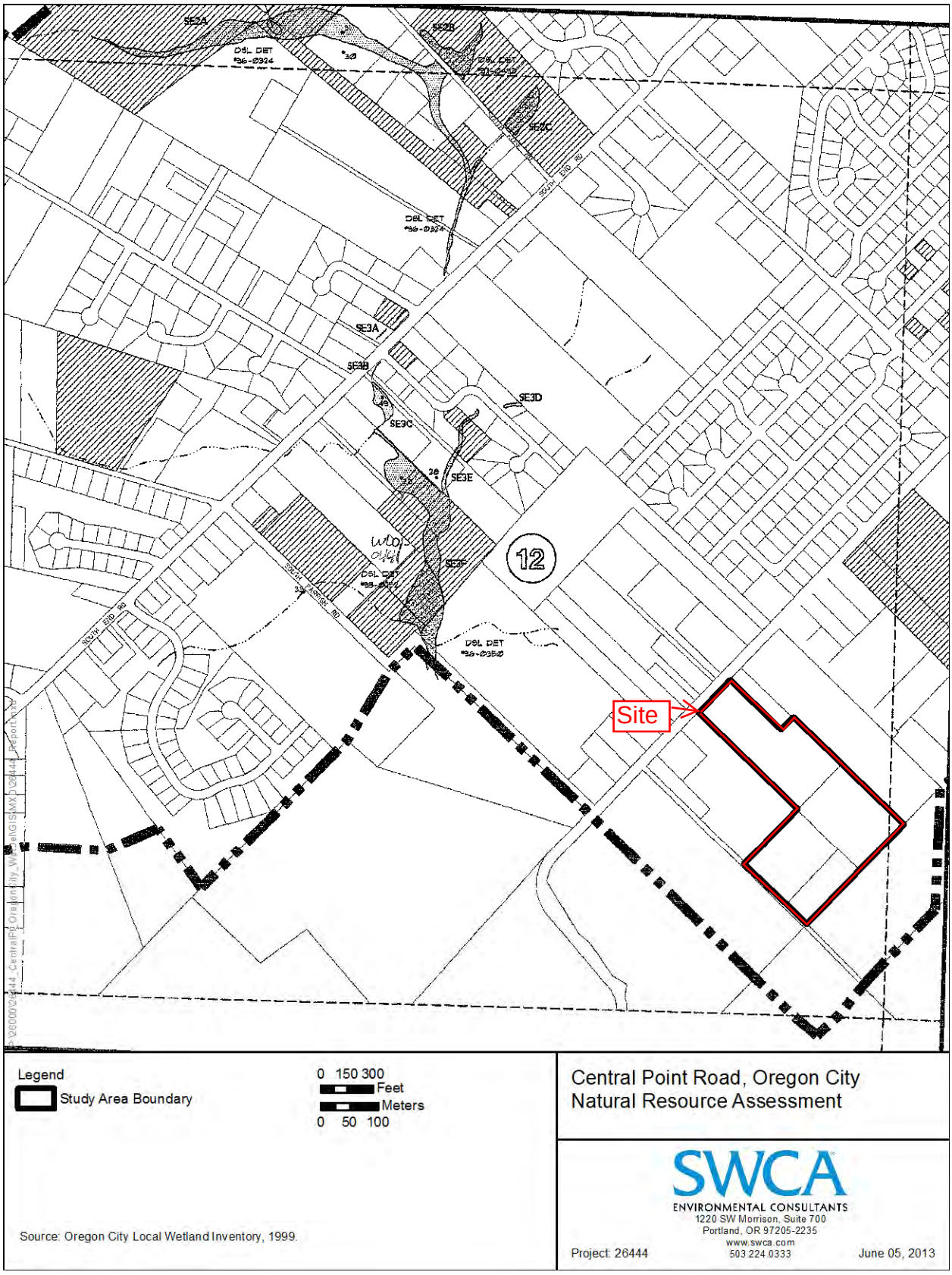


Figure 4. City of Oregon City Local Wetlands Inventory (LWI) map.

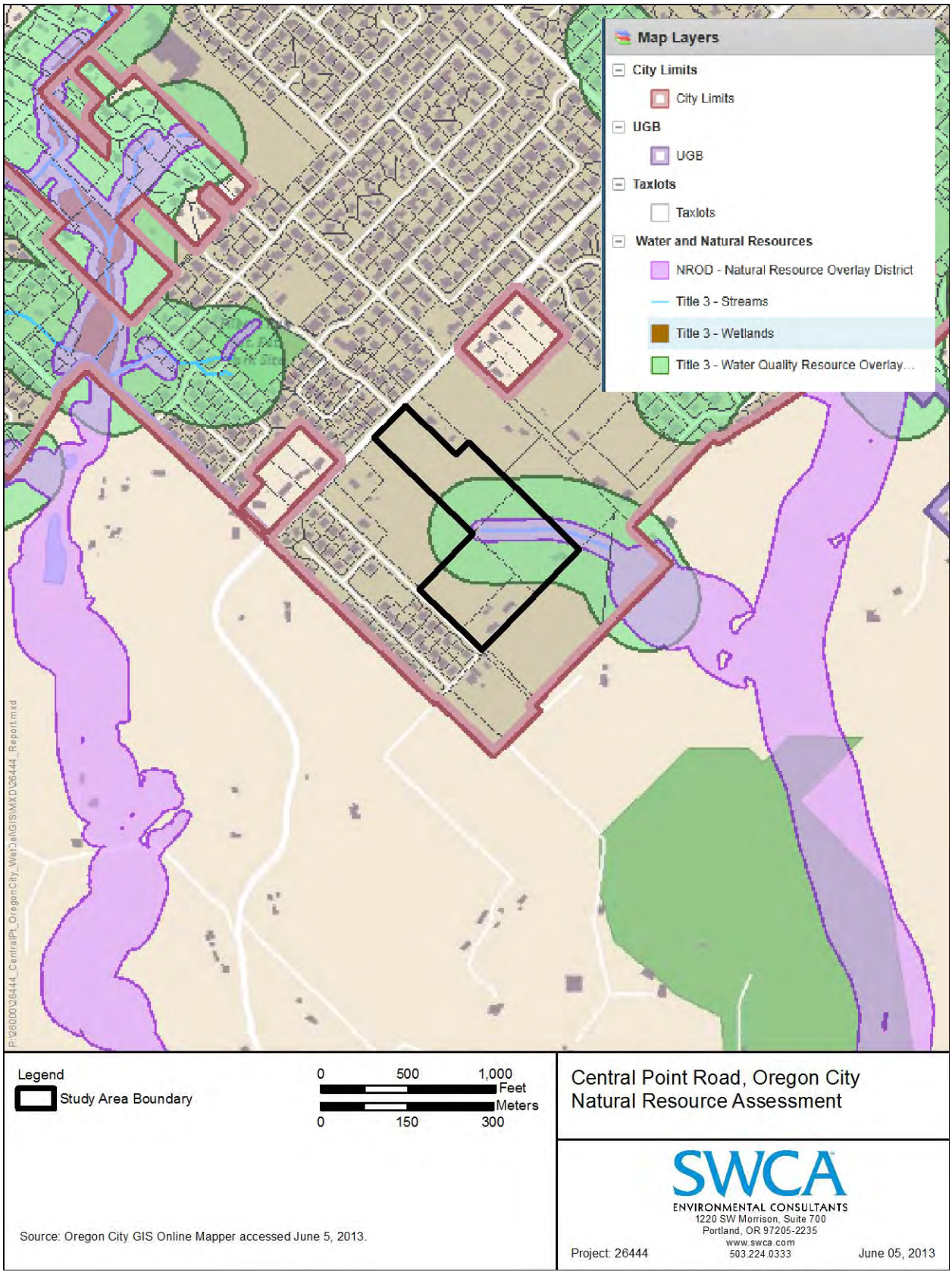


Figure 5. Oregon City Online Mapper



Central Point Road, Oregon City
Figure 6
Existing Conditions 2012 Aerial Photograph

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys and Coast Region

Project/Site: Central Point Road, Oregon City | City/County: Oregon City / Clackamas | Sampling Date: 6/5/2013

Applicant/Owner: Venture Properties Inc. / Johnson | State: OR | Sampling Point: 1

Investigator(s): Mirth Walker and Stacey Reed | Section, Township, Range: Sec 12D, T3N, R1E

Landform (hillslope, terrace, etc.): Terrace | Local relief (concave, convex, none): Concave | Slope (%): <3

Subregion (LRR): A, Northwest Forests and Coast | Lat: | Long: | Datum:

Soil Map Unit Name: (8B) Bornstedt silt loam, 0-8 percent slopes | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks)

Are Vegetation ,Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation ,Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No	X
Hydric Soil Present?	Yes	No	X
Wetland Hydrology Present?	Yes	No	X

Is the Sampled Area within a Wetland? Yes No X

Precipitation prior to fieldwork: No rainfall recorded day of site visit and 3.75 inches two weeks prior in Portland.

Remarks: NA means Not Applicable (used on plowed and planted agricultural crop sites in reference to the vegetation).

VEGETATION

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: 30' r)			
1.			
2.			
3.			
4.			
	0% = Total Cover		
Sapling/Shrub Stratum (Plot size: 10' r)			
1.			
2.			
3.			
4.			
5.			
	0% = Total Cover		
Herb Stratum (Plot size: 5' r)			
1. *Bromus hordeaceus*	20%	Yes	FACU
2. *Lolium perenne*	20%	Yes	FAC
3. *Schedonorus phoenix*	20%	Yes	FAC
4. *Vulpia myuros*	20%	Yes	FACU
5. *Agrostis gigantea*	10%	No	FAC
6. *Alopecurus pratensis*	5%	No	FAC
7. *Parentucellia viscosa*	4%	No	FAC
8. *Poa compressa*	1%	No	FACU
9.			
10.			
11.			
	100% = Total Cover		
Woody Vine Stratum (Plot size: 10' r)			
1.			
2.			
	0% = Total Cover		

% Bare Ground in Herb Stratum 0%

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	59	x 3 =	177
FACU species	41	x 4 =	164
UPL species	0	x 5 =	0
Column Totals:	100 (A)		341 (B)

Prevalence Index = B/A = 3.41

Hydrophytic Vegetation Indicators:

- 1 - Rapid Test for Hydrophytic Vegetation
- 2 - Dominance Test is >50%
- 3 - Prevalence Index is ≤3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present.

Hydrophytic Vegetation Present? Yes No X

Remarks: Entered by: sar QC by: cmw

SOIL

Sampling Point: **1**

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	7.5YR 3/3	100					sil	
16-19	7.5YR 3/3	95	5YR 4/6	5	C	M	sil	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ **No** X

Remarks: s = sand; si = silt; c = clay; l = loam or loamy; co = coarse; f = fine; vf = very fine; + = heavy (more clay); - = light (less clay)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	___	No	X	Depth (inches): ___
Water Table Present?	Yes	___	No	X	Depth (inches): >19
Saturation Present? (includes capillary fringe)	Yes	___	No	X	Depth (inches): >19

Wetland Hydrology Present?

Yes ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Soils were very dry.

Entered by: sar QC by: cmw

Central Point Road, Oregon City
Vegetation Table
June 5, 2013

Common Name	Scientific Name	Wetland Indicator Status	Native / Introduced & Invasive / Noxious
SITE VEGETATION			
Black Bent	*Agrostis gigantea*	FAC	introduced
Field Meadow-Foxtail	*Alopecurus pratensis*	FAC	introduced
Soft Brome	*Bromus hordeaceus*	FACU	introduced
field chickweed	*Cerastium arvense*	FACU	native
Canadian Thistle	*Cirsium arvense*	FAC	invasive, noxious
Orchard Grass	*Dactylis glomerata*	FACU	introduced
Queen Anne's-Lace	*Daucus carota*	FACU	introduced (noxious WA)
Fox-Tail Barley	*Hordeum jubatum*	FAC	native
Hairy Cat's-Ear	*Hypochaeris radicata*	FACU	introduced (noxious WA)
Toad Rush	*Juncus bufonius*	FACW	native
Ox-Eye Daisy	*Leucanthemum vulgare*	FACU	introduced (noxious WA)
Perennial Rye Grass	*Lolium perenne*	FAC	introduced
Yellow Glandweed	*Parentucellia viscosa*	FAC	introduced
English Plantain	*Plantago lanceolata*	FACU	introduced
Flat-Stem Blue Grass	*Poa compressa*	FACU	introduced
Himalayan Blackberry	*Rubus armeniacus*	FACU	invasive, noxious
Curly Dock	*Rumex crispus*	FAC	introduced
tall fescue	*Schedonorus phoenix*	FAC	introduced
clover	*Trifolium species*	FAC to UPL	-
Rat-Tail Six-Weeks Grass	*Vulpia myuros*	FACU	introduced

An asterisk (*) following an indicator identifies tentative assignment in Region 9 of the USFWS plant list.

A question mark (?) preceded by a space indicates our default assumption that the plant is FAC.

Wetland Indicator Status for the WMVC Region per the National Wetland Plant List:
https://wetland_plants.usace.army.mil accessed April 30, 2012 using Firefox
See USDA Plants Database for non-wetland plants: http://plants.usda.gov/
Native per Hitchcock & Cronquist 1973 and http://plants.usda.gov/
Invasive status per Clean Water Services 2008:
http://www.cleanwaterservices.org/PermitCenter/DesignAndConstruction/default.aspx
Noxious per ODA 2012 http://www.oregon.gov/ODA/PLANT/WEEDS/lists.shtml
Noxious per Washington State NWCB 2012 http://www.nwcb.wa.gov/

WETLAND INDICATOR STATUS - Western Mountains, Valleys, and Coast Region	
OBL	**Obligate Wetland** – Plants that occur almost always in wetlands (estimated probability >99%) under natural conditions, but which may also rarely occur in non-wetlands (<1% probability). Examples: broadleaf cattail, skunk cabbage
FACW	**Facultative Wetland** - Plants that usually occur in wetlands (estimated probability 67%-99%), but also occur in non-wetlands an estimated 1%-33% of the time. Examples: Oregon ash, red-osier dogwood
FAC	**Facultative** – Plants that are equally likely to occur in wetlands or non-wetlands (estimated probability 34%-66%). Examples: red alder, salmonberry
FACU	**Facultative Upland** - Plants that usually occur in non-wetlands (estimated probability 67-99%), but occasionally are found in wetlands (estimated probability 1%-33%). Examples: bigleaf maple, Himalayan blackberry
UPL	**Upland** - Plants that almost always occur in non-wetlands (<1% probability of occurring in wetlands).
NOL	**Not Listed** - Plants that are not on the list; assumed to be UPL but may not have occurred in the region when indicators were assigned.



Photo A. View northeast of site.



Photo B. View northeast of drainpipe along northern fenceline.

Photos taken by M. Walker on June 5, 2013



Photo C. View southeast of Plot 1.



Photo D. View northwest of vicinity of drainage mapped on Oregon City's GIS map.

Photos taken by M. Walker on June 5, 2013

Transportation Planning Rule Analysis (Lancaster Engineering)

CENTRAL POINT ROAD ZONE CHANGE
TRAFFIC IMPACT STUDY

OREGON CITY, OREGON

10/22/13

REGISTERED PROFESSIONAL ENGINEER
54983PE
OREGON
JULY 10, 2002
MICHAEL T. ARD
EXPIRES: 12/31/13

DATE:
October 22, 2013

PREPARED FOR:
Venture Properties Inc.

PREPARED BY:
Michael Ard, PE

LANCASTER
ENGINEERING

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EXECUTIVE SUMMARY

1. Several properties located on the southeast side of S Central Point Road north of S White Lane and south of Hazeldell Avenue have been proposed for a zone change. The properties are currently zoned R10. This report analyzes the potential traffic impacts that could be expected if the properties are rezoned to R6.

2. The trip generation analysis shows that development of the subject properties at under the "reasonable worst case" development scenario for the proposed R6 zoning would result in an increase in site trips as compared to the R10 zoning. During the morning peak hour, an increase of 27 site trips is projected, with 7 entering and 20 exiting the properties. During the evening peak hour, a net increase of 36 trips is projected, with 23 entering and 13 exiting the site. A daily increase of 342 trips is anticipated, with half entering and half exiting the site.

3. S Central Point Road and S White Lane have no significant horizontal or vertical curves along the frontage of the subject properties. Based on the preliminary sight distance investigation, it was determined that it will be possible to provide adequate intersection sight distance at future site access locations.

4. Left-turn lane warrants were examined for a southbound left-turn lane on S Central Point Road at the future site access location. Based on the analysis, installation of a left-turn lane may be warranted to support future development within the subject properties under either the R10 or the R6 zoning. Accordingly, it is recommended that a detailed examination of left-turn lane warrants be provided as part of any future site development traffic impact study.

5. Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

6. Based on the operational analysis, the intersections of S Central Point Road at Partlow Road, McCord Road and the future site access are projected to operate acceptably without the need for mitigation.

7. The intersection of S Central Point Road at Warner-Parrott Road is projected to operate with volumes exceeding intersection capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. Mitigation for this intersection could consist of restricting northbound left turns, causing trips to re-route to intersections with residual capacity such as South End Road at Partlow Road. The City may also consider funding larger improvements at the intersection of S Central Point Road and Warner-Parrott Road. If larger improvements are undertaken it is anticipated that the subject properties would contribute a proportional share of the project costs based on their traffic impacts.

8. The proposed development conforms to the requirements of Oregon's Transportation Planning Rule provided that a condition of approval or development agreement is established requiring restriction of northbound left turns from Central Point Road onto Warner-Parrott Road. No other mitigations are necessary or recommended.

PROJECT DESCRIPTION

INTRODUCTION

Several properties located on the southeast side of S Central Point Road north of S White Lane have been proposed for annexation and rezone for residential use. The properties are currently zoned R10, and are proposed to be rezoned to R6. This zone change could result in increased density of residential development and a corresponding increase in traffic volumes generated by future development within the subject properties.

The purpose of this study is to assess the potential impacts of the proposed increase in zoning density and address the transportation analysis requirements of Oregon City as well as Oregon's Transportation Planning Rule. The report will identify the net increase in traffic attributable to the proposed zone change and examine the transportation impacts of these additional trips at the long-range planning horizon. It will also recommend any required mitigation. The report will include level of service calculations and volume-to-capacity calculations for existing conditions, year 2035 background conditions (assuming development under R10 zoning) and year 2035 background plus zone change conditions (assuming development under the proposed R6 zoning.) The analysis will also include examination of traffic signal warrants, a detailed crash history analysis, and an analysis of compliance with Oregon's Transportation Planning Rule.

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

LOCATION DESCRIPTION

The subject properties are located on the southeast side of S Central Point Road north of White Lane and south of Hazeldell Avenue. The area proposed for rezone comprises five parcels with a total gross area of 17.74 acres. It is anticipated that future development within the subject properties would take access via new streets intersecting S Central Point Road and White Lane.

Oregon City requires traffic counts and analysis for intersections experiencing a net increase of 20 or more site trips. These intersections include S Central Point Road at Partlow Road, S Central Point Road at S McCord Road and S Central Point Road at Warner-Parrott Road, as well as the future site access intersection on S Central Point Road. Analysis is required for these intersections during the morning and evening peak hours.

S Central Point Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with centerline and fog line striping and a posted speed limit of 45 mph in the site vicinity, transitioning to 35 mph north of Partlow Road. Partial bike lanes and sidewalks are in place on both sides of the roadway, and some on-street parking is available.

Partlow Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with centerline and fog line striping and a posted speed limit of 25 mph. Partial bike lanes and sidewalks are in place along both sides of the roadway.

S McCord Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with no centerline striping. It has a posted speed limit of 25 mph. Continuous curbs and sidewalks are in place along the south side of the roadway, and partial curbs and sidewalks are in place along the north side.

Warner-Parrott Road is classified by Oregon City as a Minor Arterial. It generally has a two-lane cross-section with centerline and fog line striping, but widens at it approaches the intersections with Central Point Road and Linn Avenue/Leland Road to add turn lanes. It has a posted speed limit of 30 mph. Bike lanes and partial sidewalks are in place along both sides of the roadway.

Warner-Milne Road is also classified by Oregon City as a Minor Arterial. It has a two-lane cross-section with centerline and fog line striping, widening at intersections to provide turn lanes. It has a posted speed limit of 30 mph. Bike lanes and partial sidewalks are in place along both sides of the roadway.

Linn Avenue is classified by Oregon City as a Minor Arterial. It generally has a two-lane cross section with centerline and fog line striping. It has a posted speed limit of 35 mph. Bike lanes and sidewalks are in place along both sides of the roadway in the vicinity of Warner-Parrott Road/Warner-Milne Road. Some on-street parking is also available.

Leland Road is classified by Oregon City as a Minor Arterial. It has a two-lane cross-section with centerline and fog line striping and a posted 35 mph speed limit. Intermittent sidewalk and bike lane improvements are in place along the east side of the roadway.

The intersection of S Central Point Road at Partlow Road is a three-legged intersection that is controlled by a STOP sign on the southeast bound Partlow Road approach. Through traffic travelling along S Central Point Road does not stop. Each of the three approaches has a single, shared lane for all turning movements.

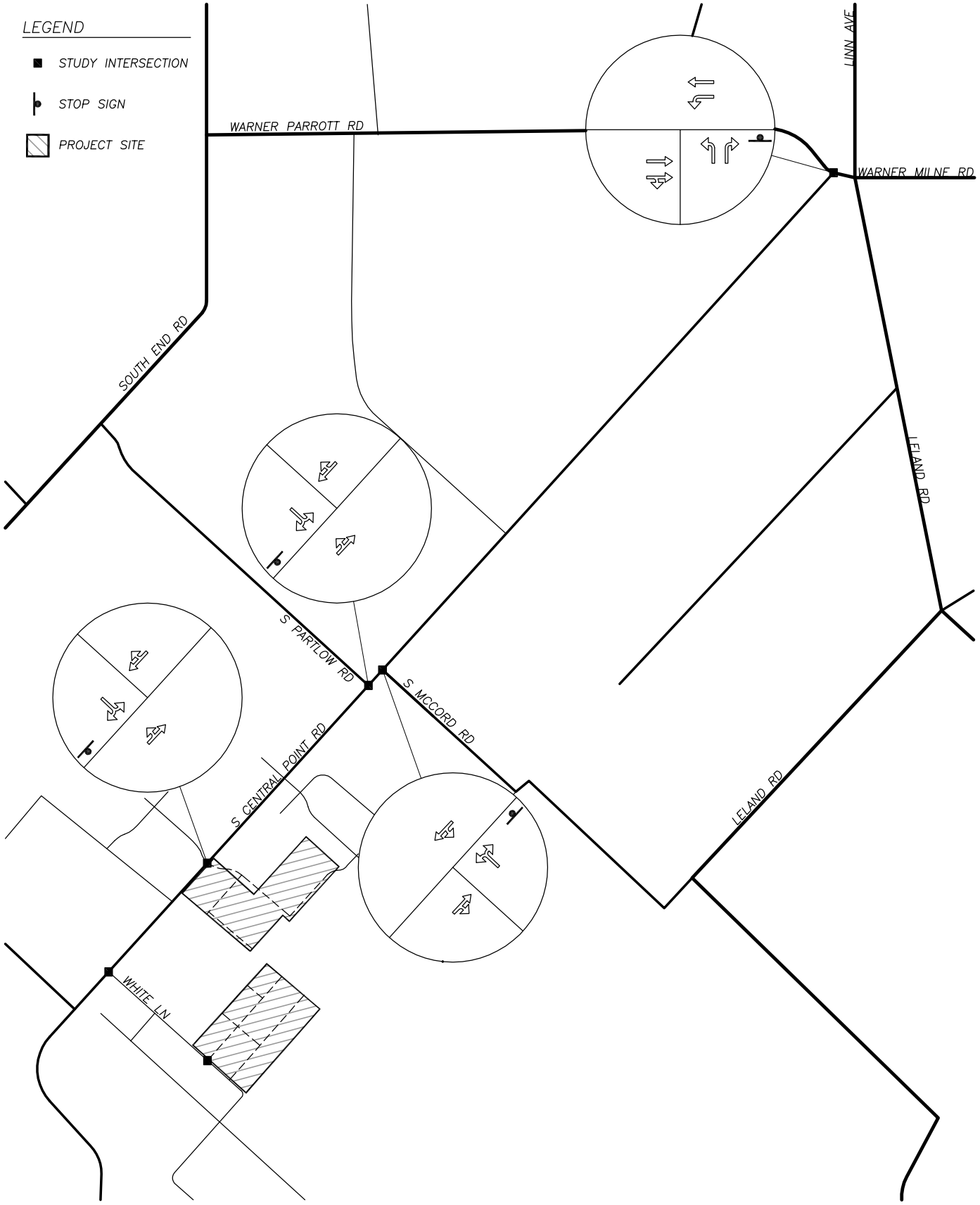
The intersection of S Central Point Road at S McCord Road is a three-legged intersection that is controlled by a STOP sign on the northwest-bound McCord Road approach. Through traffic travelling along S Central Point Road does not stop. Each of the three approaches has a single, shared lane for all turning movements.

The intersection of S Central Point Road at Warner-Parrott Road is a three-legged intersection that is controlled by a STOP sign on the northeast-bound Central Point Road approach. Through traffic travelling along Warner-Parrott Road does not stop. The eastbound Warner-Parrott Road approach has a through lane that becomes an exclusive left-turn lane at the nearby Linn Avenue intersection and a shared through-right lane. The westbound approach has a left-turn lane and an exclusive through lane. The northeast-bound Central Point Road approach has a left-turn lane and a right-turn lane.

The intersection of Warner-Parrott Road/Warner-Milne Road at Linn Avenue/Leland Road is a four-way intersection controlled by a traffic signal. The eastbound, northbound and southbound approaches each have an exclusive left-turn lane and a shared through right lane. The westbound approach has an exclusive left-turn lane, a through lane that feeds into a westbound left-turn lane at the nearby Central Point Road intersection, and a shared through/right lane. The left-turn lanes operate with protected signal phasing.

Manual turning movement counts were made at the study intersections during April 2013 and October 2013 from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. The peak hours typically occur from about 7:25 to 8:25 AM and from 4:30 to 5:30 PM. Detailed traffic count data is included in the appendix to this report.

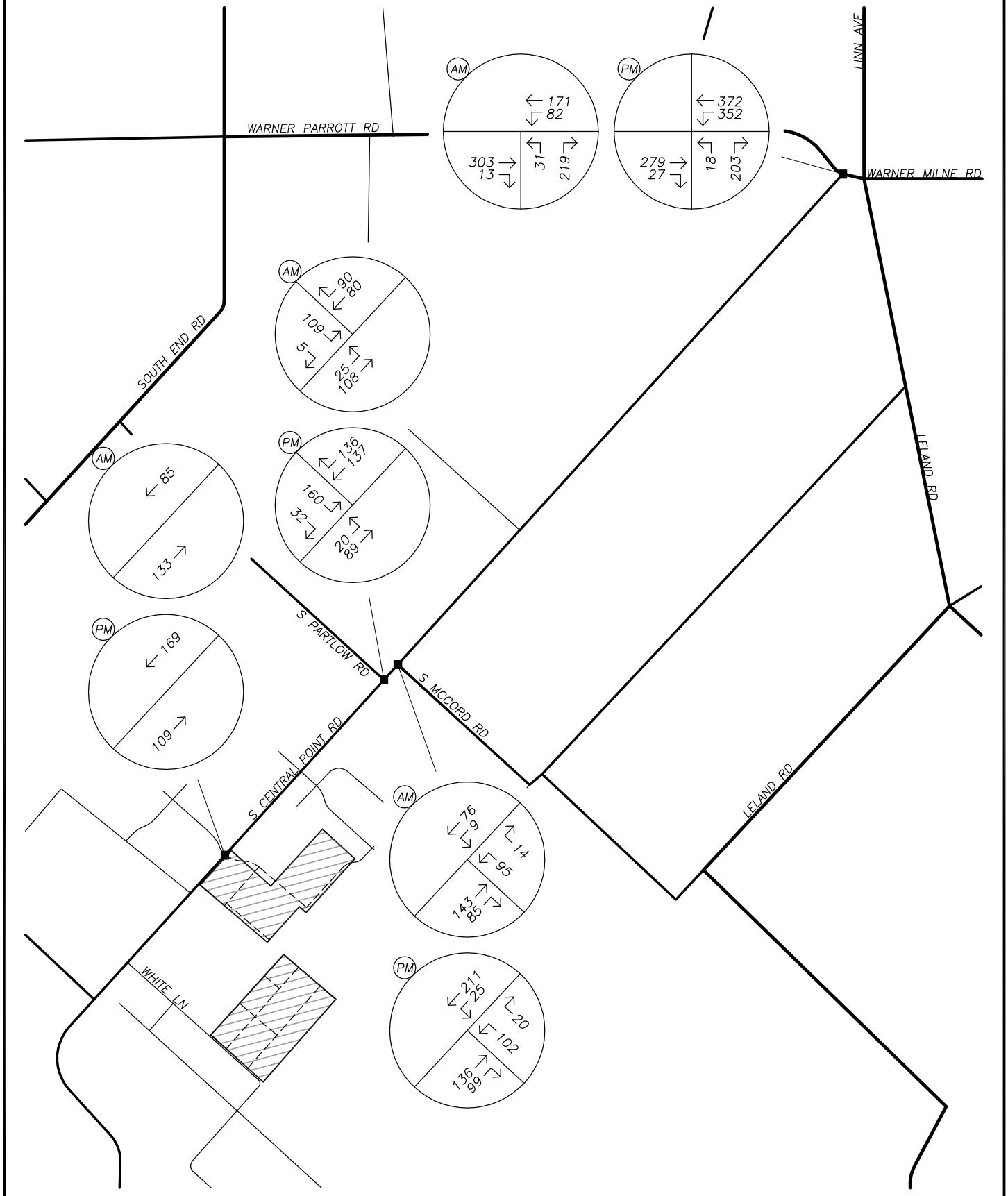
Figure 1 on page seven shows the project study area and the location of the site. Figure 2 on page eight shows the existing traffic volumes at the study area intersection.



VICINITY MAP

no scale

FIGURE 1



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

no scale

FIGURE 2

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by the proposed zone change, an analysis was conducted for the subject properties to determine the reasonable worst case development scenarios under the existing and proposed zoning. The properties are currently zoned R10, with a minimum average lot size of 10,000 square feet. Under the proposed R-6 zoning, the minimum average lot size would be reduced to 6,000 square feet.

The subject properties total 17.74 gross acres. In order to develop the properties with residential site uses, it will be necessary to provide public rights of way and amenities resulting in a reduced area available for residential development. Residential development on this scale and at this density typically has a net developable acreage of 70 percent of the gross acreage. Accordingly, the maximum development scenarios for the existing and proposed zoning were calculated based on 12.42 net acres (541,000 square feet).

Under the existing R10 zoning, the subject properties could be developed with up to 54 single-family homes. Under the proposed R6 zoning, the properties could be developed with up to 90 single-family homes. Accordingly, the net increase in development potential for the proposed zone change is an increase of 36 single-family homes.

Trip rates from the manual *TRIP GENERATION, NINTH EDITION*, published by the Institute of Transportation Engineers were used to determine the net increase in site trips attributable to the increased residential density under the proposed zoning. The trip rates used were those for land use category 210, *Single-Family Detached Housing*, and are based on the number of dwelling units.

Based on the trip generation calculations, the proposed zone change could result in a net increase of 27 trips during the morning peak hour, with 7 entering and 20 exiting the subject properties. During the evening peak hour, an increase of 36 trips is projected with 23 entering and 13 exiting the properties. Daily trip generation is projected to increase by 342 trips, with half entering and half exiting the properties. The table below summarizes the trip generation analysis. A detailed trip generation worksheet is also included in the technical appendix.

TRIP GENERATION SUMMARY

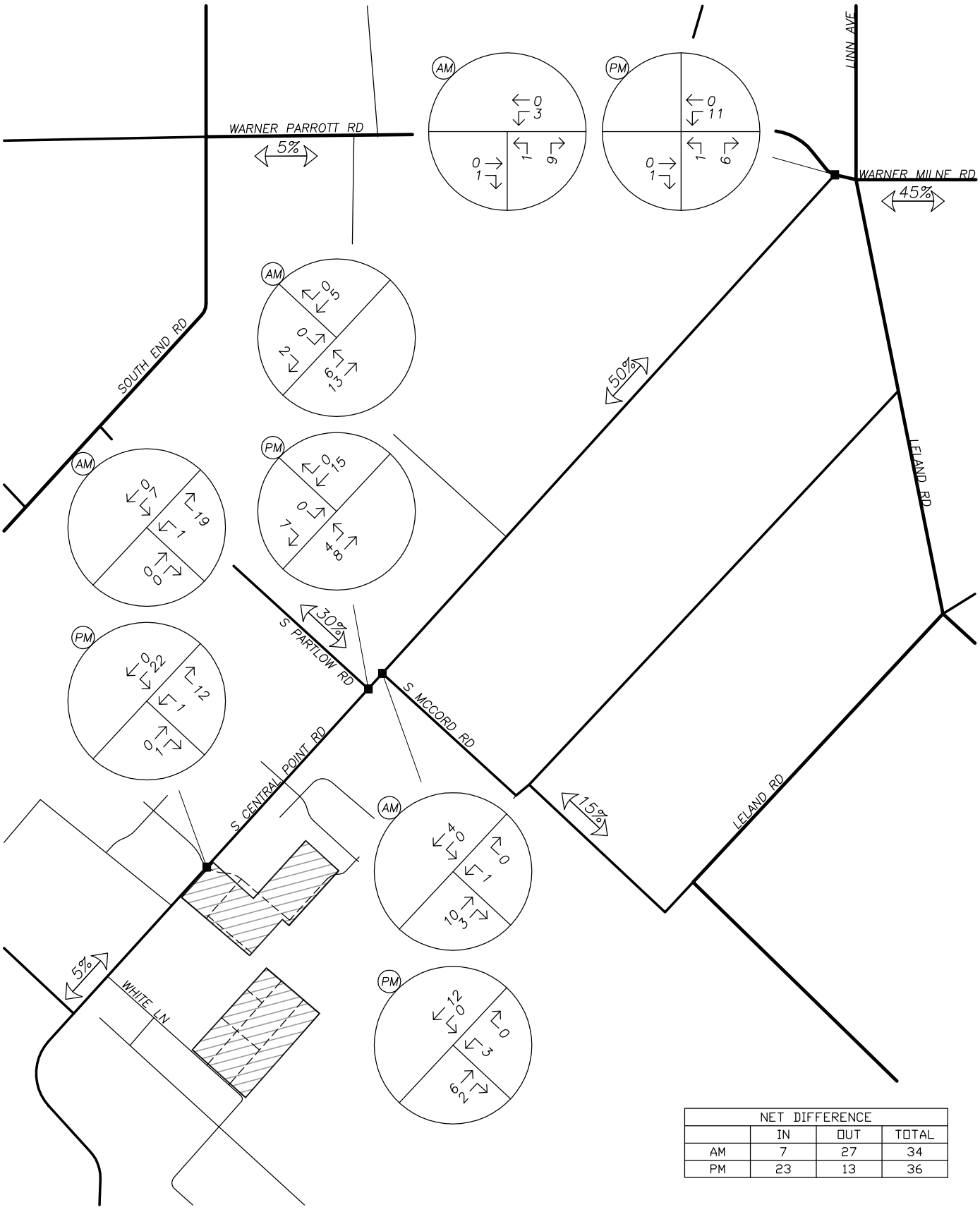
	AM Peak Hour			AM Peak Hour			Daily Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
36 Single-Family Homes	**7**	**20**	**27**	**23**	**13**	**36**	**171**	**171**	**342**

TRIP DISTRIBUTION

The subject properties are surrounded by existing residential development, and can therefore be expected to have a site trip distribution pattern similar to that observed under existing conditions in the site vicinity. Accordingly, the turning movement count data as well as site trip distribution patterns from recent development applications in the site vicinity were used to derive the distribution of site trips under the proposed R6 zoning.

Similarly, in-process traffic volumes were calculated for the subject property and the surrounding underdeveloped land designated for "Low Density Residential" development under the Comprehensive Plan.

The distribution of the net increase in site trips associated with the proposed zone change is shown in Figure 3 on page 11.



NET DIFFERENCE			
	IN	OUT	TOTAL
AM	7	27	34
PM	23	13	36

SITE TRIP DISTRIBUTION & ASSIGNMENT
Net Increase in Site Trips
AM & PM Peak Hours

no scale

FIGURE 3

SAFETY ANALYSIS

SIGHT DISTANCE

In order to determine whether it is feasible to provide safe access to future development within the subject properties, sight lines were examined along S Central Point Road and S White Lane.

Required intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on a driver's eye height of 3.5 feet above the roadway and an object height of 3.5 feet, with the driver's eye 15 feet behind the edge of the near side travel lane.

S Central Point Road has a posted speed limit of 45 mph in the project vicinity, requiring a minimum of 500 feet of intersection sight distance. Central Point Road has no significant horizontal or vertical curvature along the project site. It is therefore anticipated that this minimum sight distance standard can be met along the site frontage.

S White Lane has a posted speed limit of 25 mph in the project vicinity, requiring a minimum of 280 feet of intersection sight distance. This roadway also has no significant horizontal or vertical curvature in the vicinity of the subject property that would limit sight distance to less than the required minimum. It is anticipated that the minimum sight distance standard can be met for a future intersection along this roadway segment.

LEFT-TURN LANE WARRANTS

To determine whether a southbound left-turn lane may be necessary on S Central Point Road at the future access location, a left-turn lane warrant analysis was conducted. A left-turn lane, or left-turn "refuge" is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream.

The left-turn lane warrants used were those developed by the Texas Transportation Institute as adapted by the Oregon Department of Transportation. The warrant analysis is based on the volume of through traffic in each direction along the major street, the number of travel lanes, and the design speed of the roadway.

The warrant analysis shows that a southbound left-turn lane is projected to be warranted upon future development of the subject property under either the R10 or the R6 zoning. Since actual turning-movement volumes may vary from those analyzed under the "reasonable worst case" development scenarios based on multiple points of access as well as variations in density of development and traffic volumes on adjacent streets at the year of project completion, it is recommended that additional left-turn lane warrant analysis be conducted as part of any future traffic impact study prepared for

development within the subject properties. Detailed left-turn lane warrant analysis worksheets are included in the attached technical appendix.

CRASH HISTORY

In order to identify any existing safety hazards in the site vicinity, a five-year crash history was obtained from ODOT's Crash Analysis and Reporting Unit. The data covered the period from January, 2008 through December 2012.

A brief discussion of crashes is provided for each of the study area intersections. In addition to the crash descriptions, calculated crash rates were determined for each location. Examination of the crash rate, expressed as the number of crashes per million entering vehicles (CMEV), allows intersections with widely different traffic volumes to be compared on the basis of relative crash risk. Typically, crash rates greater than 1.0 require further investigation into the type and causes of the crashes to determine whether patterns indicative of specific safety hazards exist.

The intersection of S Central Point Road at Partlow Road had three reported crashes during the five-year analysis period. These included two turning movement collisions and one non-collision incident involving a motorcycle that tipped over. The crashes resulted in one non-incapacitating injury and one report of "possible injury/complaint of pain". The crash rate for the intersection was calculated to be 0.29 CMEV. Based on the crash data, no significant safety hazards were identified at this intersection.

The intersection of S Central Point Road at McCord Road had one reported crash during the five-year analysis period. It was a turning-movement collision resulting in property damage only. The crash rate for this intersection was calculated to be 0.09 CMEV. Based on the crash data, no significant safety hazards were identified at the intersection.

The intersection of S Central Point Road at Warner-Parrott Road had five reported crashes during the five-year analysis period. All five were turning-movement collisions, one of which involved a bicycle. The crashes resulted in one non-incapacitating injury (to the person on the bicycle) and five reports of "possible injury/complaint of pain". The crash rate for the intersection was calculated to be 0.22 CMEV. Based on the crash data, no significant safety hazards were identified at the intersection.

Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

OPERATIONAL ANALYSIS

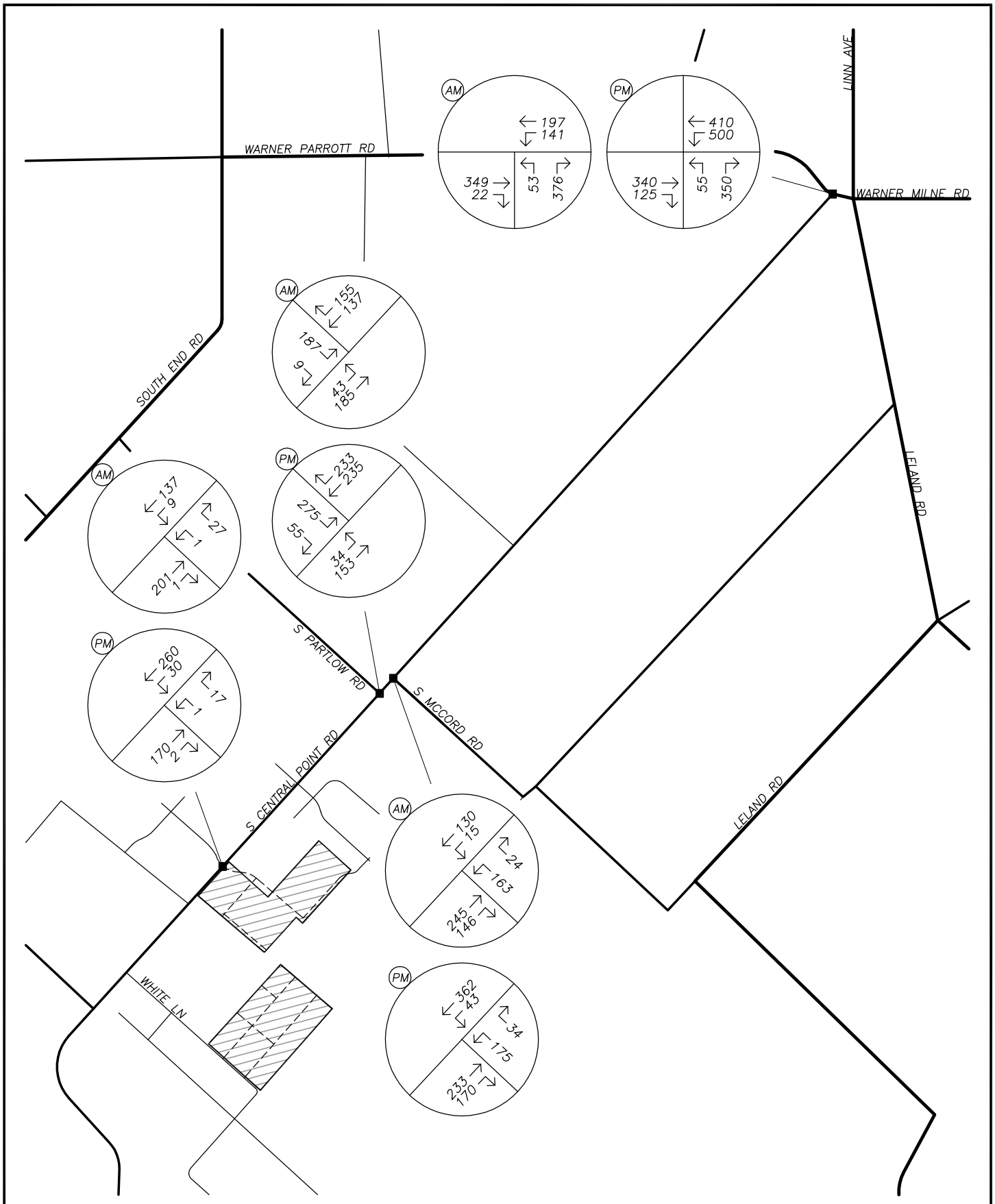
BACKGROUND TRAFFIC

Prior to adding the projected increase in site trips from the proposed zone change to the study area intersections, year 2035 background traffic volumes were estimated based on data from City's Transportation System Plan and likely development of the subject properties and surrounding parcels under the current R10 zoning.

Year 2035 turning movement volumes for the intersection of S Central Point Road at Warner-Parrott Road were estimated based on the year 2035 constrained model volumes from the Transportation System Plan. Comparison of these volumes to the existing turning movement volumes allowed determination of growth rates for traffic volumes on Central Point Road and along Warner-Parrott Road. These growth rates were applied to the area intersections to determine likely traffic volumes at locations that were not explicitly studied in the TSP for the year 2035 planning horizon.

In addition to the growth rates, year 2035 background turning movement volumes for the site access intersection on S Central Point Road were determined based on the density of residential development permitted under the current R10 zoning.

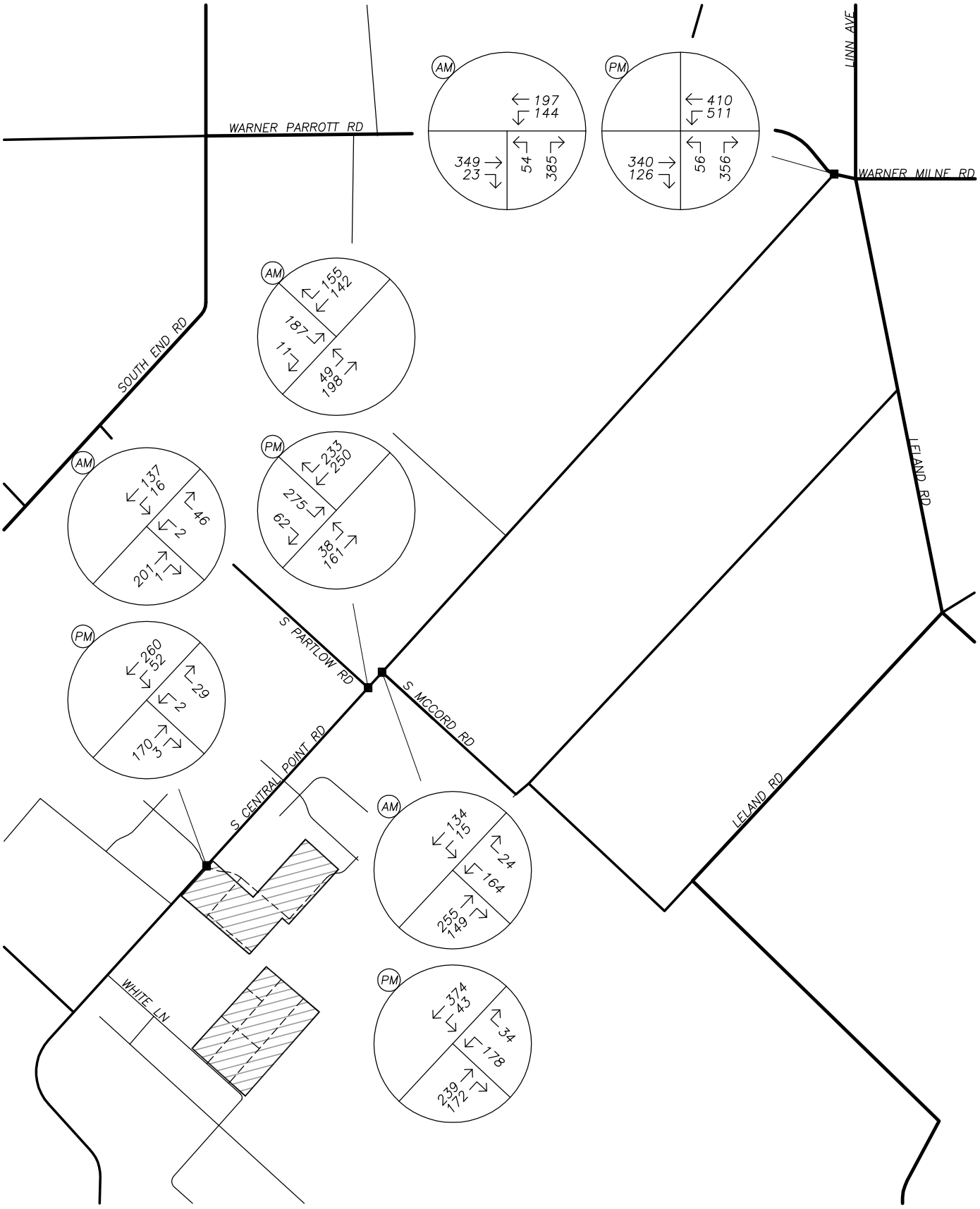
Figure 4 on page 15 shows the year 2035 background traffic volumes assuming development under the R10 zoning designation. Figure 5 on page 16 shows the year 2035 background traffic with addition of site trips associated with the proposed zone change.



TRAFFIC VOLUMES
Year 2035 Background Conditions
AM & PM Peak Hours

no scale

FIGURE 4



TRAFFIC VOLUMES
Year 2035 Background plus Site Trips
AM & PM Peak Hours

no scale

FIGURE 5

CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the 2000 *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. Level of service can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Oregon City has recently established new operational standards for intersection performance. Signalized intersections are required to operate at level of service "D" or better, with no approach operating at worse than level of service "E" and the critical intersection volume-to-capacity ratio not higher than 1.0. For unsignalized intersections, all movements serving 20 or more vehicles are required to operate at level of service "E" or better. Intersections designated on the Arterial and Throughway Network in the Regional Transportation Plan and intersection located within the Oregon City Regional Center are subject to alternative standards based on the intersection volume-to-capacity (v/c) ratios.

The intersection of S Central Point Road at Partlow Road currently operates at level of service B during the morning and evening peak hours. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning and evening peak hours. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable and no mitigations are recommended.

The intersection of S Central Point Road at S McCord Road currently operates at level of service B during the morning and evening peak hours. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. With the addition of site trips from the proposed zone change, the intersection is projected to continue to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable and no mitigations are recommended.

The intersection of S Central Point Road at Warner-Parrott Road currently operates at level of service C during the morning peak hour and at level of service E during the evening peak hour. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service F during the evening peak hour with a v/c ratio of 1.57. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service C during the morning peak hour and level of service F during the evening peak hour with a v/c ratio of 1.69. The intersection is projected to operate with volumes exceeding capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. The proposed zone change has very little impact on operation of the intersection at the planning horizon, since only one additional trip is added to the critical northbound left-turn movement.

One potential mitigation for this intersection would be to restrict northbound left-turns. A significant portion of the traffic would be expected to re-route prior to the intersection on alternative connecting streets such as Partlow Road. Northbound vehicles arriving at the intersection of Central Point Road and Warner-Parrott Road would be required to divert to the east, with most turning left onto Linn

Avenue as an alternative route and some turning around using area roadways to travel west on Warner-Parrott Road. With this mitigation, the intersection would be projected to operate at level of service C during the morning and evening peak hours. All other study intersections would also continue to operate acceptably through the planning horizon.

It should be noted that a future roundabout is planned and funded for the intersection of South End Road at Partlow Road. According to Oregon City's Transportation System Plan, this improvement is projected to operate at level of service A at the planning horizon, with the worst approach operating at level of service B. It is clear that significant additional capacity will be available to accommodate diverted traffic following implementation of a restriction preventing northbound left turns from Central Point Road onto Warner-Parrott Road.

Oregon City's Transportation System Plan also includes a potential future roundabout at the intersection of Warner-Milne Road/Warner Parrott Road and Linn Avenue/Leland Road. Installation of this roundabout would allow northbound vehicles to turn right onto Warner-Parrott Road, then turn around within the roundabout to travel west on Warner-Parrott Road. However, this improvement is not currently funded and is not considered likely to be constructed within the planning horizon. If such improvements are undertaken it is anticipated that the subject properties would pay a proportional share of the cost of the improvements at the time of development.

Operation of the future intersection of S Central Point Road at the primary site access was analyzed assuming that nearly all future site trips will arrive and depart via a single intersection. This analysis approach provides worst-case operational results, since providing multiple points of access will reduce the total traffic volumes on the stop-controlled approaches. Since the intersection does not currently exist, it was not analyzed for existing conditions. However a year 2035 background conditions analysis was prepared based on development of the subject properties and surrounding underdeveloped properties under R10 zoning.

Under year 2035 background conditions, the site access intersection on S Central Point Road is projected to operate at level of service A during the morning and evening peak hours, with a v/c ratio of 0.15 during the morning peak hour and 0.18 during the evening peak hour. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service B with a v/c ratio of 0.15 during the morning peak hour and at level of service A with a v/c ratio of 0.18 during the evening peak hour.

The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the table on the following page. Detailed capacity analysis results are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
S Central Point Road at Partlow Road						
2013 Existing Conditions	B	12.3	0.22	B	13.8	0.35
2035 Background	C	22.1	0.54	C	24.2	0.68
2035 Background plus ZC	C	24.3	0.57	D	28.0	0.73
2035 Background plus ZC*	D	26.5	0.60	D	31.9	0.77
S Central Point Road at McCord Road						
2013 Existing Conditions	B	12.0	0.21	B	13.4	0.24
2035 Background	C	20.1	0.50	D	31.7	0.64
2035 Background plus ZC	C	21.0	0.52	D	34.3	0.67
2035 Background plus ZC*	C	20.1	0.50	D	32.3	0.65
S Central Point Road at Warner-Parrott Road						
2013 Existing Conditions	C	15.5	0.33	E	49.7	0.30
2035 Background	C	22.3	0.62	F	521.3	1.57
2035 Background plus ZC	C	22.7	0.63	F	582.7	1.69
2035 Background plus ZC*	C	21.7	0.69	C	22.3	0.68
S Central Point Road at Site Access						
2035 Background	A	9.8	0.15	A	9.6	0.18
2035 Background plus ZC	B	10.0	0.15	A	9.8	0.18
2035 Background plus ZC*	B	10.0	0.15	A	9.8	0.18

LOS = Level of Service
Delay = Average Delay per Vehicle in Seconds
V/C = Volume-to-Capacity ratio
* = Northbound left turns restricted from Central Point to Warner-Parrott

Traffic analysis is not required for the intersection of S Central Point Road at White Lane due to the low volume of traffic that would be added under the proposed zone change (2 additional site trips during the morning and evening peak hours).

TRANSPORTATION PLANNING RULE ANALYSIS

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 portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed zone change will not necessitate changes to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) Change standards implementing a functional classification system; or

The proposed zone change will not change any standards implementing the functional classification system. Accordingly, this section is also not triggered.

(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), however, is triggered as a result of the proposed zone change, since the added traffic could degrade performance at the intersection of S Central Point Road and Warner-Parrott Road. Accordingly, an appropriate remedy must be identified per the requirements of the Transportation Planning Rule as follows:

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

Option (d) offers an appropriate remedy for the potential traffic impacts associated with the proposed zone change. Based on the operational analysis, restricting northbound left turns from Central Point Road onto Warner Parrott Road will address the projected operational deficiency and assure acceptable operation of all study area intersections. It is recommended that this is minor transportation improvement be applied as a condition of development for the subject properties or funded through a development agreement. No other mitigations are necessary or recommended for conformance with the Transportation Planning Rule.

CONCLUSIONS

S Central Point Road and S White Lane have no significant horizontal or vertical curves along the frontage of the subject properties. Based on the preliminary sight distance investigation, it was determined that it will be possible to provide adequate intersection sight distance at future site access locations.

Left-turn lane warrants were examined for a southbound left-turn lane on S Central Point Road at the future site access location. Based on the analysis, installation of a left-turn lane may be warranted to support future development within the subject properties under either the R10 or the R6 zoning. Accordingly, it is recommended that a detailed examination of left-turn lane warrants be provided as part of any future site development traffic impact study.

Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

Based on the operational analysis, the intersections of S Central Point Road at Partlow Road, McCord Road and the future site access are projected to operate acceptably without the need for mitigation.

The intersection of S Central Point Road at Warner-Parrott Road is projected to operate with volumes exceeding intersection capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. Mitigation for this intersection could consist of restricting northbound left turns, causing trips to re-route to intersections with residual capacity such as South End Road at Partlow Road. The City may also consider funding larger improvements at the intersection of S Central Point Road and Warner-Parrott Road. If larger improvements are undertaken it is anticipated that the subject properties would contribute a proportional share of the project costs based on their traffic impacts.

The proposed development conforms to the requirements of Oregon's Transportation Planning Rule provided that a condition of approval or development agreement is established requiring restriction of northbound left turns from Central Point Road onto Warner-Parrott Road. No other mitigations are necessary or recommended.

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.

1e

LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

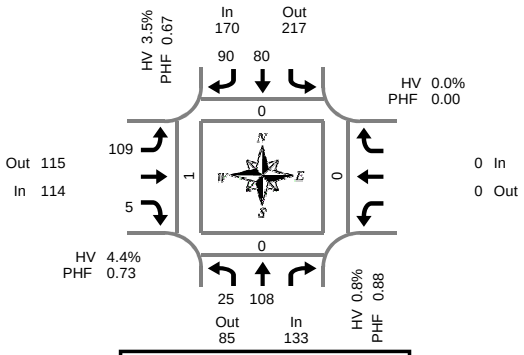
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	4	10		0	4	10		0	6		0	0				0	34	0	0	0	0
7:05 AM	4	7		0	0	8		0	9		0	0				0	28	0	0	0	0
7:10 AM	6	8		0	4	7		0	16		0	0				0	41	0	0	0	0
7:15 AM	2	10		0	7	6		0	13		1	0				0	39	0	0	0	0
7:20 AM	1	5		0	6	8		0	9		0	0				0	29	0	0	0	0
7:25 AM	4	9		0	3	4		0	5		1	0				0	26	0	0	0	0
7:30 AM	3	7		0	5	5		0	4		0	0				0	24	0	0	0	1
7:35 AM	0	11		0	10	8		0	7		0	0				0	36	0	0	0	0
7:40 AM	3	9		0	10	16		0	7		1	0				0	46	0	0	0	0
7:45 AM	1	7		0	9	10		0	6		0	0				0	33	0	0	0	0
7:50 AM	0	18		0	6	9		0	15		1	0				0	49	0	0	0	0
7:55 AM	2	7		0	7	4		0	11		0	0				0	31	0	0	0	0
8:00 AM	2	8		0	5	7		0	7		1	0				0	30	0	0	0	0
8:05 AM	1	9		0	8	6		0	9		0	0				0	33	0	0	0	0
8:10 AM	1	8		0	6	8		0	7		1	0				0	31	0	0	0	0
8:15 AM	3	5		0	4	5		0	7		0	0				0	24	0	0	0	0
8:20 AM	3	14		0	2	5		0	7		0	0				0	31	0	0	0	0
8:25 AM	1	7		0	8	7		0	4		0	0				0	27	1	0	0	1
8:30 AM	0	8		0	6	8		0	11		0	0				0	33	0	0	0	0
8:35 AM	1	9		0	9	4		0	4		0	0				0	27	0	0	0	0
8:40 AM	0	6		0	4	5		0	4		0	0				0	19	0	0	0	0
8:45 AM	4	11		0	6	7		0	9		0	0				0	37	0	0	0	0
8:50 AM	1	5		0	6	10		0	2		1	0				0	25	0	0	0	0
8:55 AM	0	4		0	5	4		0	9		0	0				0	22	0	0	0	0
Total Survey	47	202		0	140	171		0	188		7	0				0	755	1	0	0	2

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	14	25		0	8	25		0	31		0	0				0	103	0	0	0	0
7:15 AM	7	24		0	16	18		0	27		2	0				0	94	0	0	0	0
7:30 AM	6	27		0	25	29		0	18		1	0				0	106	0	0	0	1
7:45 AM	3	32		0	22	23		0	32		1	0				0	113	0	0	0	0
8:00 AM	4	25		0	19	21		0	23		2	0				0	94	0	0	0	0
8:15 AM	7	26		0	14	17		0	18		0	0				0	82	1	0	0	1
8:30 AM	1	23		0	19	17		0	19		0	0				0	79	0	0	0	0
8:45 AM	5	20		0	17	21		0	20		1	0				0	84	0	0	0	0
Total Survey	47	202		0	140	171		0	188		7	0				0	755	1	0	0	2

Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	133	85	218	0	170	217	387	0	114	115	229	0	0	0	0	0	417	0	0	0	1
%HV	0.8%				3.5%				4.4%				0.0%				2.9%				
PHF	0.88				0.67				0.73				0.00				0.81				

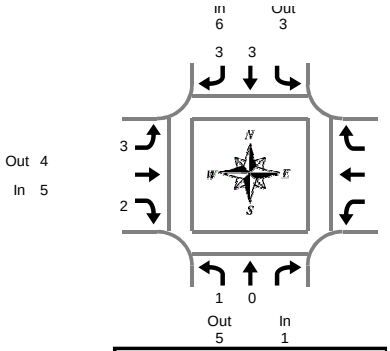
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total		L		R	Total				Total	
Volume	25	108		133	80	90	170		109		5	114				0	417
%HV	4.0%	0.0%	NA	0.8%	3.8%	3.3%	3.5%		2.8%	NA	40.0%	4.4%	NA	NA	NA	0.0%	2.9%
PHF	0.69	0.79		0.88	0.69	0.64	0.67		0.72		0.63	0.73				0.00	0.81

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	30	108		0	71	95		0	108		4	0				0	416	0	0	0	1
7:15 AM	20	108		0	82	91		0	100		6	0				0	407	0	0	0	1
7:30 AM	20	110		0	80	90		0	91		4	0				0	395	1	0	0	2
7:45 AM	15	106		0	74	78		0	92		3	0				0	368	1	0	0	1
8:00 AM	17	94		0	69	76		0	80		3	0				0	339	1	0	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total			Total	
7:00 AM	0	1		1	1	0	1	0		0	0			0	2
7:05 AM	0	1		1	0	0	0	0		0	0			0	1
7:10 AM	0	0		0	0	0	0	0		0	0			0	0
7:15 AM	0	0		0	0	0	0	0		0	0			0	0
7:20 AM	0	0		0	1	0	1	1		0	1			0	2
7:25 AM	0	0		0	0	0	0	0		0	0			0	0
7:30 AM	1	0		1	0	1	1	0		0	0			0	2
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	1	1	0		0	0			0	1
7:50 AM	0	0		0	0	0	0	0		1	1			0	1
7:55 AM	0	0		0	1	0	1	0		0	0			0	1
8:00 AM	0	0		0	0	0	0	0		1	1			0	1
8:05 AM	0	0		0	1	0	1	2		0	2			0	3
8:10 AM	0	0		0	1	0	1	0		0	0			0	1
8:15 AM	0	0		0	0	0	0	1		0	1			0	1
8:20 AM	0	0		0	0	0	0	1		0	1			0	1
8:25 AM	0	0		0	0	2	2	0		0	0			0	2
8:30 AM	0	0		0	0	0	0	1		0	1			0	1
8:35 AM	0	0		0	0	0	0	0		0	0			0	0
8:40 AM	0	0		0	0	0	0	0		0	0			0	0
8:45 AM	0	0		0	0	0	0	0		0	0			0	0
8:50 AM	0	0		0	0	0	0	0		0	0			0	0
8:55 AM	0	1		1	0	0	0	0		0	0			0	1
Total Survey	1	3		4	5	5	10	6		2	8			0	22

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total			Total	
7:00 AM	0	2		2	1	0	1	0		0	0			0	3
7:15 AM	0	0		0	1	0	1	1		0	1			0	2
7:30 AM	1	0		1	0	2	2	0		0	0			0	3
7:45 AM	0	0		0	1	1	2	0		1	1			0	3
8:00 AM	0	0		0	2	0	2	2		1	3			0	5
8:15 AM	0	0		0	0	2	2	2		0	2			0	4
8:30 AM	0	0		0	0	0	0	1		0	1			0	1
8:45 AM	0	1		1	0	0	0	0		0	0			0	1
Total Survey	1	3		4	5	5	10	6		2	8			0	22

Heavy Vehicle Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	5	6	6	3	9	5	4	9	0	0	0	12
PHF	0.25			0.75			0.42			0.00			0.60

By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	1	0		1	3	3	6	3		2	5				0	12
PHF	0.25	0.00		0.25	0.38	0.38	0.75	0.38		0.25	0.42				0.00	0.60

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

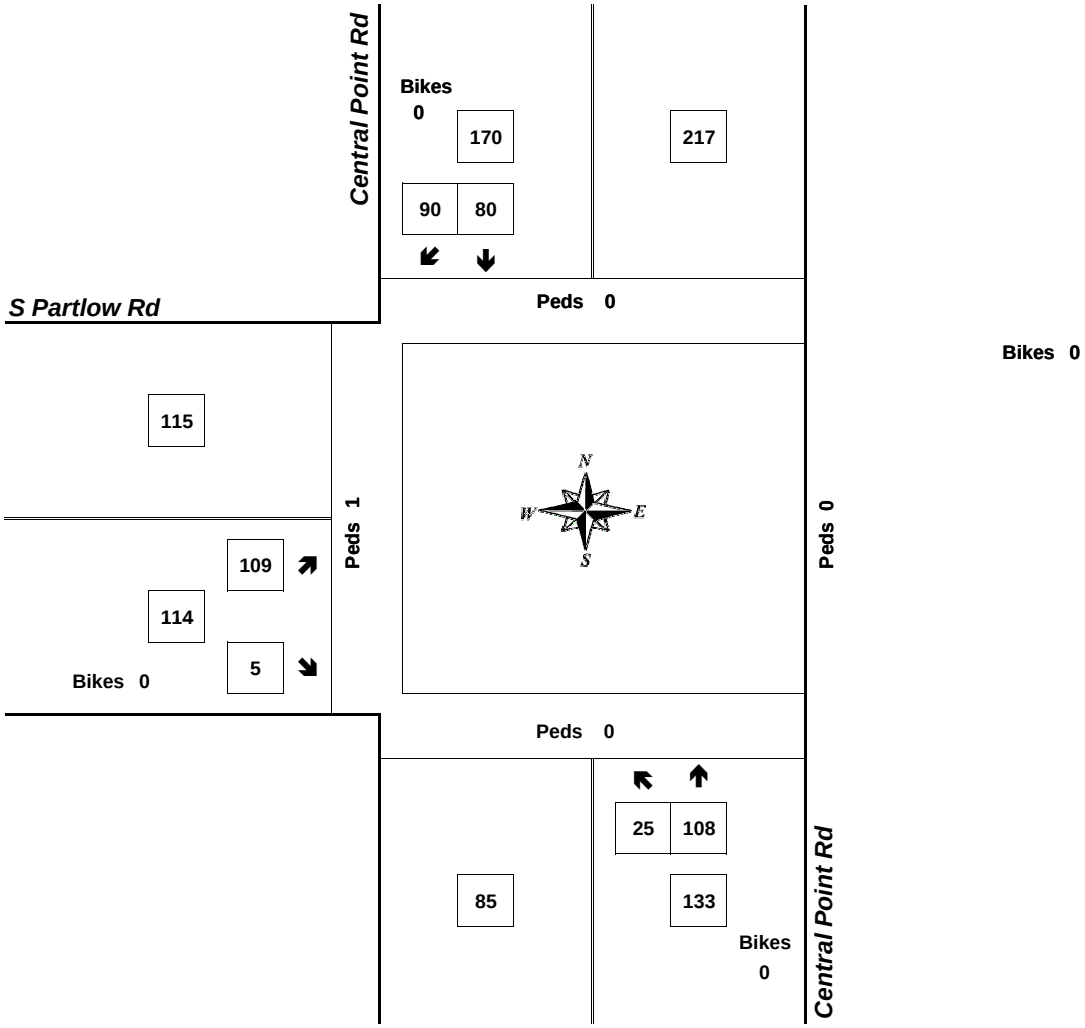
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
7:00 AM	1	2		3	3	3	6	1		1	2				0	11
7:15 AM	1	0		1	4	3	7	3		2	5				0	13
7:30 AM	1	0		1	3	5	8	4		2	6				0	15
7:45 AM	0	0		0	3	3	6	5		2	7				0	13
8:00 AM	0	1		1	2	2	4	5		1	6				0	11

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

7:10 AM to 8:10 AM
Tuesday, April 02, 2013



Approach	PHF	HV%	Volume
EB	0.73	4.4%	114
WB	0.00	0.0%	0
NB	0.88	0.8%	133
SB	0.67	3.5%	170
Intersection	0.81	2.9%	417

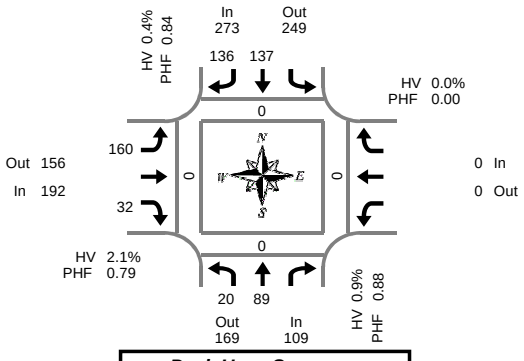
Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM



5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L	R	Bikes			Bikes		North	South	East	West
4:00 PM	1	10		0	12	7	0	16	4	0			0	50	0	0	0	0
4:05 PM	0	9		0	10	13	0	14	2	0			0	48	0	0	0	0
4:10 PM	0	6		0	10	9	0	6	0	0			0	31	0	0	0	0
4:15 PM	2	7		0	16	7	0	10	0	0			0	42	0	0	0	0
4:20 PM	1	10		0	12	12	0	16	5	0			0	56	0	0	0	0
4:25 PM	4	7		0	17	8	0	18	2	0			0	56	0	0	0	0
4:30 PM	1	7		0	6	13	0	14	5	0			0	46	0	0	0	0
4:35 PM	4	4		0	7	11	0	9	1	0			0	36	0	0	0	0
4:40 PM	1	10		0	11	11	0	9	0	0			0	42	0	0	0	0
4:45 PM	1	9		0	9	14	0	13	5	0			0	51	0	0	0	0
4:50 PM	3	5		0	11	17	0	17	6	0			0	59	0	0	0	0
4:55 PM	2	5		0	16	14	1	18	2	0			0	57	0	0	0	0
5:00 PM	0	5		0	8	16	0	8	0	0			0	37	0	0	0	0
5:05 PM	0	3		0	9	16	0	12	2	0			0	42	0	0	0	0
5:10 PM	1	6		0	14	10	0	12	3	0			0	46	0	0	0	0
5:15 PM	1	5		0	12	11	0	14	3	0			0	46	0	0	0	0
5:20 PM	1	9		0	10	10	1	14	0	0			0	44	0	0	0	0
5:25 PM	2	6		0	9	19	1	15	0	0			0	51	0	0	0	0
5:30 PM	2	8		0	14	10	0	8	2	0			0	44	0	0	0	0
5:35 PM	1	7		0	11	13	0	9	3	0			0	44	0	0	0	0
5:40 PM	0	4		0	17	18	0	13	1	0			0	53	0	0	0	0
5:45 PM	0	3		0	15	11	0	11	4	0			0	44	0	0	0	0
5:50 PM	0	9		0	15	18	0	12	2	0			0	56	0	0	0	0
5:55 PM	0	6		0	14	10	0	4	2	0			0	36	0	1	0	0
Total Survey	28	160		0	285	298	3	292	54	0			0	1,117	0	1	0	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L	R	Bikes			Bikes		North	South	East	West
4:00 PM	1	25		0	32	29	0	36	6	0			0	129	0	0	0	0
4:15 PM	7	24		0	45	27	0	44	7	0			0	154	0	0	0	0
4:30 PM	6	21		0	24	35	0	32	6	0			0	124	0	0	0	0
4:45 PM	6	19		0	36	45	1	48	13	0			0	167	0	0	0	0
5:00 PM	1	14		0	31	42	0	32	5	0			0	125	0	0	0	0
5:15 PM	4	20		0	31	40	2	43	3	0			0	141	0	0	0	0
5:30 PM	3	19		0	42	41	0	30	6	0			0	141	0	0	0	0
5:45 PM	0	18		0	44	39	0	27	8	0			0	136	0	1	0	0
Total Survey	28	160		0	285	298	3	292	54	0			0	1,117	0	1	0	0

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	109	169	278	0	273	249	522	1	192	156	348	0	0	0	0	0	574
%HV	0.9%				0.4%				2.1%				0.0%				1.0%
PHF	0.88				0.84				0.79				0.00				0.86

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

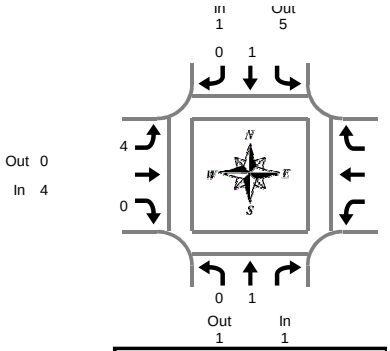
By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	20	89		109	137	136	273	160		32	192				0	574
%HV	0.0%	1.1%	NA	0.9%	0.7%	0.0%	0.4%	2.5%	NA	0.0%	2.1%	NA	NA	NA	0.0%	1.0%
PHF	0.56	0.89		0.88	0.76	0.76	0.84	0.83		0.62	0.79				0.00	0.86

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L		R	Bikes			Bikes		North	South	East	West
4:00 PM	20	89		0	137	136	1	160		32	0			0	574	0	0	0	0
4:15 PM	20	78		0	136	149	1	156		31	0			0	570	0	0	0	0
4:30 PM	17	74		0	122	162	3	155		27	0			0	557	0	0	0	0
4:45 PM	14	72		0	140	168	3	153		27	0			0	574	0	0	0	0
5:00 PM	8	71		0	148	162	2	132		22	0			0	543	0	1	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				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	1	0	1	0		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	0	3		0	3				0	3
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	1		1	0	0	0	1		0	1				0	2
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	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	1	0	1	0		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	1		1	1	0	1	1		0	1				0	3
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	1	0	1	0		0	0				0	1
5:55 PM	0	1		1	1	0	1	0		0	0				0	2
Total Survey	0	3		3	5	0	5	5		0	5				0	13

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	0		0	0	0	0	0		0	0				0	0
4:15 PM	0	0		0	1	0	1	0		0	0				0	1
4:30 PM	0	0		0	0	0	0	3		0	3				0	3
4:45 PM	0	1		1	0	0	0	1		0	1				0	2
5:00 PM	0	0		0	1	0	1	0		0	0				0	1
5:15 PM	0	0		0	0	0	0	0		0	0				0	0
5:30 PM	0	1		1	1	0	1	1		0	1				0	3
5:45 PM	0	1		1	2	0	2	0		0	0				0	3
Total Survey	0	3		3	5	0	5	5		0	5				0	13

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	5	6	4	0	4	0	0	0	6
PHF	0.25			0.25			0.33			0.00			0.50

By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	1		1	1	0	1	4		0	4				0	6
PHF	0.00	0.25		0.25	0.25	0.00	0.25	0.33		0.00	0.33				0.00	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

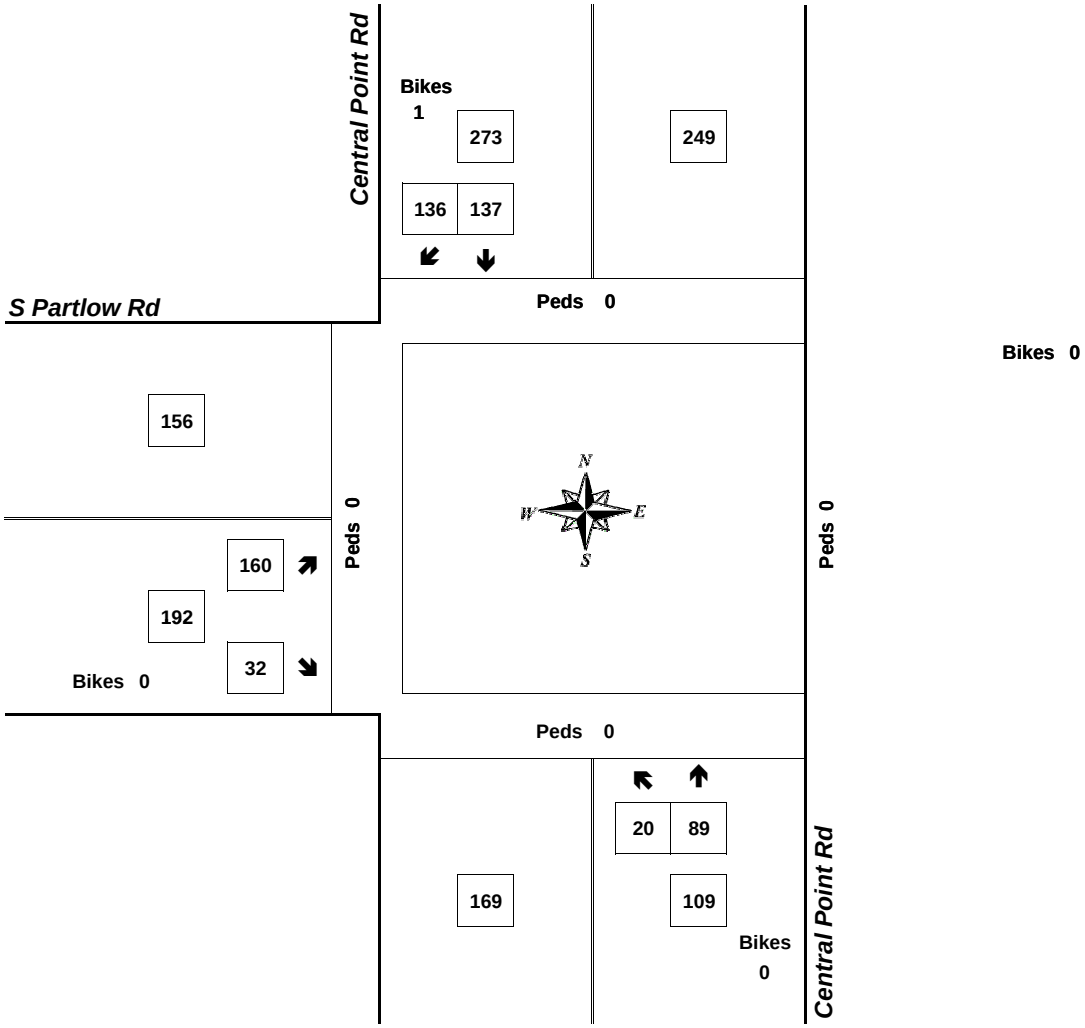
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	1		1	1	0	1	4		0	4				0	6
4:15 PM	0	1		1	2	0	2	4		0	4				0	7
4:30 PM	0	1		1	1	0	1	4		0	4				0	6
4:45 PM	0	2		2	2	0	2	2		0	2				0	6
5:00 PM	0	2		2	4	0	4	1		0	1				0	7

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

4:00 PM to 5:00 PM
Tuesday, April 02, 2013

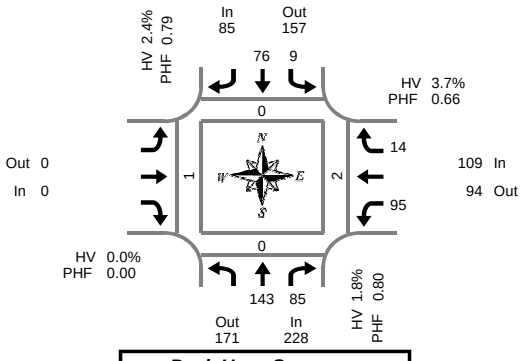


Approach	PHF	HV%	Volume
EB	0.79	2.1%	192
WB	0.00	0.0%	0
NB	0.88	0.9%	109
SB	0.84	0.4%	273
Intersection	0.86	1.0%	574

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	13	4	0		1	6		0				0	8		2	0	34	1	0	1	0
7:05 AM	8	8	0		1	2		0				0	6		2	0	27	0	0	0	0
7:10 AM	16	7	0		2	2		0				0	9		1	0	37	0	0	0	0
7:15 AM	10	14	0		1	9		0				0	4		2	0	40	0	0	0	0
7:20 AM	10	6	0		1	6		0				0	8		0	0	31	0	0	0	0
7:25 AM	9	6	0		0	3		0				0	4		1	0	23	0	0	0	0
7:30 AM	8	3	0		1	5		0				0	5		2	0	24	0	0	1	0
7:35 AM	14	4	0		2	6		0				0	13		1	0	40	0	0	0	1
7:40 AM	10	7	0		0	10		0				0	16		1	0	44	0	0	0	0
7:45 AM	7	8	0		0	9		0				0	10		0	0	34	0	0	0	0
7:50 AM	26	10	0		1	7		0				0	8		2	0	54	0	0	1	0
7:55 AM	14	5	0		0	5		0				0	6		3	0	33	0	0	0	0
8:00 AM	11	5	0		1	6		0				0	6		1	0	30	0	0	0	0
8:05 AM	8	10	0		0	8		0				0	6		0	0	32	0	0	0	0
8:10 AM	10	4	0		0	6		1				0	7		2	0	29	0	0	0	0
8:15 AM	8	5	0		1	3		0				0	6		0	0	23	0	0	0	0
8:20 AM	15	4	0		1	4		0				0	4		5	0	33	0	0	0	0
8:25 AM	9	4	0		0	8		0				0	7		0	0	28	0	0	1	0
8:30 AM	15	3	0		0	7		0				0	7		2	0	34	0	0	0	0
8:35 AM	10	4	0		0	10		0				0	2		1	0	27	0	0	1	0
8:40 AM	8	2	0		1	4		0				0	6		0	0	21	0	0	0	0
8:45 AM	16	4	0		1	6		0				0	7		0	0	34	0	0	0	0
8:50 AM	6	1	0		1	6		0				0	10		1	0	25	0	0	0	0
8:55 AM	4	9	0		0	7		0				0	2		0	0	22	0	0	0	0
Total Survey	265	137	0		16	145		1				0	167		29	0	759	1	0	5	1

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	37	19	0		4	10		0				0	23		5	0	98	1	0	1	0
7:15 AM	29	26	0		2	18		0				0	16		3	0	94	0	0	0	0
7:30 AM	32	14	0		3	21		0				0	34		4	0	108	0	0	1	1
7:45 AM	47	23	0		1	21		0				0	24		5	0	121	0	0	1	0
8:00 AM	29	19	0		1	20		1				0	19		3	0	91	0	0	0	0
8:15 AM	32	13	0		2	15		0				0	17		5	0	84	0	0	1	0
8:30 AM	33	9	0		1	21		0				0	15		3	0	82	0	0	1	0
8:45 AM	26	14	0		2	19		0				0	19		1	0	81	0	0	0	0
Total Survey	265	137	0		16	145		1				0	167		29	0	759	1	0	5	1

Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	228	171	399	0	85	157	242	0	0	0	0	0	109	94	203	0	422	0	0	2	1
%HV	1.8%				2.4%				0.0%				3.7%				2.4%				
PHF	0.80				0.79				0.00				0.66				0.80				

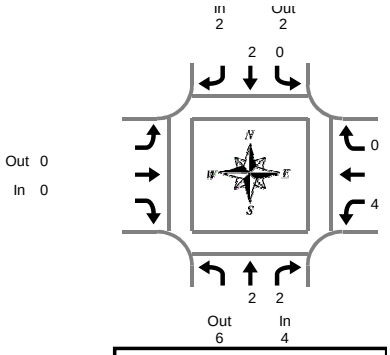
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		143	85	228	9	76		85				0	95		14	109	422
%HV	NA	1.4%	2.4%	1.8%	0.0%	2.6%	NA	2.4%	NA	NA	NA	0.0%	4.2%	NA	0.0%	3.7%	2.4%
PHF		0.70	0.79	0.80	0.56	0.73		0.79				0.00	0.61		0.58	0.66	0.80

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	145	82	0		10	70		0				0	97		17	0	421	1	0	3	1
7:15 AM	137	82	0		7	80		1				0	93		15	0	414	0	0	2	1
7:30 AM	140	69	0		7	77		1				0	94		17	0	404	0	0	3	1
7:45 AM	141	64	0		5	77		1				0	75		16	0	378	0	0	3	0
8:00 AM	120	55	0		6	75		1				0	70		12	0	338	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		1	0	1	0	0		0				0	1		0	1	2
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		1	0	1	0	1		1				0	0		0	0	2
7:25 AM		0	0	0	0	0		0				0	0		0	0	0
7:30 AM		0	0	0	0	0		0				0	1		0	1	1
7:35 AM		0	0	0	0	0		0				0	0		0	0	0
7:40 AM		0	0	0	0	0		0				0	1		0	1	1
7:45 AM		0	0	0	0	0		0				0	1		0	1	1
7:50 AM		0	0	0	0	0		0				0	0		0	0	0
7:55 AM		0	0	0	0	0		0				0	1		0	1	1
8:00 AM		0	0	0	0	0		0				0	0		0	0	0
8:05 AM		0	2	2	0	1		1				0	0		0	0	3
8:10 AM		0	0	0	0	0		0				0	1		0	1	1
8:15 AM		1	0	1	0	0		0				0	0		0	0	1
8:20 AM		1	0	1	0	0		0				0	0		2	2	3
8:25 AM		0	0	0	0	1		1				0	2		0	2	3
8:30 AM		1	0	1	0	0		0				0	0		0	0	1
8:35 AM		0	0	0	0	0		0				0	0		0	0	0
8:40 AM		0	0	0	0	0		0				0	0		0	0	0
8:45 AM		0	0	0	0	0		0				0	0		0	0	0
8:50 AM		0	0	0	0	0		0				0	0		0	0	0
8:55 AM		0	1	1	0	0		0				0	0		0	0	1
Total Survey		6	3	9	0	3		3				0	8		2	10	22

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		2	0	2	0	0		0				0	1		0	1	3
7:15 AM		1	0	1	0	1		1				0	0		0	0	2
7:30 AM		0	0	0	0	0		0				0	2		0	2	2
7:45 AM		0	0	0	0	0		0				0	2		0	2	2
8:00 AM		0	2	2	0	1		1				0	1		0	1	4
8:15 AM		2	0	2	0	1		1				0	2		2	4	7
8:30 AM		1	0	1	0	0		0				0	0		0	0	1
8:45 AM		0	1	1	0	0		0				0	0		0	0	1
Total Survey		6	3	9	0	3		3				0	8		2	10	22

Heavy Vehicle Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Mccord Rd			Westbound Mccord Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	6	10	2	2	4	0	0	0	4	2	6	10
PHF	0.50			0.50			0.00			0.50			0.63

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	2	4	0	2		2				0	4		0	4	10
PHF		0.25	0.25	0.50	0.00	0.50		0.50				0.00	0.50		0.00	0.50	0.63

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

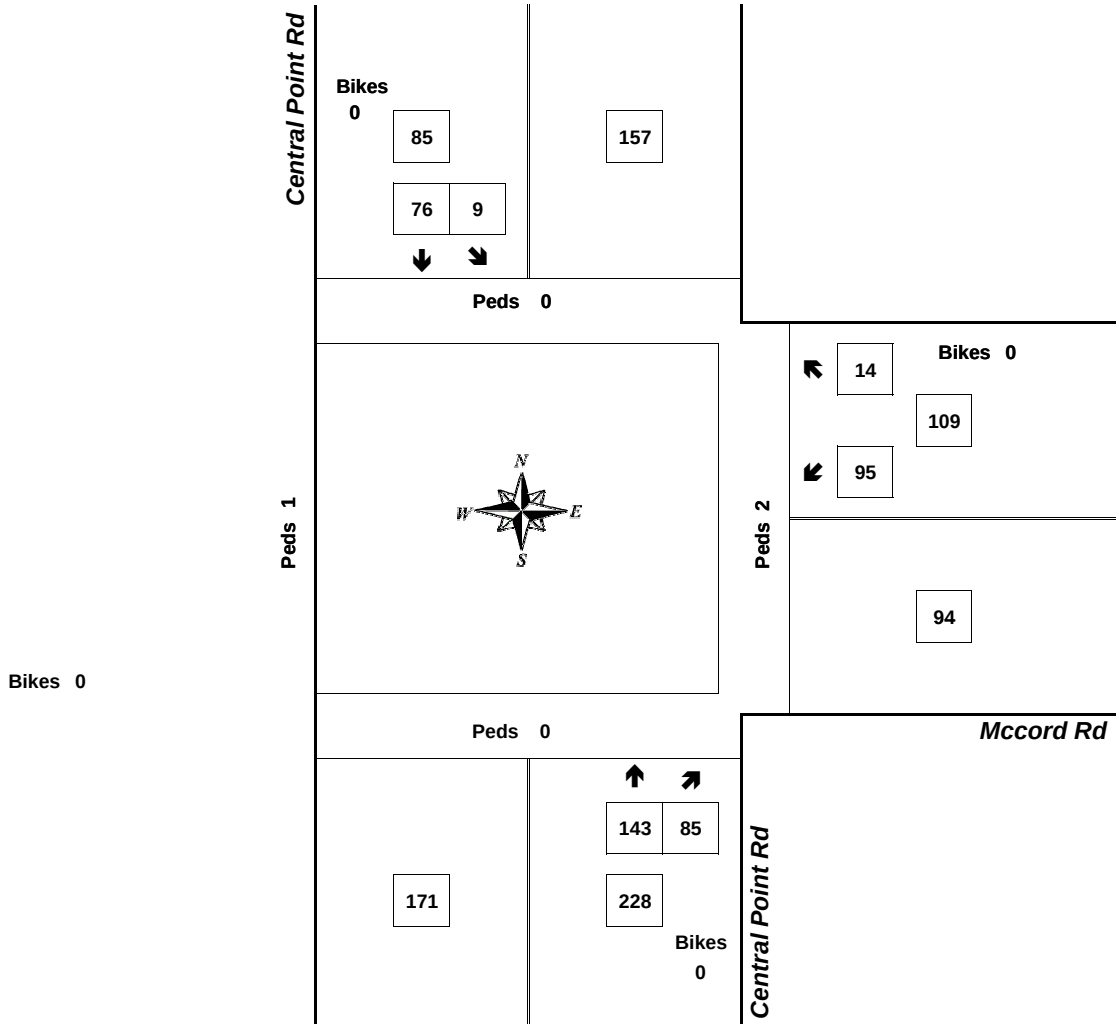
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		3	0	3	0	1		1				0	5		0	5	9
7:15 AM		1	2	3	0	2		2				0	5		0	5	10
7:30 AM		2	2	4	0	2		2				0	7		2	9	15
7:45 AM		3	2	5	0	2		2				0	5		2	7	14
8:00 AM		3	3	6	0	2		2				0	3		2	5	13

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & Mccord Rd

7:10 AM to 8:10 AM
Tuesday, April 02, 2013

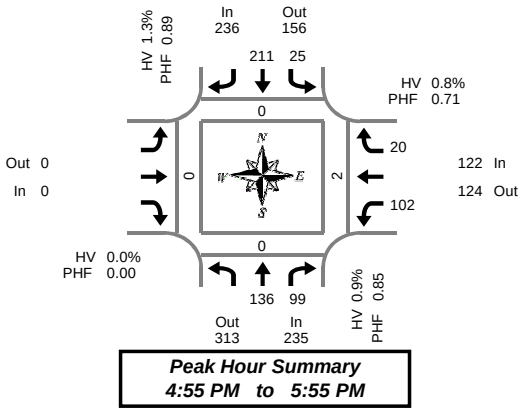


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.66	3.7%	109
NB	0.80	1.8%	228
SB	0.79	2.4%	85
Intersection	0.80	2.4%	422

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	14	10	0		0	15		0				0	5		1	0	45	0	0	0	0
4:05 PM	15	5	0		1	16		0				0	7		1	0	45	0	0	1	0
4:10 PM	8	4	0		5	12		0				0	7		0	0	36	0	0	0	0
4:15 PM	11	4	0		2	16		0				0	6		1	0	40	0	0	0	0
4:20 PM	14	12	0		0	19		0				0	6		0	0	51	0	0	0	0
4:25 PM	14	8	0		1	21		0				0	4		0	0	48	0	0	1	0
4:30 PM	10	10	0		1	10		0				0	9		0	0	40	0	0	0	0
4:35 PM	7	4	0		1	12		0				0	6		0	0	30	0	0	0	0
4:40 PM	12	7	0		2	14		0				0	8		0	0	43	0	0	0	0
4:45 PM	13	8	0		1	11		0				0	11		0	0	44	0	0	0	0
4:50 PM	12	7	0		2	17		0				0	11		1	0	50	0	0	0	0
4:55 PM	17	7	0		3	23		0				0	7		1	0	58	0	0	0	0
5:00 PM	7	8	0		2	19		0				0	5		4	0	45	0	0	0	0
5:05 PM	6	9	0		1	18		0				0	7		2	0	43	0	0	0	0
5:10 PM	11	9	0		6	16		0				0	8		2	0	52	0	0	0	0
5:15 PM	11	10	1		2	16		0				0	7		0	0	46	0	0	0	0
5:20 PM	18	8	1		4	12		0				0	8		2	0	52	0	0	0	0
5:25 PM	10	12	0		0	21		0				0	6		1	0	50	0	0	0	0
5:30 PM	12	4	1		1	15		0				0	8		1	0	41	0	0	0	0
5:35 PM	11	7	0		1	15		1				0	8		2	0	44	0	0	0	0
5:40 PM	9	11	0		1	21		0				0	15		2	0	59	0	0	0	0
5:45 PM	7	8	0		3	20		0				0	6		2	0	46	0	0	1	0
5:50 PM	17	6	0		1	15		0				0	17		1	0	57	0	0	1	0
5:55 PM	10	1	0		1	16		0				0	9		0	0	37	0	0	0	0
Total Survey	276	179	3		42	390		1				0	191		24	0	1,102	0	0	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	37	19	0		6	43		0				0	19		2	0	126	0	0	1	0
4:15 PM	39	24	0		3	56		0				0	16		1	0	139	0	0	1	0
4:30 PM	29	21	0		4	36		0				0	23		0	0	113	0	0	0	0
4:45 PM	42	22	0		6	51		0				0	29		2	0	152	0	0	0	0
5:00 PM	24	26	0		9	53		0				0	20		8	0	140	0	0	0	0
5:15 PM	39	30	2		6	49		0				0	21		3	0	148	0	0	0	0
5:30 PM	32	22	1		3	51		1				0	31		5	0	144	0	0	0	0
5:45 PM	34	15	0		5	51		0				0	32		3	0	140	0	0	2	0
Total Survey	276	179	3		42	390		1				0	191		24	0	1,102	0	0	4	0

Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	235	313	548	3	236	156	392	1	0	0	0	0	122	124	246	0	593	0	0	2	0
%HV	0.9%				1.3%				0.0%				0.8%				1.0%				
PHF	0.85				0.89				0.00				0.71				0.92				

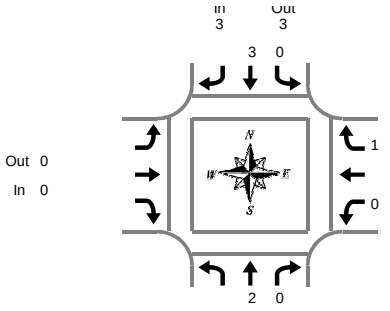
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	136	99	235		25	211		236				0	102		20	122	593
%HV	NA	1.5%	0.0%	0.9%	0.0%	1.4%	NA	1.3%	NA	NA	NA	0.0%	0.0%	NA	5.0%	0.8%	1.0%
PHF		0.85	0.83	0.85	0.52	0.88		0.89				0.00	0.67		0.63	0.71	0.92

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	147	86	0		19	186		0				0	87		5	0	530	0	0	2	0
4:15 PM	134	93	0		22	196		0				0	88		11	0	544	0	0	1	0
4:30 PM	134	99	2		25	189		0				0	93		13	0	553	0	0	0	0
4:45 PM	137	100	3		24	204		1				0	101		18	0	584	0	0	0	0
5:00 PM	129	93	3		23	204		1				0	104		19	0	572	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				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	1		1				0	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		1	1	2	0	0		0				0	0		0	0	2
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		2	0	2	0	0		0				0	0		0	0	2
4:50 PM		1	0	1	0	0		0				0	0		0	0	1
4:55 PM		0	0	0	0	0		0				0	0		1	1	1
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	1		1				0	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		1	0	1	0	1		1				0	0		0	0	2
5:35 PM		1	0	1	0	0		0				0	0		0	0	1
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	1		1				0	0		0	0	1
5:55 PM		1	0	1	0	1		1				0	0		0	0	2
Total Survey		7	1	8	0	5		5				0	0		1	1	14

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				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	1		1				0	0		0	0	1
4:30 PM		1	1	2	0	0		0				0	0		0	0	2
4:45 PM		3	0	3	0	0		0				0	0		1	1	4
5:00 PM		0	0	0	0	1		1				0	0		0	0	1
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		2	0	2	0	1		1				0	0		0	0	3
5:45 PM		1	0	1	0	2		2				0	0		0	0	3
Total Survey		7	1	8	0	5		5				0	0		1	1	14

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Mccord Rd			Westbound Mccord Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	3	5	3	3	6	0	0	0	1	0	1	6
PHF	0.25			0.75			0.00			0.25			0.50

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	0	2	0	3		3				0	0		1	1	6
PHF		0.25	0.00	0.25	0.00	0.75		0.75				0.00	0.00		0.25	0.25	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

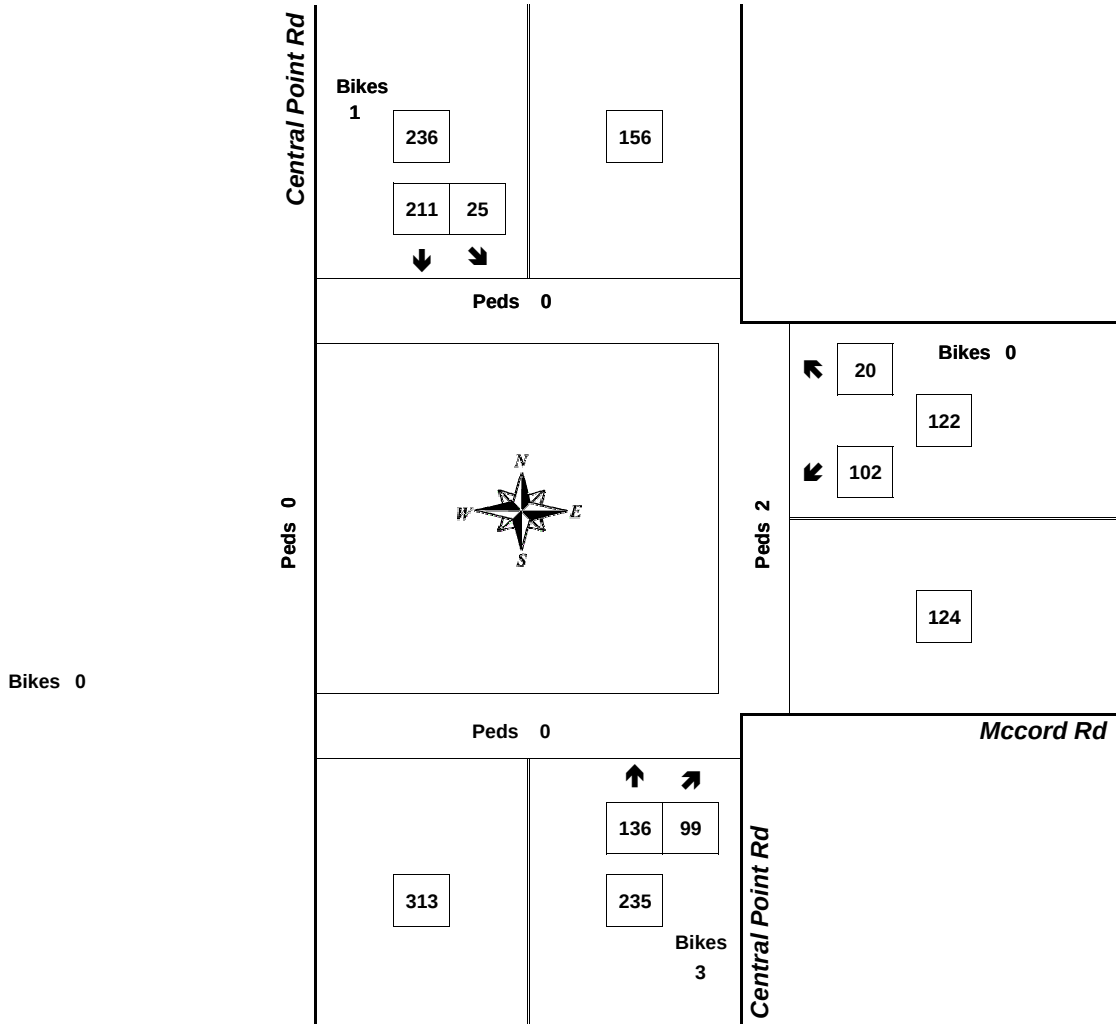
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		4	1	5	0	1		1				0	0		1	1	7
4:15 PM		4	1	5	0	2		2				0	0		1	1	8
4:30 PM		4	1	5	0	1		1				0	0		1	1	7
4:45 PM		5	0	5	0	2		2				0	0		1	1	8
5:00 PM		3	0	3	0	4		4				0	0		0	0	7

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & Mccord Rd

4:55 PM to 5:55 PM
Tuesday, April 02, 2013

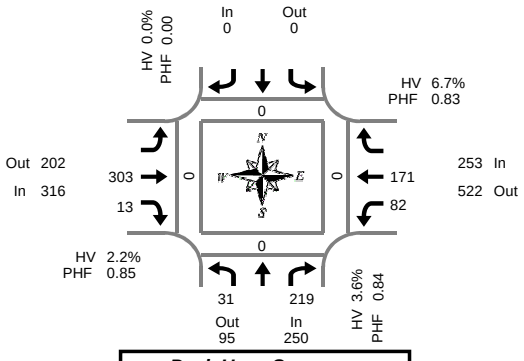


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.71	0.8%	122
NB	0.85	0.9%	235
SB	0.89	1.3%	236
Intersection	0.92	1.0%	593

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Wednesday, October 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	2		19	0				0	20	1	0	4	10		0	56	0	0	0	0
7:05 AM	0		21	0				0	22	0	0	7	12		0	62	0	0	0	0
7:10 AM	1		18	0				0	19	1	0	5	16		0	60	0	0	0	0
7:15 AM	2		29	0				0	17	1	0	8	9		0	66	0	0	0	0
7:20 AM	1		26	0				0	20	2	0	9	13		0	71	0	0	0	0
7:25 AM	4		25	0				0	24	3	0	6	17		1	79	0	0	0	0
7:30 AM	2		21	0				0	28	1	0	8	12		0	72	0	0	0	0
7:35 AM	3		19	0				0	15	0	0	7	7		2	51	0	0	0	0
7:40 AM	5		15	0				0	31	1	0	9	11		0	72	0	0	0	0
7:45 AM	1		15	0				0	24	1	0	5	8		0	54	0	0	0	0
7:50 AM	2		19	0				0	34	2	0	8	12		0	77	0	0	0	0
7:55 AM	4		14	0				0	28	1	0	8	14		0	69	0	0	0	0
8:00 AM	1		24	0				0	27	0	0	4	18		0	74	0	0	0	0
8:05 AM	0		19	0				0	20	2	1	7	20		0	68	0	0	0	0
8:10 AM	3		15	0				0	24	0	0	6	14		0	62	0	0	0	0
8:15 AM	1		15	0				0	21	1	0	9	20		0	67	0	0	0	0
8:20 AM	5		18	0				0	27	1	1	5	18		0	74	0	0	0	0
8:25 AM	1		10	0				0	18	0	0	8	16		0	53	0	0	0	0
8:30 AM	2		14	0				0	25	2	0	9	11		0	63	0	0	0	0
8:35 AM	0		12	0				0	16	1	0	6	13		0	48	0	0	0	0
8:40 AM	1		15	0				0	23	0	0	6	18		0	63	0	0	0	0
8:45 AM	2		18	0				0	19	2	0	7	13		0	61	0	0	0	0
8:50 AM	0		15	0				0	18	0	1	5	16		0	54	0	0	0	0
8:55 AM	1		16	0				0	21	1	0	11	19		0	69	0	0	0	0
Total Survey	44		432	0				0	541	24	3	167	337		3	1,545	0	0	0	0

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	3		58	0				0	61	2	0	16	38		0	178	0	0	0	0
7:15 AM	7		80	0				0	61	6	0	23	39		1	216	0	0	0	0
7:30 AM	10		55	0				0	74	2	0	24	30		2	195	0	0	0	0
7:45 AM	7		48	0				0	86	4	0	21	34		0	200	0	0	0	0
8:00 AM	4		58	0				0	71	2	1	17	52		0	204	0	0	0	0
8:15 AM	7		43	0				0	66	2	1	22	54		0	194	0	0	0	0
8:30 AM	3		41	0				0	64	3	0	21	42		0	174	0	0	0	0
8:45 AM	3		49	0				0	58	3	1	23	48		0	184	0	0	0	0
Total Survey	44		432	0				0	541	24	3	167	337		3	1,545	0	0	0	0

Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	250	95	345	0	0	0	0	0	316	202	518	2	253	522	775	3	819	0	0	0	0
%HV	3.6%				0.0%				2.2%				6.7%				4.0%				
PHF	0.84				0.00				0.85				0.83				0.93				

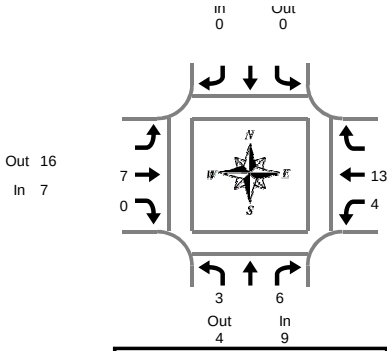
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	31		219	250				0		303	13	316	82	171		253	819
%HV	9.7%	NA	2.7%	3.6%	NA	NA	NA	0.0%	NA	2.3%	0.0%	2.2%	4.9%	7.6%	NA	6.7%	4.0%
PHF	0.78		0.84	0.84				0.00		0.85	0.81	0.85	0.85	0.79		0.83	0.93

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	27		241	0				0	282	14	0	84	141		3	789	0	0	0	0
7:15 AM	28		241	0				0	292	14	1	85	155		3	815	0	0	0	0
7:30 AM	28		204	0				0	297	10	2	84	170		2	793	0	0	0	0
7:45 AM	21		190	0				0	287	11	2	81	182		0	772	0	0	0	0
8:00 AM	17		191	0				0	259	10	3	83	196		0	756	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Wednesday, October 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total		
7:00 AM	0		0	0				0	1	0	1	0	0		0		1
7:05 AM	0		0	0				0	1	0	1	0	1		1		2
7:10 AM	0		2	2				0	1	0	1	0	2		2		5
7:15 AM	0		1	1				0	0	0	0	0	1		1		2
7:20 AM	0		2	2				0	0	0	0	0	4		4		6
7:25 AM	0		1	1				0	0	0	0	1	5		6		7
7:30 AM	1		0	1				0	1	0	1	0	1		1		3
7:35 AM	1		0	1				0	0	0	0	1	0		1		2
7:40 AM	0		0	0				0	0	0	0	0	2		2		2
7:45 AM	0		1	1				0	0	0	0	0	1		1		2
7:50 AM	0		0	0				0	1	0	1	1	0		1		2
7:55 AM	0		1	1				0	1	0	1	0	0		0		2
8:00 AM	0		0	0				0	1	0	1	0	1		1		2
8:05 AM	0		2	2				0	1	0	1	0	2		2		5
8:10 AM	1		0	1				0	0	0	0	1	1		2		3
8:15 AM	0		1	1				0	0	0	0	0	0		0		1
8:20 AM	0		0	0				0	2	0	2	0	0		0		2
8:25 AM	0		1	1				0	0	0	0	0	2		2		3
8:30 AM	0		2	2				0	1	0	1	0	0		0		3
8:35 AM	0		2	2				0	0	0	0	0	1		1		3
8:40 AM	0		1	1				0	2	0	2	1	0		1		4
8:45 AM	0		1	1				0	0	0	0	0	0		0		1
8:50 AM	0		0	0				0	0	0	0	0	1		1		1
8:55 AM	0		0	0				0	1	0	1	2	1		3		4
Total Survey	3		18	21				0	14	0	14	7	26		33		68

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total		
7:00 AM	0		2	2				0	3	0	3	0	3		3		8
7:15 AM	0		4	4				0	0	0	0	1	10		11		15
7:30 AM	2		0	2				0	1	0	1	1	3		4		7
7:45 AM	0		2	2				0	2	0	2	1	1		2		6
8:00 AM	1		2	3				0	2	0	2	1	4		5		10
8:15 AM	0		2	2				0	2	0	2	0	2		2		6
8:30 AM	0		5	5				0	3	0	3	1	1		2		10
8:45 AM	0		1	1				0	1	0	1	2	2		4		6
Total Survey	3		18	21				0	14	0	14	7	26		33		68

Heavy Vehicle Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Warner Parrott Rd			Westbound Warner Parrott Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	4	13	0	0	0	7	16	23	17	13	30	33
PHF	0.56			0.00			0.58			0.53			0.69

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total	T	R	Total	L	T		Total		
Volume	3		6	9				0	7	0	7	4	13		17		33
PHF	0.38		0.50	0.56				0.00	0.58	0.00	0.58	0.50	0.54		0.53		0.69

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

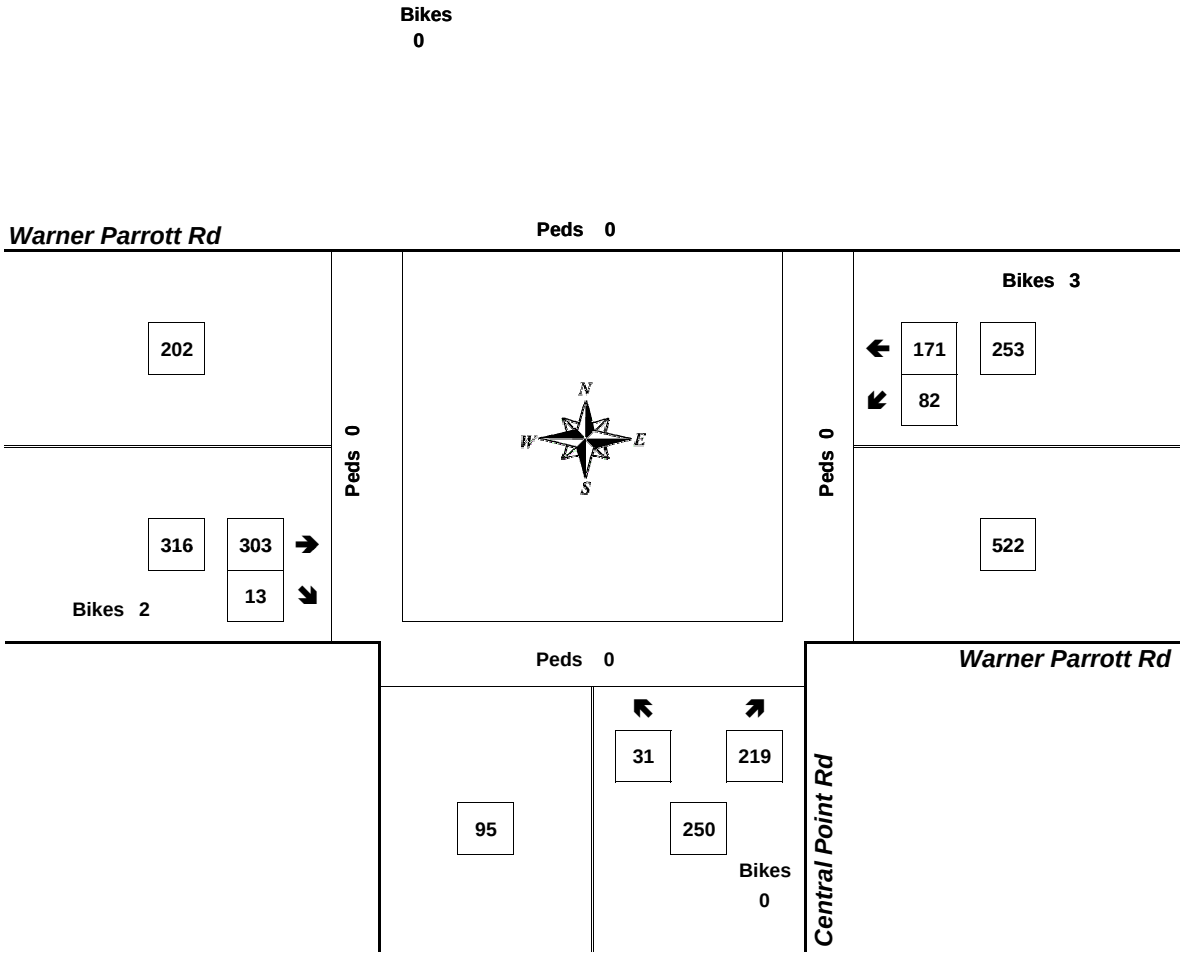
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total		
7:00 AM	2		8	10				0	6	0	6	3	17		20		36
7:15 AM	3		8	11				0	5	0	5	4	18		22		38
7:30 AM	3		6	9				0	7	0	7	3	10		13		29
7:45 AM	1		11	12				0	9	0	9	3	8		11		32
8:00 AM	1		10	11				0	8	0	8	4	9		13		32

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & Warner Parrott Rd

7:25 AM to 8:25 AM
Wednesday, October 02, 2013

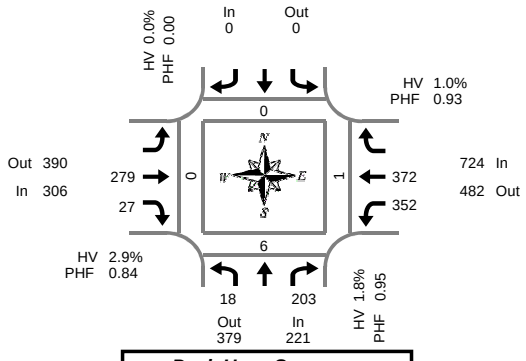


Approach	PHF	HV%	Volume
EB	0.85	2.2%	316
WB	0.83	6.7%	253
NB	0.84	3.6%	250
SB	0.00	0.0%	0
Intersection	0.93	4.0%	819

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Tuesday, October 01, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	0		17	0				0	29	2	0	29	21		0	98	0	1	0	0
4:05 PM	0		15	0				0	21	4	0	31	25		0	96	0	0	0	0
4:10 PM	2		20	0				0	16	2	1	24	34		0	98	0	0	0	0
4:15 PM	2		14	0				0	19	1	0	26	26		0	88	0	1	1	0
4:20 PM	2		18	0				0	32	4	0	33	30		0	119	0	1	0	0
4:25 PM	1		21	0				0	26	2	0	25	33		1	108	0	0	0	0
4:30 PM	2		14	0				0	22	5	0	28	24		0	95	0	0	0	0
4:35 PM	2		17	0				0	27	2	0	25	33		0	106	0	1	0	0
4:40 PM	1		15	0				0	15	1	0	31	36		0	99	0	1	0	0
4:45 PM	2		16	0				0	18	0	0	24	21		1	81	0	0	0	0
4:50 PM	2		14	0				0	22	2	0	31	28		0	99	0	0	0	0
4:55 PM	0		18	0				0	24	2	0	35	35		0	114	0	1	0	0
5:00 PM	1		20	0				0	26	4	1	25	40		1	116	0	1	0	0
5:05 PM	2		14	0				0	25	1	0	28	24		0	94	0	0	1	0
5:10 PM	2		15	0				0	18	2	0	34	29		0	100	0	0	0	0
5:15 PM	1		21	0				0	24	2	0	33	39		0	120	0	1	0	0
5:20 PM	0		20	0				0	24	0	0	40	24		0	108	0	0	0	0
5:25 PM	2		17	0				0	30	2	0	35	21		0	107	0	0	0	0
5:30 PM	1		20	0				0	24	1	0	21	33		0	100	0	0	1	0
5:35 PM	1		13	0				0	28	5	0	28	26		0	101	0	0	0	0
5:40 PM	1		11	0				0	29	1	0	31	31		0	104	0	0	0	0
5:45 PM	0		9	0				0	23	0	0	18	24		0	74	0	0	0	0
5:50 PM	3		14	0				0	24	1	0	24	26		0	92	0	1	1	0
5:55 PM	1		12	0				0	31	2	0	22	33		0	101	0	0	0	0
Total Survey	31		385	0				0	577	48	2	681	696		3	2,418	0	9	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	2		52	0				0	66	8	1	84	80		0	292	0	1	0	0
4:15 PM	5		53	0				0	77	7	0	84	89		1	315	0	2	1	0
4:30 PM	5		46	0				0	64	8	0	84	93		0	300	0	2	0	0
4:45 PM	4		48	0				0	64	4	0	90	84		1	294	0	1	0	0
5:00 PM	5		49	0				0	69	7	1	87	93		1	310	0	1	1	0
5:15 PM	3		58	0				0	78	4	0	108	84		0	335	0	1	0	0
5:30 PM	3		44	0				0	81	7	0	80	90		0	305	0	0	1	0
5:45 PM	4		35	0				0	78	3	0	64	83		0	267	0	1	1	0
Total Survey	31		385	0				0	577	48	2	681	696		3	2,418	0	9	4	0

Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	221	379	600	0	0	0	0	0	306	390	696	1	724	482	1,206	3	1,251	0	6	1	0
%HV	1.8%				0.0%				2.9%				1.0%				1.6%				
PHF	0.95				0.00				0.84				0.93				0.95				

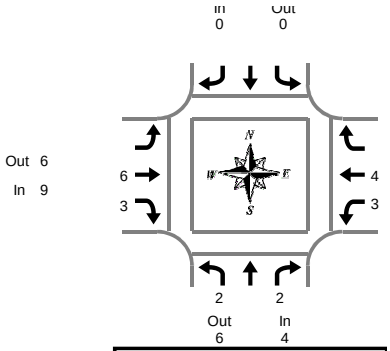
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	18		203	221				0		279	27	306	352	372		724	1,251
%HV	11.1%	NA	1.0%	1.8%	NA	NA	NA	0.0%	NA	2.2%	11.1%	2.9%	0.9%	1.1%	NA	1.0%	1.6%
PHF	0.90		0.96	0.95				0.00		0.87	0.61	0.84	0.93	0.90		0.93	0.95

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	16		199	0				0	271	27	1	342	346		2	1,201	0	6	1	0
4:15 PM	19		196	0				0	274	26	1	345	359		3	1,219	0	6	2	0
4:30 PM	17		201	0				0	275	23	1	369	354		2	1,239	0	5	1	0
4:45 PM	15		199	0				0	292	22	1	365	351		2	1,244	0	3	2	0
5:00 PM	15		186	0				0	306	21	1	339	350		1	1,217	0	3	3	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Tuesday, October 01, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	0		0	0				0	2	0	2		2	0		2	4
4:05 PM	0		0	0				0	0	0	0		0	1		1	1
4:10 PM	0		1	1				0	1	0	1		0	1		1	3
4:15 PM	0		0	0				0	0	0	0		1	1		2	2
4:20 PM	1		1	2				0	1	0	1		0	1		1	4
4:25 PM	0		0	0				0	2	1	3		1	2		3	6
4:30 PM	0		0	0				0	1	0	1		0	0		0	1
4:35 PM	1		0	1				0	0	0	0		0	0		0	1
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	1	1	2		0	0		0	2
4:55 PM	0		0	0				0	0	0	0		0	1		1	1
5:00 PM	0		1	1				0	0	0	0		0	0		0	1
5:05 PM	0		0	0				0	0	0	0		2	0		2	2
5:10 PM	0		0	0				0	0	0	0		0	0		0	0
5:15 PM	0		0	0				0	1	1	2		0	0		0	2
5:20 PM	0		0	0				0	0	0	0		0	0		0	0
5:25 PM	0		0	0				0	0	0	0		1	0		1	1
5:30 PM	0		1	1				0	0	0	0		0	0		0	1
5:35 PM	0		0	0				0	1	1	2		0	1		1	3
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	1		0	1				0	0	0	0		0	0		0	1
5:55 PM	1		0	1				0	1	0	1		0	0		0	2
Total Survey	4		4	8				0	11	4	15		7	8		15	38

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	0		1	1				0	3	0	3		2	2		4	8
4:15 PM	1		1	2				0	3	1	4		2	4		6	12
4:30 PM	1		0	1				0	1	0	1		0	0		0	2
4:45 PM	0		0	0				0	1	1	2		0	1		1	3
5:00 PM	0		1	1				0	0	0	0		2	0		2	3
5:15 PM	0		0	0				0	1	1	2		1	0		1	3
5:30 PM	0		1	1				0	1	1	2		0	1		1	4
5:45 PM	2		0	2				0	1	0	1		0	0		0	3
Total Survey	4		4	8				0	11	4	15		7	8		15	38

Heavy Vehicle Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Warner Parrott Rd			Westbound Warner Parrott Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	6	10	0	0	0	9	6	15	7	8	15	20
PHF	0.50			0.00			0.45			0.44			0.45

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total	T	R	Total		L	T		Total	
Volume	2		2	4				0	6	3	9		3	4		7	20
PHF	0.50		0.50	0.50				0.00	0.38	0.75	0.45		0.38	0.33		0.44	0.45

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

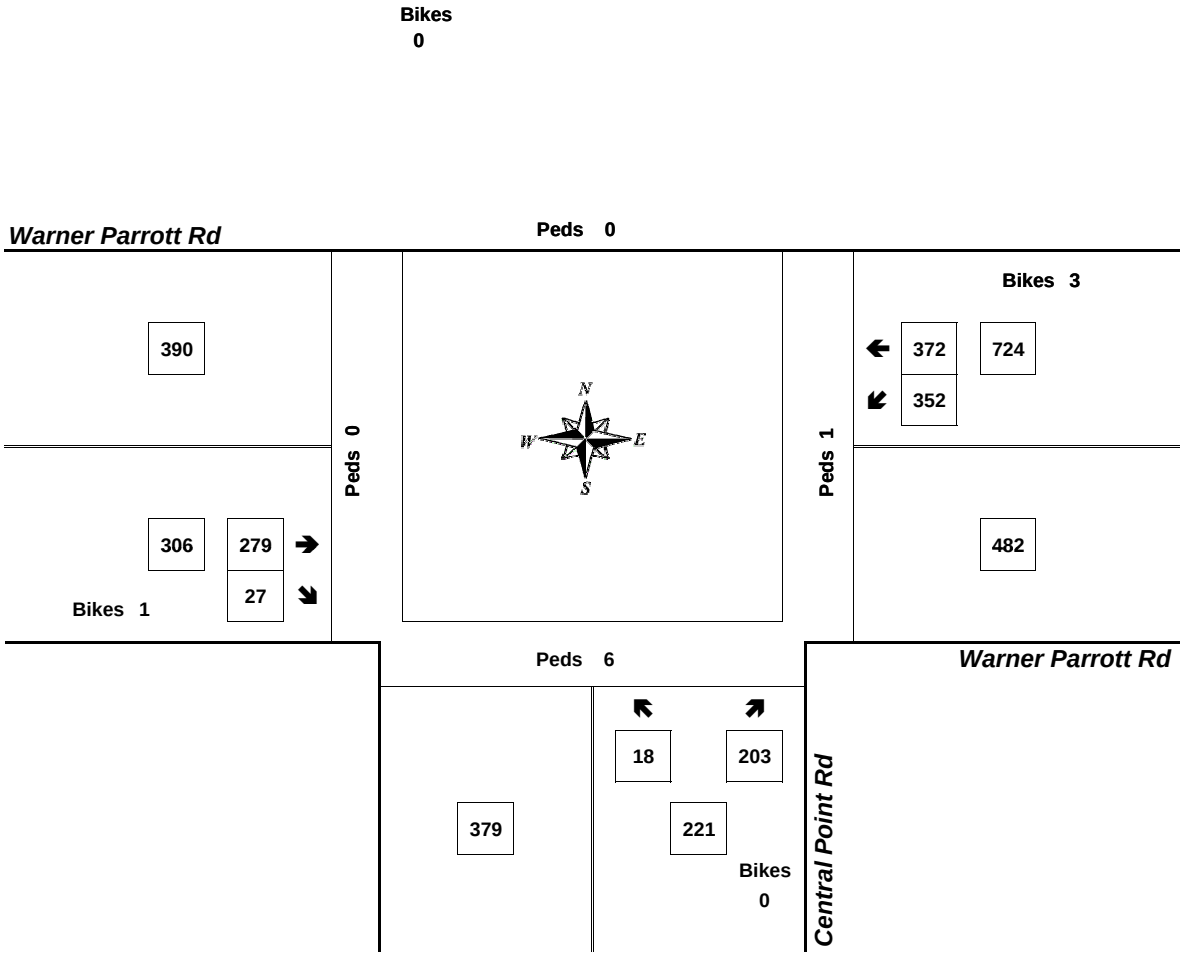
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	2		2	4				0	8	2	10		4	7		11	25
4:15 PM	2		2	4				0	5	2	7		4	5		9	20
4:30 PM	1		1	2				0	3	2	5		3	1		4	11
4:45 PM	0		2	2				0	3	3	6		3	2		5	13
5:00 PM	2		2	4				0	3	2	5		3	1		4	13

Peak Hour Summary

Clay Carney
(503) 833-2740

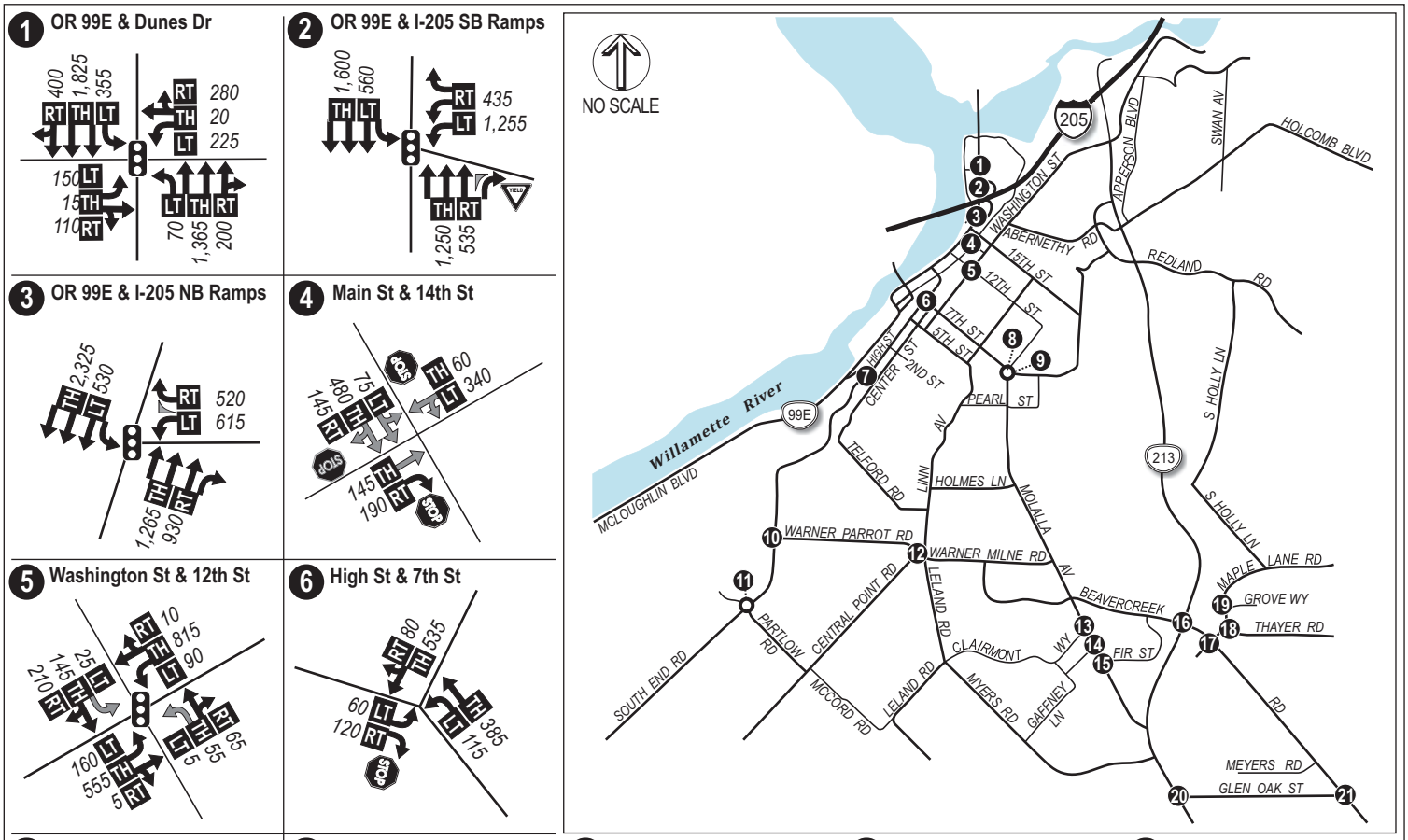
Central Point Rd & Warner Parrott Rd

4:20 PM to 5:20 PM
Tuesday, October 01, 2013



Approach	PHF	HV%	Volume
EB	0.84	2.9%	306
WB	0.93	1.0%	724
NB	0.95	1.8%	221
SB	0.00	0.0%	0
Intersection	0.95	1.6%	1,251

Count Period: 4:00 PM to 6:00 PM



LEGEND

- 00 - Study Intersection & Number
- STOP - Stop Sign
- Traffic Signal
- YIELD - Yield
- Existing Lane Configuration
- Planned Lane Configuration
- 00 - Design Hour Traffic Volume (PM)
- LT TH RT - Volume Turn Movement (Left•Thru•Right)

DKS Associates
TRANSPORTATION SOLUTIONS

Figure A1

2035 FINANCIALLY CONSTRAINED MOTOR VEHICLE VOLUMES (PM Peak Hour)

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 36

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**7**	**20**	**27**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**23**	**13**	**36**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**171**	**171**	**342**

SATURDAY

Trip Rate: 9.91

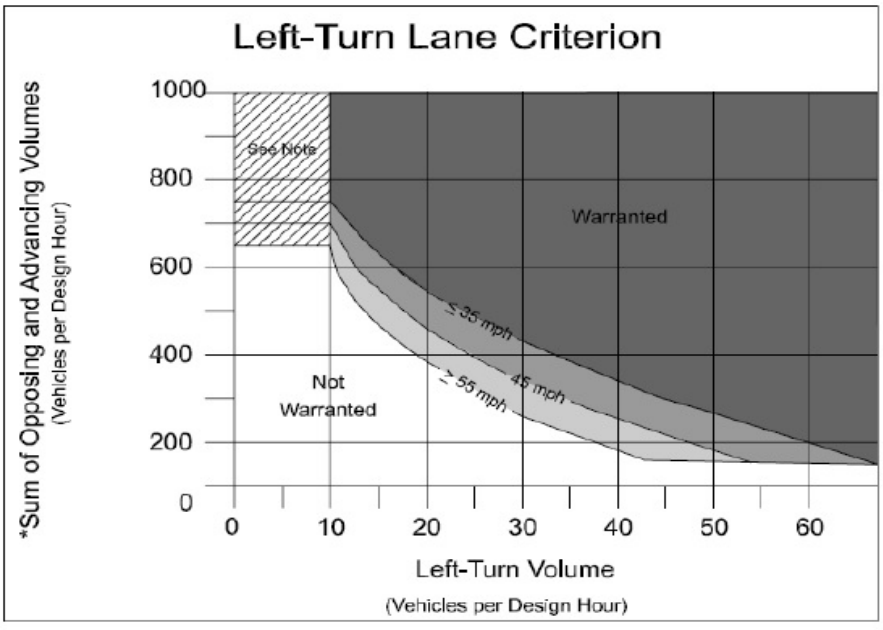
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**178**	**178**	**356**

Source: TRIP GENERATION, Ninth Edition

Project: 13105 - Central Point Road ZC
Intersection: S Central Point Rd at S Partlow Rd
Date: 10/22/2013
Scenario: 2035 Background

Speed? 35 mph

AM Peak Hour		**PM Peak Hour**	
Left-Turn Volume	43	Left-Turn Volume	34
Approaching DHV	228	Approaching DHV	187
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	292	Opposing DHV	468
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	**520**	**O+A DHV**	**655**
Lane Needed?	**Yes**	Lane Needed?	**Yes**



Source: Oregon DOT Analysis Procedures Manual 2008

*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at PARTLOW RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
MISCELLANEOUS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2011														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
YEAR 2011 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**2**	**1**	**3**	**0**	**2**	**0**	**2**	**1**	**3**	**0**	**3**	**0**	**0**

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CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at PARTLOW RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 3

SER# / INVEST	S P E D	A L C	R U G	S C H	W O R K	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
04155	N	Y	N	N	N	11/05/2011	17	CENTRAL POINT RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-R										08,10
CITY						SA	0	PARTLOW RD	NW		STOP SIGN	N	WET	TURN		PRVTE	NE-NW									000	00
						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		001,007	000	08,10
																							OR>25				
															02	NONE 0	STOP										
																PRVTE	NW-SE									011	00
																PSNGR CAR		01	DRVR	INJC	51	M	OTH-Y		000	000	00
																							N-RES				
02138	N	N	N			06/12/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
CITY						FR	0	PARTLOW RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	NE-SE									000	00
						4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		028	000	02
																							UNK				
															02	NONE 0	STOP										
																PRVTE	SE-NW									011	00
																PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000	000	00
																							OR<25				
03100	N	N	N	N	N	08/17/2012	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	NON-COLL	01	NONE 0	STRGHT										26
CITY						FR	0	PARTLOW RD	CN		UNKNOWN	N	DRY	OTH		PRVTE	NE-SW									007	00
						3P			01	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	63	M	OR-Y		000	000	26
																							OR<25				

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CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at MCCORD RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**

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CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at MCCORD RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 1

SER# / INVEST	S P E D	A L C	U G S	C H L	S R K	W O R	DATE / DAY / TIME	CLASS / DIST / FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
04002	N	N	N	N	N		10/27/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										08
CITY							TU	0	MCCORD RD	CN		STOP SIGN	N	WET	TURN		PRVTE	SW-NE									000	00
							4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y OR<25		000	000	00
																02	NONE 0	TURN-L										
																	PRVTE	SE-SW									000	00
																	PSNGR CAR		01	DRVR	NONE	67	M	OR-Y OR<25		004	000	08

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CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at WARNER-PARROTT RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2010														
TURNING MOVEMENTS	0	1	1	2	0	2	0	2	0	1	1	2	0	0
YEAR 2010 TOTAL	**0**	**1**	**1**	**2**	**0**	**2**	**0**	**2**	**0**	**1**	**1**	**2**	**0**	**0**
YEAR: 2009														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**3**	**1**	**4**	**0**	**5**	**0**	**4**	**0**	**3**	**1**	**4**	**0**	**0**

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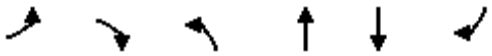
CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at WARNER-PARROTT RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 4

SER# / INVEST	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY / OWNER TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03639	N	N	N	N	N	10/01/2012	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	BIKE			-										110	02
CITY						MO	0	WARNER-PARROTT RD	SW		UNKNOWN	N	DRY	TURN														
						3P			05	0		N	DAY	INJ			STRGHT NW SE	01	BIKE	INJB	47	M		I XWK?	000	034		00
															01	NONE 0	TURN-L											
																PRVTE	SE-SW									000	110	00
																PSNGR CAR		01	DRVR	NONE	28	M	OR-Y OR<25		027,008	000		02
01439	N	N	N			04/16/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						TH	0	WARNER-PARROTT RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW-SE									015		00
						4P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	38	F	OR-Y OR<25		028	000		02
															02	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		01	DRVR	INJC	37	F	OR-Y OR<25		000	000		00
															02	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		02	PSNG	INJC	14	F			000	000		00
00083	N	N	N			01/09/2010	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
NO RPT						SA	0	WARNER-PARROTT RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW-SE									000		00
						6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	72	M	OR-Y OR<25		000	000		00
															01	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		02	PSNG	INJC	63	F			000	000		00
															02	NONE 0	TURN-L											
																PRVTE	SE-SW									000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y OR<25		028,004	000		02
02437	N	N	N			07/14/2010	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						WE	0	WARNER-PARROTT RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW-SE									000		00
						2P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	SW-NW									015		00
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		028	000		02

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	5	25	108	80	90
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	135	6	31	133	99	111
Pedestrians	1			1	1	
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	351	156	211			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	156	211			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	99	98			
cM capacity (veh/h)	627	883	1365			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	141	164	210
Volume Left	135	31	0
Volume Right	6	0	111
cSH	635	1365	1700
Volume to Capacity	0.22	0.02	0.12
Queue Length 95th (ft)	21	2	0
Control Delay (s)	12.3	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	12.3	1.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	95	14	143	85	9	76
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	119	18	179	106	11	95
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	353	236			287	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	236			287	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	98			99	
cM capacity (veh/h)	633	796			1273	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	136	285	106
Volume Left	119	0	11
Volume Right	18	106	0
cSH	650	1700	1273
Volume to Capacity	0.21	0.17	0.01
Queue Length 95th (ft)	20	0	1
Control Delay (s)	12.0	0.0	0.9
Lane LOS	B		A
Approach Delay (s)	12.0	0.0	0.9
Approach LOS	B		

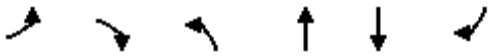
Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	303	13	82	171	31	219
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	326	14	88	184	33	235
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			340		693	333
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			340		693	333
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			93		91	67
cM capacity (veh/h)			1192		376	704

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	340	88	184	33	235
Volume Left	0	88	0	33	0
Volume Right	14	0	0	0	235
cSH	1700	1192	1700	376	704
Volume to Capacity	0.20	0.07	0.11	0.09	0.33
Queue Length 95th (ft)	0	6	0	7	37
Control Delay (s)	0.0	8.3	0.0	15.5	12.7
Lane LOS		A		C	B
Approach Delay (s)	0.0	2.7		13.0	
Approach LOS				B	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	160	32	20	89	137	136
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	186	37	23	103	159	158
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	388	238	317			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	238	317			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	95	98			
cM capacity (veh/h)	604	801	1248			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	223	127	317
Volume Left	186	23	0
Volume Right	37	0	158
cSH	630	1248	1700
Volume to Capacity	0.35	0.02	0.19
Queue Length 95th (ft)	40	1	0
Control Delay (s)	13.8	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	13.8	1.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	102	20	136	99	25	211
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	22	148	108	27	229
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	489	206			257	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	206			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			98	
cM capacity (veh/h)	527	835			1311	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	133	255	257
Volume Left	111	0	27
Volume Right	22	108	0
cSH	561	1700	1311
Volume to Capacity	0.24	0.15	0.02
Queue Length 95th (ft)	23	0	2
Control Delay (s)	13.4	0.0	1.0
Lane LOS	B		A
Approach Delay (s)	13.4	0.0	1.0
Approach LOS	B		

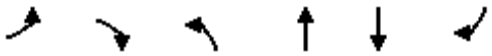
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	279	27	352	372	18	203
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	294	28	371	392	19	214
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			329		1454	322
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			329		1454	322
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			70		81	70
cM capacity (veh/h)			1229		99	711

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	322	371	392	19	214
Volume Left	0	371	0	19	0
Volume Right	28	0	0	0	214
cSH	1700	1229	1700	99	711
Volume to Capacity	0.19	0.30	0.23	0.19	0.30
Queue Length 95th (ft)	0	32	0	17	32
Control Delay (s)	0.0	9.2	0.0	49.7	12.2
Lane LOS		A		E	B
Approach Delay (s)	0.0	4.5		15.3	
Approach LOS				C	

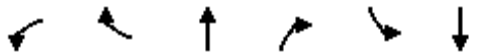
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	9	43	185	137	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	11	53	228	169	191
Pedestrians	1			1	1	
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	601	267	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	601	267	361			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	99	96			
cM capacity (veh/h)	439	766	1202			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	242	281	360
Volume Left	231	53	0
Volume Right	11	0	191
cSH	448	1202	1700
Volume to Capacity	0.54	0.04	0.21
Queue Length 95th (ft)	79	3	0
Control Delay (s)	22.1	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	22.1	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	163	24	245	146	15	130
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	204	30	306	182	19	162
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	602	402			491	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	602	402			491	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			98	
cM capacity (veh/h)	450	642			1071	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	234	489	181
Volume Left	204	0	19
Volume Right	30	182	0
cSH	468	1700	1071
Volume to Capacity	0.50	0.29	0.02
Queue Length 95th (ft)	68	0	1
Control Delay (s)	20.1	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	20.1	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	22	141	197	53	376
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	24	152	212	57	404
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			399		902	387
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			399		902	387
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			87		78	38
cM capacity (veh/h)			1133		265	657

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	399	152	212	57	404
Volume Left	0	152	0	57	0
Volume Right	24	0	0	0	404
cSH	1700	1133	1700	265	657
Volume to Capacity	0.23	0.13	0.12	0.22	0.62
Queue Length 95th (ft)	0	12	0	20	106
Control Delay (s)	0.0	8.7	0.0	22.3	18.9
Lane LOS		A		C	C
Approach Delay (s)	0.0	3.6		19.3	
Approach LOS				C	

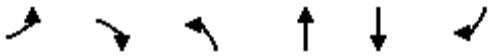
Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	27	201	1	9	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	33	248	1	11	169
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	440	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	249			249	
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			99	
cM capacity (veh/h)	569	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	249	11	169
Volume Left	1	0	11	0
Volume Right	33	1	0	0
cSH	779	1700	1305	1700
Volume to Capacity	0.04	0.15	0.01	0.10
Queue Length 95th (ft)	3	0	1	0
Control Delay (s)	9.8	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	0.5	
Approach LOS	A			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

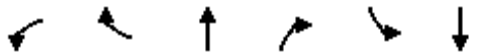


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	55	34	153	235	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	64	40	178	273	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	666	409	544			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	666	409	544			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	39	92	96			
cM capacity (veh/h)	528	816	1030			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	384	217	544
Volume Left	320	40	0
Volume Right	64	0	271
cSH	561	1030	1700
Volume to Capacity	0.68	0.04	0.32
Queue Length 95th (ft)	131	3	0
Control Delay (s)	24.2	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	24.2	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	175	34	233	170	43	362
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	190	37	253	185	47	393
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	837	350			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	837	350			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	41	95			96	
cM capacity (veh/h)	323	694			1123	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	227	438	440
Volume Left	190	0	47
Volume Right	37	185	0
cSH	354	1700	1123
Volume to Capacity	0.64	0.26	0.04
Queue Length 95th (ft)	106	0	3
Control Delay (s)	31.7	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	31.7	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	125	500	410	55	350
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	132	526	432	58	368
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			496		1921	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			496		1921	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			51		0	40
cM capacity (veh/h)			1066		37	612

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	489	526	432	58	368
Volume Left	0	526	0	58	0
Volume Right	132	0	0	0	368
cSH	1700	1066	1700	37	612
Volume to Capacity	0.29	0.49	0.25	1.57	0.60
Queue Length 95th (ft)	0	70	0	154	100
Control Delay (s)	0.0	11.6	0.0	521.3	19.4
Lane LOS		B		F	C
Approach Delay (s)	0.0	6.4		87.5	
Approach LOS				F	

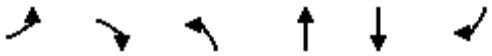
Intersection Summary			
Average Delay	23.2		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	17	170	2	30	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	20	198	2	35	302
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	571	199			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	571	199			200	
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			97	
cM capacity (veh/h)	470	842			1372	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	21	200	35	302
Volume Left	1	0	35	0
Volume Right	20	2	0	0
cSH	807	1700	1372	1700
Volume to Capacity	0.03	0.12	0.03	0.18
Queue Length 95th (ft)	2	0	2	0
Control Delay (s)	9.6	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	0.8	
Approach LOS	A			

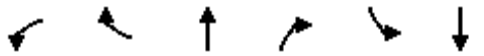
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	11	49	198	142	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	14	60	244	175	191
Pedestrians	1			1	1	
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	638	273	368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	273	368			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	98	95			
cM capacity (veh/h)	415	760	1195			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	244	305	367
Volume Left	231	60	0
Volume Right	14	0	191
cSH	425	1195	1700
Volume to Capacity	0.57	0.05	0.22
Queue Length 95th (ft)	88	4	0
Control Delay (s)	24.3	2.0	0.0
Lane LOS	C	A	
Approach Delay (s)	24.3	2.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	164	24	255	149	15	134
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	205	30	319	186	19	168
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	621	416			507	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	621	416			507	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	95			98	
cM capacity (veh/h)	438	630			1056	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	235	505	186
Volume Left	205	0	19
Volume Right	30	186	0
cSH	456	1700	1056
Volume to Capacity	0.52	0.30	0.02
Queue Length 95th (ft)	72	0	1
Control Delay (s)	21.0	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	21.0	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	23	144	197	54	385
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	25	155	212	58	414
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			400		909	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			400		909	388
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			86		78	37
cM capacity (veh/h)			1132		261	656

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	400	155	212	58	414
Volume Left	0	155	0	58	0
Volume Right	25	0	0	0	414
cSH	1700	1132	1700	261	656
Volume to Capacity	0.24	0.14	0.12	0.22	0.63
Queue Length 95th (ft)	0	12	0	21	112
Control Delay (s)	0.0	8.7	0.0	22.7	19.4
Lane LOS		A		C	C
Approach Delay (s)	0.0	3.7		19.8	
Approach LOS				C	

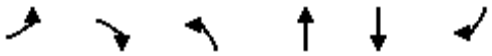
Intersection Summary			
Average Delay	8.6		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	46	201	1	16	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	57	248	1	20	169
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	457	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	457	249			249	
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	93			98	
cM capacity (veh/h)	553	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	59	249	20	169
Volume Left	2	0	20	0
Volume Right	57	1	0	0
cSH	776	1700	1305	1700
Volume to Capacity	0.08	0.15	0.02	0.10
Queue Length 95th (ft)	6	0	1	0
Control Delay (s)	10.0	0.0	7.8	0.0
Lane LOS	B		A	
Approach Delay (s)	10.0	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	62	38	161	250	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	72	44	187	291	271
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	702	426	562			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	702	426	562			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	36	91	96			
cM capacity (veh/h)	498	797	1015			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	392	231	562
Volume Left	320	44	0
Volume Right	72	0	271
cSH	535	1015	1700
Volume to Capacity	0.73	0.04	0.33
Queue Length 95th (ft)	153	3	0
Control Delay (s)	28.0	2.0	0.0
Lane LOS	D	A	
Approach Delay (s)	28.0	2.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	9.7		
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	178	34	239	172	43	374
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	37	260	187	47	407
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	857	357			449	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	857	357			449	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	38	95			96	
cM capacity (veh/h)	314	687			1115	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	230	447	453
Volume Left	193	0	47
Volume Right	37	187	0
cSH	344	1700	1115
Volume to Capacity	0.67	0.26	0.04
Queue Length 95th (ft)	115	0	3
Control Delay (s)	34.3	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	34.3	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	126	511	410	56	356
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	133	538	432	59	375
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1945	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1945	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			50		0	39
cM capacity (veh/h)			1065		35	611

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	491	538	432	59	375
Volume Left	0	538	0	59	0
Volume Right	133	0	0	0	375
cSH	1700	1065	1700	35	611
Volume to Capacity	0.29	0.50	0.25	1.69	0.61
Queue Length 95th (ft)	0	73	0	161	104
Control Delay (s)	0.0	11.8	0.0	582.7	19.8
Lane LOS		B		F	C
Approach Delay (s)	0.0	6.5		96.3	
Approach LOS				F	

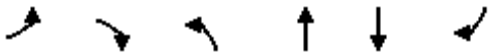
Intersection Summary			
Average Delay	25.4		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	29	170	3	52	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	34	198	3	60	302
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	623	199			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623	199			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			96	
cM capacity (veh/h)	430	842			1371	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	36	201	60	302
Volume Left	2	0	60	0
Volume Right	34	3	0	0
cSH	793	1700	1371	1700
Volume to Capacity	0.05	0.12	0.04	0.18
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	9.8	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	1.3	
Approach LOS	A			

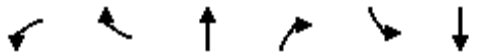
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	11	67	180	142	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	14	83	222	175	191
Pedestrians	1			1	1	
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	661	273	368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	661	273	368			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	41	98	93			
cM capacity (veh/h)	394	760	1195			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	244	305	367
Volume Left	231	83	0
Volume Right	14	0	191
cSH	405	1195	1700
Volume to Capacity	0.60	0.07	0.22
Queue Length 95th (ft)	96	6	0
Control Delay (s)	26.5	2.7	0.0
Lane LOS	D	A	
Approach Delay (s)	26.5	2.7	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	8.0		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	164	24	237	149	15	134
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	205	30	296	186	19	168
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	598	393			484	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	598	393			484	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			98	
cM capacity (veh/h)	452	649			1077	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	235	482	186
Volume Left	205	0	19
Volume Right	30	186	0
cSH	470	1700	1077
Volume to Capacity	0.50	0.28	0.02
Queue Length 95th (ft)	69	0	1
Control Delay (s)	20.1	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	20.1	0.0	1.0
Approach LOS	C		

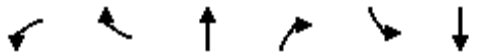
Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	23	144	197	0	420
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	25	155	212	0	452
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			400		909	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			400		909	388
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			86		100	31
cM capacity (veh/h)			1132		261	656

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	400	155	212	0	452
Volume Left	0	155	0	0	0
Volume Right	25	0	0	0	452
cSH	1700	1132	1700	1700	656
Volume to Capacity	0.24	0.14	0.12	0.00	0.69
Queue Length 95th (ft)	0	12	0	0	137
Control Delay (s)	0.0	8.7	0.0	0.0	21.7
Lane LOS		A		A	C
Approach Delay (s)	0.0	3.7		21.7	
Approach LOS				C	

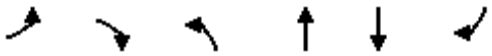
Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	46	201	1	16	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	57	248	1	20	169
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	457	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	457	249			249	
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	93			98	
cM capacity (veh/h)	553	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	59	249	20	169
Volume Left	2	0	20	0
Volume Right	57	1	0	0
cSH	776	1700	1305	1700
Volume to Capacity	0.08	0.15	0.02	0.10
Queue Length 95th (ft)	6	0	1	0
Control Delay (s)	10.0	0.0	7.8	0.0
Lane LOS	B		A	
Approach Delay (s)	10.0	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

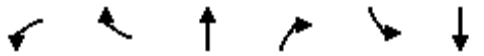


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	62	57	142	250	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	72	66	165	291	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	724	426	562			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	724	426	562			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	32	91	93			
cM capacity (veh/h)	471	797	1015			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	392	231	562
Volume Left	320	66	0
Volume Right	72	0	271
cSH	509	1015	1700
Volume to Capacity	0.77	0.07	0.33
Queue Length 95th (ft)	171	5	0
Control Delay (s)	31.9	3.0	0.0
Lane LOS	D	A	
Approach Delay (s)	31.9	3.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	11.1		
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	178	34	220	172	43	374
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	37	239	187	47	407
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	837	337			428	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	837	337			428	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	95			96	
cM capacity (veh/h)	323	705			1135	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	230	426	453
Volume Left	193	0	47
Volume Right	37	187	0
cSH	354	1700	1135
Volume to Capacity	0.65	0.25	0.04
Queue Length 95th (ft)	109	0	3
Control Delay (s)	32.3	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	32.3	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	126	511	410	0	393
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	133	538	432	0	414
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1945	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1945	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			50		100	32
cM capacity (veh/h)			1065		35	611

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	491	538	432	0	414
Volume Left	0	538	0	0	0
Volume Right	133	0	0	0	414
cSH	1700	1065	1700	1700	611
Volume to Capacity	0.29	0.50	0.25	0.00	0.68
Queue Length 95th (ft)	0	73	0	0	130
Control Delay (s)	0.0	11.8	0.0	0.0	22.3
Lane LOS		B		A	C
Approach Delay (s)	0.0	6.5		22.3	
Approach LOS				C	

Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	29	170	3	52	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	34	198	3	60	302
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	623	199			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623	199			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			96	
cM capacity (veh/h)	430	842			1371	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	36	201	60	302
Volume Left	2	0	60	0
Volume Right	34	3	0	0
cSH	793	1700	1371	1700
Volume to Capacity	0.05	0.12	0.04	0.18
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	9.8	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	1.3	
Approach LOS	A			

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

Public Facilities Memorandum

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P: (503) 925-8799 F: (503) 925-8969

October 21, 2013

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

Re: Adequacy of Public Facilities (Water, Sanitary Sewer, Storm Drainage, and Streets) for a Zone Change on Properties located along Central Point Road (identified as Clackamas County 3 1E 7C 1003 and 3 1E 12D 1503, 1593, 1600, and 1701)

City Planning Department Staff:

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

Sincerely,
AKS ENGINEERING & FORESTRY, LLC



Montgomery B. Hurley – PE, PLS
Principal

Neighborhood Meeting Documentation

Hazelgrove - Westling Farm Neighborhood Association

Date 10/17/13 Event _____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
MJeanne Militante	PO Box 601 Oregon City 97045	militant@ohsu.edu militante@att.net	
Sherry Whitmore	19428 Westling DR. Oregon City OR 97045	-	
Margaret Scheidemann	11716 Partlow Rd Oregon City, OR 97045	tpscheidemar@msn.com	503 344 6296
Merissa Skidmore	19148 Rose Rd Oregon City, OR 97045	Merissa.skidmore@gmail.com	
Dave Wheeler	19526 S Central		656 5890
Dave Souders	19345 Hazel Grove Dr		656-6962
Shirley Souders	" "	ssouders@comcast.net	656-6962
VERN EMRA	19428 HAZEL GROVE DR	VZEMRA@MSN.COM	503 659-6650
Frank Wille	11614 Hazelnut	franklyna@comcast.net	503 342 6699
Judy & Jim Peitz	19380 Hazel Grove	jimpeitz@gmail.com	503-655-7977
Robin & Larry Wold	11604 Geranium Pl.		503-502-4010
Alex Parent	11799 Payson Lane		503-656-3561

Hazelgrove - Westling Farm Neighborhood Association

Date 10/17/13 Event _____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Kathy Hogan	19721 S Central Pt Rd		
+ MARGUERITE Tom O'Brien	19364 HAZELGROVE		
Marilyn Ruttell	19388 Vincent Dr		
Mimi Doukas	4230 Galewood St Lake Oswego OR 97035	Mimi@ventureprop.com	503-387-7600
Larry + Dan Moseley	11687 Finnegans Way OC 97045	LWM@LWMWEB.COM	408 313-6229
Beth/Paul Nelson	19255 Pine Place Oregon city. OR	wellnessvision@comcast.net	503.804.6237
Chad Shoemaker	CCPD	CHADSHOEMAKER@ORCITY.ORG	503.496.1681
Pam Erickson	11708 Partlow Rd Oregon City	irishericsson@yahoo.com	
Don Jones	18882 White St @ C.		503-650-4689
Bertha Tolsteup	15550 S Kirk Rd Oregon City		
Kelly Moosbrugger	City of Orgon City	Kmoosbrugger@orcity.org	503-496-1540
MARTI WESTBROOK JUDY SCHRADER	19465 WESTLING DR OC 97045		

Hazelgrove - Westling Farm Neighborhood Association

Date_____ **Event**_____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Bruster A. Coe	11847 payson lane	brustercoe@comcast.net	503-723-4598
Whitney Lucy	11847 Payson Lane	—	503-723-459[illegible]
GINGER & Al Blakely	11817 PAYSON LN.	ginger_graham@comcast.	503 656 0130
Brenda Coates	19400 Hazel Grove Dr		503-656-7299
Steve Engelke	19525 Hummingbird	steve engelke@gmail.com	503-730-1972
Doug Neeley	11614 Parrish Dr.	intsfats@sbcglobal.net	503-650-5093
TONY Bottger	11837 Skellenger Way	bottgert@comcast.net	503-974-9569
FELIX MORALES	19124 ROSE RD		503-342-6461
Greg Meyer	11578 Parrish Rd		503-422-2159
Betsy + Rollie Packer	11938 Woodwind Dr.	packerbe1986@gmail.com	503-723-4487
Mike Unger	10224 SE 16th	mike.unger@Lexcomcorp.com	206-604-553[illegible]

David Levitan

From: David Levitan
Sent: Wednesday, October 23, 2013 11:55 AM
To: 'HOGANSBLUFF@aol.com'
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...

Hi Kathy:

When you send over the sign in sheet and minutes (we don't need the minutes, if they're not done yet), can you also include a short note confirming that Mimi attended the meeting and discussed the project? It is a requirement, per City Code.

Thanks.

David Levitan, AICP
AKS ENGINEERING & FORESTRY
13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140
503.925.8799
www.aks-eng.com dlevitan@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

From: HOGANSBLUFF@aol.com [mailto:HOGANSBLUFF@aol.com]
Sent: Monday, October 21, 2013 6:34 PM
To: David Levitan
Subject: Re: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...

Do you also want the minutes? I'll send them soon. They are almost finished. I have scan the sign in sheets and will send them at the same time.
KH

David Levitan

From: HOGANSBLUFF@aol.com
Sent: Wednesday, October 23, 2013 1:14 PM
To: David Levitan
Subject: Re: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...
Attachments: scn0002.ZIP

Mimi came to the Hazel Grove/Westling Farm Neighborhood Association meeting on October 17, 2013.
Thank you for coming and talking to the neighbors.
KH
Let me know if you get the minutes and sign -in sheets.

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From: Chris Goodell, AKS Engineering & Forestry, LLC
To: Oregon City Planning Department

Neighborhood Meeting Summary: Central Point Road Properties Zone Change Application – Oregon City, Oregon

Date: October 17, 2013
Time: 7:00 PM
Location: Oregon City United Methodist Church – 18955 S. South End Road, Oregon City, OR 97045

The following serves as a summary of the primary subjects covered at the Neighborhood Meeting. This is being provided to you as is required by OCMC Section 17.50.055.

- General discussion of proposed project (provided by Mimi Doukas, AICP, RLA of Venture Properties):
  - 5 separate properties – 2 separate ownerships
  - A vicinity/aerial map of the area was presented, which broke the properties down into an orange property (6.34 acres) and a green property (6.84 acres)
  - Current proposal is for a zone change only; any future development applications, such as a subdivision, will be submitted separately.
  - Current Zoning Designation is R-10 – 10,000 square foot minimum lot size
  - Proposed Zoning Designation is R-6 – 6,000 square foot minimum lot size
- The general project discussion was followed by a question and answer session. <u>The following topics were covered and comments provided by neighbors</u>:
  - **Question**: Attendees noted that they had seen maps that show a layout (residential subdivision) for this whole area, and asked if the whole area was being developed.
    Answer: The referenced plans were submitted to the City for a pre-application meeting so we could get information on development details like sanitary sewer systems, land use process, storm drainage systems, road standards, etc. We have been in conversations with other property owners in this area, but these are the only properties we have under contract and the only ones proposed for a zone change.
  - **Question**: What is the change in the number of units that can be built?
    Answer: Density in Oregon City really depends on the actual layout since roads and non-lot areas are removed from the density calculation, but APPROXIMATELY, the density would be:
    For the Green property, under R-10 is allowed APPROXIMATELY 30 lots, and under R-6 would be allowed APPROXIMATELY 50 lots
    For the Orange property, under R-10 is allowed APPROXIMATELY 28 lots, and under R-6 would be allowed APPROXIMATELY 46 lots
  - **Question**: Where would the roads go? How will they access Central Point Road?
    Answer: That will not be determined until there is a subdivision application; we are only proposing a zone change at this time, but we will be required to provide full street connections in the future.
  - **Question**: Will the layout provide awkward road connections for neighboring properties?
    Answer: We will need to show how undeveloped land around the subdivision can be laid out with our street stubs and we will not be allowed to make land awkward for future development. That is required by state law.
  - **Question**: Pat Ullman was not able to attend but she had concerns about traffic congestion, emergency response routes, storm drainage systems, and groundwater.
    Answer: I spoke with her on the phone and she outlined those same concerns to me directly.

- **Question**: Will this development pay for the impact to schools, police, and fire services?
  Answer: The Oregon land use system requires development to review the impacts to physical infrastructure, but not social services. This property is also required to contribute $3,500 per dwelling unit for law enforcement services per the annexation agreement that runs with the land.
- **Question/Comment**: R-6 is too dense – there are projects down the road that have the houses squeezed in next to one another like townhomes.
  Answer: Townhomes are not permitted in the R-6 zone and are not proposed for this project.

Chris Goodell

From: Kattie Riggs <kriggs@ci.oregon-city.or.us>
Sent: Wednesday, September 25, 2013 10:02 AM
To: David Levitan; hogansbluff@aol.com; tom.obrien4@comcast.net; Chris Goodell
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Categories: Filed by Newforma

David,

I will defer to Kathy or Tom to e-mail you a copy of the agenda once it is ready. As far as needing to do anything additional to meet the code requirements, I think we are down to the last section that states:
To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.

Again, Kathy and/or Tom should be able to assist in providing you with a copy of the sign-in sheet and/or meeting minutes to submit to the planning department along with a letter or e-mail from the neighborhood association.

I hope this helps.

Thank you,
Kattie

Kattie Riggs
kriggs@orcity.org
Assistant to the City Manager
Hours: 7:00AM-4:00PM
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1582 Direct phone
503-657-0891 City phone
503-657-7026 fax

Website: www.orcity.org | **City Manager's Page:** www.orcity.org/citymanager
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From: David Levitan [mailto:DLevitan@aks-eng.com]
Sent: Wednesday, September 25, 2013 9:03 AM
To: Kattie Riggs; hogansbluff@aol.com; tom.obrien4@comcast.net; Chris Goodell
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Hi Kattie:

Thanks for confirming that we've been added to the October 17 agenda. I did talk to Kathy, and she was hoping that we could still be added.

Do we need to do anything additional to meet the neighborhood meeting requirements in OCMC Section 17.50.055?

Also, if you can email me a copy of the agenda once it is ready, that would be wonderful.

Thanks again.

David Levitan, AICP
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Sherwood, OR 97140
503.925.8799
www.aks-eng.com reneeh@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

From: Kattie Riggs [mailto:kriggs@ci.oregon-city.or.us]
Sent: Wednesday, September 25, 2013 8:45 AM
To: David Levitan; hogansbluff@aol.com; tom.obrien4@comcast.net
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

David,

I'm not sure if you have been contacted back regarding your request, so I wanted to touch base with you. Co-Chair, Tom O'Brien, is out of town and the other Co-Chair, Kathy Hogan, just called me to adjust their postcard mailing to include your presentation. You have been added to their October 17, 2013 agenda. Their meetings are held at the Oregon City United Methodist Church (18955 S. South End Road, Oregon City, OR 97045) beginning at 7PM. They will have two other presentations that night, so please keep your presentation brief and succinct.

Please let us know if you have any other questions.

Thank you,
Kattie

Kattie Riggs
kriggs@orcity.org
Assistant to the City Manager
Hours: 7:00AM-4:00PM
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1582 Direct phone
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503-657-7026 fax

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From: David Levitan [mailto:DLevitan@aks-eng.com]
Sent: Monday, September 23, 2013 3:02 PM
To: hogansbluff@aol.com; tom.obrien4@comcast.net
Subject: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Hi Kathy and Tom:

My name is David Levitan and I work for AKS Engineering and Forestry, who is providing land use consulting services for a proposed zone change of five tax lots south of S Central Point Road and Hazelnut Avenue/S Skellenger Way. The applicant is proposing to rezone approximately 17.74 acres from R-10 to R-6 in anticipation of a future subdivision. A preapplication meeting was held with City of Oregon City staff on July 23rd.

Per Oregon City Municipal Code (OCMC) Section 17.50.055, the applicant is required to hold a meeting with the recognized neighborhood association to discuss the proposal and to receive preliminary input from nearby residents and property owners prior to submitting the land use application to the City.

I noticed on the Neighborhood Associations website that the next meeting of the Hazel Grove-Westling Farm Neighborhood Association is currently scheduled for Thursday, October 17, and am writing to inquire about the possibility of discussing this proposal at that meeting. If a discussion of the rezone proposal can be accommodated at the October 17th meeting, I will send a formal letter requesting as such, including a description of the proposal and the specific tax lots involved. You also have the option to conduct communication/correspondence via email, if that is your preference.

If October 17th is not a possibility, I will work on scheduling an alternate date for a proposal-specific meeting. Per City Code, I will distribute the notice of the meeting to the neighborhood association, citizen involvement committee, and all property owners within 300 feet of the proposal site (in this case, the 5 tax lots). The meeting would likely be on another weeknight in mid-October at 6 pm.

If you can get back to me in the next few days regarding the possibility of attending the October 17th meeting (as well as your communication preference regarding email vs. formal letters), that would much appreciated.

Thank you very much.

Sincerely,

David Levitan, AICP
AKS ENGINEERING & FORESTRY
13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140
503.925.8799
www.aks-eng.com reneeh@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

City Pre-Application Conference Notes

OREGON CITY

Pre Application Conference Notes

PA 13-28: Central Point/White Lane Zone Change and Subdivision

Proposed Project:

- Zone change from "R-10" to "R-6"
- 113 Lot Subdivision

General Information:

- Applicable Overlay Districts: Natural Resource Overlay District
- Applications anticipated:
  - Zone Change
  - Subdivision
  - Natural Resource Overlay District Verification
- Existing Transportation System Plan:
  Functional Classification: Central Point Road and White Lane – Minor Arterial
  Pedestrian System Plan: Central Point Road – Sidewalks needed on one side of street
  Bicycle System Plan: Central Point Road -- Striped bikelanes
  White Lane – Striped bikelanes on new facilities
  Public Transit System Plan: Leland – N/A
- Proposed Transportation System Plan and Municipal Code: An amended TSP and associated amendments to the Oregon City Municipal Code were approved by the City Commission and will be effective Aug 16, 2013. An incomplete application may be submitted before the code amendments take effect in order to fall under the old code. We have typically required a signed application and an application fee, however the application must be complete within 180 days. The documents may be approved on the City website at www.orcity.org. Some of the changes include reclassifying Central Point from a Minor Arterial to a Collector and reclassifying White Lane from a Minor Arterial to a Local. The proposed changes do not appear to have a significant impact on the proposed development.

Timing and Process:

The zone change will go before the Planning Commission and City Commission. This is a Type IV process per 17.50.030.D.

Zone Change:

Compliance with OCMC 17.68 is required. The criteria include with:

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Ph (503) 722-3789 www.orcity.org

(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.

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

(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.

(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.

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.

(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.

(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.

(12) Transportation - Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

B. Adequacy of public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) prior to issuing a certificate of occupancy.

C. Land uses are consistent with the existing or planned function, capacity and level of service of the transportation system.

The application may have to comply with the Transportation Planning Rule (OAR 660-12-0060) For zone changes and comprehensive plan amendments, there must be substantial evidence in the record to either make the finding of "no significant effect" on the transportation system, or, if there is a significant effect, assurance that the allowed land uses are consistent with the identified function, capacity, and performance standard of the transportation facility within the planning horizon (year 2035).

Transportation Impacts:

John Replinger of Replinger and Associates, the City's transportation consultant reviews all new development. You may contact Mr. Replinger at 503-719-3383 or replinger-associates@comcast.net.

For proposals involving rezoning, the applicant shall compare the traffic generated by his/her development proposal, a reasonable worst-case development under the proposed zoning and a reasonable worst-case development under current zoning. Based on the information available, it appears the impacts are fairly modest for the zone change, especially as one moves away from the proposed development. Because of the variety of routes available to disperse the traffic, it is doubtful any facilities under state jurisdiction would be affected. The applicant will need verify this with ODOT. The applicant may merely need to assess the impact on a few City facilities such as intersections along Central Point Road. Your application was also sent to Seth Brumley, Associate

Planner at ODOT. A response to your application was not received prior to this meeting. He may be contacted at 503-731-8234 or seth.a.brumley@odot.state.or.us.

While we have not yet processed any applications under the new OCMC developed in response to the TSP, I think that the applicant will face very similar transportation issues whether the application is processed under the "old" or "new" versions of the code.

Subdivision (Planning Criteria):
Compliance with the subdivision criteria is required. The application lacked the specificity to determine compliance with any of the subdivision standards identified in the Oregon City Municipal Code.

- Under the current code all lots adjacent to Central Point Road and White Lane shall orient the front setback and the most architecturally significant elevation toward Central Point Road and White Lane per 16.12.070. In addition, all lots proposed with a driveway and lot orientation on a the 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.
  Under the new code, White Lane is being reclassified as a local street.
  Under the proposed changes 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
- For the existing code driveways along Minor Arterials per OCMC 12.04.095, 12.04.025 and 16.12.070.
  - Shared driveways limited to 24' in width adjacent to the sidewalk and property line and may extend to a maximum of 30' abutting the street pavement to facilitate turning movements.
  - Single driveways limited to 12' in width adjacent to the sidewalk and property line and may extend to a maximum of 18' abutting the street pavement to facilitate turning movements.

  For the proposed code changes per 12.04.025

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

  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).
- A nonbinding shadow plat is required to demonstrate the layout is appropriate for land divisions on all adjacent properties.
- A street tree plan including one for every 35' of frontage is required in accordance with OCMC 12.08.

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- A tree mitigation plan including the lot setbacks and the caliper of the trees to be removed as well as the species, caliper and location of the mitigation trees is required.
- What will be constructed in all of the tracts? There are some properties which are not identified as lots or tracts.
- Are there any adjacent properties under the same ownership?
- Are there any potential issues with trees or other uses under the power lines?
- Proposed code changes in the new code include:
  - Notification of a street stub
  - Driveway spacing standards
  - Curb cut standards
  - Block length standards (and associated pedestrian accessways)
  - Increased allowable congestion
- Helpful code references:
  - Per OCMC 16.12.025, block lengths for local streets and collectors shall not exceed five hundred feet between through streets, as measured between nearside right-of-way lines.
  - Per 16.12.050, a subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may include lots that are up to twenty percent less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots.

Subdivision (Utilities/Public Improvements/SDC's, etc):

Your application was reviewed by the Development Services Division. You may contact Todd Martinez at 503.496.1508 or email tmartinez@orcity.org. The following comments are based upon the proposed configuration of the subdivision. There was no information concerning the water, sanitary sewer or storm drainage system, so our comments will be general in nature.

- The public facilities (water, sanitary sewer, storm drainage, streets) in the area of the proposed subdivision are sufficient to support the additional units.
- 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.
- The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval.
- A grading permit shall be obtained from Development Services for the on-site work.
- Record drawings are available for nearby subdivisions.

Streets

- The existing right-of-way (ROW) on S. Central Point Road is 60-feet. Under the existing TSP this is a minor arterial, and under the new TSP it is a Collector street. The existing street improvements include 32-feet of pavement (two travel lanes and a 9-foot parking strip on the north side), curb, 5-foot wide landscape strip, 5-foot wide sidewalk, street trees and lights on the north side. Required improvements on Central Point Road would include: no dedication of ROW is anticipated but should be confirmed, 7- foot parking lane, curb and gutter, 5-foot planter strip with street trees, 5-foot sidewalk and street lights.

- The existing right-of-way (ROW) on White Lane is 55-feet. Under the existing TSP this is a minor arterial, and under the new TSP it is a Local street. The existing street improvements include 32-feet of pavement, curb, 3-foot wide landscape strip, 5-foot wide sidewalk, street trees and lights on the west side. Required improvements on White Lane would include: no dedication of ROW is required, curb and gutter, 5-foot planter strip with street trees, 5-foot sidewalk and street lights.
- The ROW for the new local streets should be 53-feet wide, and the pavement should be 32-feet wide. There should be curb and gutter, a 5-foot planter strip and a 5-foot sidewalk. Street trees and street lights will be required.
- The subdivision layout as proposed has several issues of concern, and would need to be modified.
  - As laid out there is no connectivity shown for Hazel Park Drive. A shadow plat will need to be shown for this area.
  - The connection at Hazel Creek Drive appears to be less half a street width. It cannot be used as a street as shown. Half street improvements are acceptable; however, they must provide for two way traffic. That includes construction of the street to centerline plus 10 feet.
  - As shown there is actually no access to 23 lots at the east side of the subdivision until other properties develop.
  - The extension of Skellenger shows that about half of the street is fully on the neighboring property. This is not typical and puts the burden of the street development on the neighboring property. It is understood that there are constraints with regard to the layout, but options should be considered.
  - As shown there will be several dead ends created in the south eastern part of the subdivision, and the development of the street (including the ROW dedication) is put onto the neighboring properties.
  - There are two more lots that would not have any access (65 and 66).
  - At the south west corner of the proposed development the intersection spacing does not appear to meet code requirements.

Water

- The water line in Central Point Road is 12-inch. The water line in White Lane is 8-inch. The water line at the end of the street on Hazel Park Drive, Hazel Creek Drive and Orchard Grove Drive are 8-inch.
- The water lines throughout the proposed subdivision should be 8-inch and should be looped. The street layout would indicate that there would be up to six dead-end lines created with the subdivision. This creates water quality issues, maintenance issue and potentially fire flow issues. This is near the end of the distribution system so fire flow becomes more difficult to attain, making the looping of the system even more important. Water line looping will be required to significantly reduce the number of dead-ends.
- Fire flow tests should be done in the area to confirm the fire flow available.
- Fire hydrants should be located per the Fire Department directions. In general the spacing is every 500-feet.

Sanitary Sewer

- There is a basin boundary that runs through the proposed subdivision. The majority of the area will likely drain to the west to an 8-inch pipe on White Lane. This discharges to the Parrish Road

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Ph (503) 722-3789 www.orcity.org

pump station. It appears that the pump station has capacity for the flows from the proposed subdivision. This will need to be confirmed when the sanitary system is laid out and the projected flows are better defined. It is recommended that the developer coordinate with the City staff on this issue prior to finalizing the application for the subdivision.

- Some of the area will likely drain to the east to an 8-inch pipes stubbed out on Hazel Park Drive, Hazel Creek Drive and Orchard Grove Drive. This discharges to the Pease Road pump station. It appears that the pump station has capacity for the flows from the proposed subdivision. This will need to be confirmed when the sanitary system is laid out and the projected flows are better defined. It is recommended that the developer coordinate with the City staff on this issue prior to finalizing the application for the subdivision.
- There are portions of the development near the southern boundary that may not be able to be served by gravity. Individual privately owned and operated lift stations may be required.

Storm Drainage

- A storm drainage report will be required as part of the application. Both detention and treatment will need to be addressed.
- There is a 12-inch storm pipe on portions of White Lane that discharges to a pond on Orchard Grove Lane. There is no additional capacity in the pond and it does not appear that it can be expanded.
- There is a 12-inch storm pipe on portions of Hazeldell Avenue that discharges to a pond on Payson Lane. It is not clear that drainage could flow in this direction. If it can, then the collection system and detention pond would need to be evaluated for capacity.
- The storm system on the south side of S. Central Point Road is a ditch. There are storm collection pipes on portions of the north side of the street. It is not clear where the drainage on the south side would discharge.
- Tract D is labeled as land for the storm drainage facility. Based upon the size of the subdivision this appears to be too small.
- There is a proposed subdivision adjacent to this one along White Lane. The storm drainage facility is proposed to be located on White Lane adjacent to the power line easement. There may be a possibility of expanding that facility to accept a portion of the storm water from your proposed subdivision.

Natural Resource Overlay District:

The subject site is within the Natural Resource Overlay District (NROD). A report is required to demonstrate compliance with Chapter 17.49 of the Oregon City Municipal Code. Chapter 17.49.255 and 17.49.260 determine if the application is a Type I or Type II review. The application appears to be a Type II review and will thus be sent to a City consultant to confirm.

Building Division:

Your application was transmitted to Scott Linfesty, our Building Official. You may contact Mr. Linfesty 503.496.1506 or slinfesty@orcity.org.

Clackamas County Fire:

Questions can be directed to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas County Fire District #1. You may contact Mr. Boumann at (503)742-2660, email michaelbou@ccfd1.com.

Notes:

- A Neighborhood Association meeting is required. You are in the Hazel Grove / Westling Farm Neighborhood Association. Kattie Riggs, Executive Assistant to the City Manager can assist you in contacting the neighborhood association. She may be reached at 503.496.1582.
- There is a one-time fee due to the City in the amount of $3,500.00 for each new dwelling for the provision of law enforcement services per the Annexation Agreement for file AN 06-02.
- Please note the City has a street naming policy.
- Fence height limitations provided in OCMC 17.54.100.
- If you would like to build a sign for the subdivision, the sign code can be found in OCMC 15.28.
- Residential Design Standards are provided in OCMC chapter 17.20 and 17.21.
- All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance.

Oregon City Municipal Code Criteria:
The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:
OCMC 12.04 - Streets, Sidewalks and Public Places
OCMC 12.08 - Public and Street Trees
OCMC 13.12 – Stormwater Management
OCMC 16.08 – Subdivisions – Processes and Standards
OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions
OCMC 17.08 – "R-10" Single-Family Dwelling District
OCMC 17.12 – "R-6" Single-Family Dwelling District
OCMC 17.20 – Residential Design Standards
OCMC 17.50 – Administrative Processes
OCMC 17.41- Tree Protection Standards
OCMC 17.68 – Zoning Changes and Amendments
Please contact me if you would like me to email you MS-Word versions of the code. The sections may also be downloaded from the municipal code website.

Planning Review and Application Fees:
- The 2013 Planning applications and fees include
  - Zone Change: $2,683
  - Subdivision: $3,966 plus $330 per Lot
  - NROD Verification- $1,879
  - Transportation Study: $1,309 (base fee) + $1,962 (zone change fee)
  - Mailing Labels: $15 – Optional

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:
A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well

as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.
B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Pre-application Conference meeting date, a NEW Pre-Application Conference will be required.

City of Oregon City | PO Box 3040 | 221 Molalla Avenue, Suite 200 | Oregon City, OR 97045
Ph (503) 722-3789 www.orcity.org

Property Vesting Deeds

Form No. 723—BARGAIN AND SALE DEED (Individual or Corporate). COPYRIGHT 1983 STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR 97204

NL

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That EDWIN . M. TOLSTRUP ..... *hereinafter called grantor,* **** ..... *for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto* ..... *hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of* CLACKAMAS, *State of Oregon, described as follows, to-wit:*

**** EDWIN M. TOLSTRUP AND REITHA M. TOLSTRUP TRUSTEES OR THEIR SUCCESSORS IN TRUST, UNDER THE TOLSTRUP LOVING® TRUST DATED JULY 1, 1993, AND ANY AMENDMENTS THERETO.

SEE ATTACHED EXHIBIT "A"

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ -0- ..... *①However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which) ☐ (The sentence between the symbols ①, if not applicable, should be deleted. See ORS 93.030.)*

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 1st *day of* July, *19* 93; *if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors.*

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

Edwin M. Tolstrup
EDWIN M. TOLSTRUP

STATE OF OREGON, County of LANE) ss.

This instrument was acknowledged before me on JULY 1, *19* 93,
by EDWIN M. TOLSTRUP

This instrument was acknowledged before me on ....., *19*.....,
by .....
as .....
of .....

JAMES H. SMITH
Notary Public for Oregon
My commission expires 10/31/95

OFFICIAL SEAL
JAMES H. SMITH
NOTARY PUBLIC - OREGON
COMMISSION NO 010393
MY COMMISSION EXPIRES OCT 31, 1995

EDWIN M. TOLSTRUP
25136 CHENEY DRIVE
VENETA, OR 97487
Grantor's Name and Address

EDWIN M. & REITHA M. TOLSTRUP, TRUSTEES
TOLSTRUP LOVING TRUST DATED 7/1/93
25136 CHENEY DRIVE
VENETA, OR 97487
Grantee's Name and Address

After recording return to (Name, Address, Zip):
JAMES H. SMITH, ESQ.
1017 N. RIVERSIDE, SUITE 116
MEDFORD, OR 97501

Until requested otherwise send all tax statements to (Name, Address, Zip):
EDWIN M. & REITHA M. TOLSTRUP
25136 CHENEY DRIVE
VENETA, OR 97487

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } ss.
County of .....

I certify that the within instrument was received for record on the ..... *day of* ....., *19*.....,
at ..... *o'clock* .....*M., and recorded in book/reel/volume No.* ..... *on page* ..... *or as fee/file/instrument/microfilm/reception No.* ....., *Record of Deeds of said County.*

Witness my hand and seal of County affixed.

NAME TITLE

By ..... *Deputy*

93 47694

EXHIBIT "A"

A part of the S. S. White D. L. C. No. 42 in Section 12, T. 3 S., R. 1 E., and Section 7, T. 3 S., R. 2 E., W. M., described as follows:

Beginning at a point on the northwesterly boundary of said White D. L. C. that is 5362.5 feet Northeasterly from the most westerly corner thereof, said point being the most westerly corner of a tract conveyed to J. M. Olds, by Clackamas County Deed Book 85, page 376; thence South 47° 45' East along said Olds tract, 745 feet, more or less, to the corner of a tract conveyed to Henry Rau and wife by deed recorded May 16, 1969, Fee No. 69 8895 and the true point of beginning; thence South 42° 30' West 449.7 feet to an interior angle corner in the boundary of said Rau tract; thence North 47° 45' West along the boundary of said Rau tract, 357.5 feet; thence North 42° 30' East 449.7 feet to the southwesterly boundary of the aforementioned Olds tract; thence South 47° 45' East along said southwesterly boundary 357.5 feet to the true point of beginning.

TOGETHER WITH a non exclusive easement for road and utility purposes over and across the following described property:

A part of the S. S. White D. L. C. No. 42 in Section 12, T. 3. S., R. 1 E., and No. 42 in Section 7, T. 3 S., R. 2 E., W. M., described as follows:

Beginning at a point on the northwesterly boundary of the said S. S. White D. L. C. that is 5362.5 feet northeasterly from the most westerly corner thereof, said point being the most westerly corner of a tract of land conveyed to J. M. Olds, by Clackamas County Deed Book 85, page 376; thence South 47° 45' East along said Olds tract 920 feet, more or less, to the most northerly corner of a tract conveyed to Oregon Development Co., by deed recorded February 26, 1969, Fee No. 69 3266; thence South 42° 30' West 499.7 feet to a point on the northeasterly boundary of a tract conveyed to Lyle L. Bryan, et ux, by deed recorded in Clackamas County Deed Book 641, page 756; thence North 47° 45' West along said Bryan tract 175 feet to the true point of beginning; thence continuing North 47° 45' West 715 feet to the southeasterly right of way line of Central Point Road; thence North 42° 15' East along said right of way 70 feet; thence South 52° 15' East 1 foot; thence South 42° 15' West parallel with said right of way 20 feet; thence South 47° 45' East parallel to the northeasterly boundary of said Bryan tract to a point that is North 47° 45' West 175 feet from the southwesterly extension of the northwesterly line of said Oregon Development Corp. tract; thence South 42° 30' West 50 feet to the true point of beginning.

STATE OF OREGON
County of Clackamas } ss.

I, John Kauffman, County Clerk, for the County of Clackamas, do hereby certify that the instrument of writing was received for recording in the records of said county at:

93 JUL -8 PM 2:38

COUNTY OF CLACKAMAS * STATE OF OREGON *

Witness my hand and seal affixed

JOHN KAUFFMAN
County Clerk

Recording Certificate
CCP-14 (Rev. 8/91)

93 47694

4/4

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK
2001-067656
00183897200100676560040049
$41.00
08/23/2001 02:59:54 PM
D-D Cnt=1 Stn=2 TRISH
$20.00 $11.00 $10.00

After recording return to:
Edwin & Reitha Tolstrup
15550 S. Kirk Road
Oregon City, Oregon 97045

Until a change is requested all tax statements shall be sent to the following address:

Edwin & Reitha Tolstrup
15550 S. Kirk Road
Oregon City, Oregon 97045

Escrow No. 01070984
Title No.

LOT LINE ADJUSTMENT

STATUTORY BARGAIN AND SALE DEED

DAVID H. WHEELER, SR. general partner of THE WHEELER FAMILY INVESTMENT LIMITED PARTNERSHIP, an Oregon limited partnership, Grantor, conveys to EDWIN M. TOLSTRUP and REITHA M. TOLSTRUP, TRUSTEES, under the Tolstrup Loving Trust dated July 1, 1993, Grantee, the following described real property:

See exhibit "A" for parcel being conveyed by grantors.
See exhibit "B" for parcel being conveyed by grantees under separate document.
See exhibit "C" for new description of grantor's parcel.

Grantor's vested by document no. 2000-024111
Grantee vested by document no. 2000-15224.

This document is to effect lot line adjustment no. Z0256-01-PLA approved by Clackamas County on April 4, 2001.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is $0.00 (Here comply with the requirements of ORS 93.030)

Dated this 23 day of August, 2001.

David H. Wheeler, Sr.
David H. Wheeler, Sr.

Edwin M. Tolstrup, Trustee
Edwin M. Tolstrup, Trustee

Reitha M. Tolstrup, Trustee
Reitha M. Tolstrup, Trustee

STATE OF _____
County of _____ } ss.

This instrument was acknowledged before me on this 23 day of August, 2001 by David H. Wheeler, Sr., Edwin M. Tolstrup, Trustee and Reitha M. Tolstrup, Trustee.

OFFICIAL SEAL
FRANCES E MILLER
NOTARY PUBLIC - OREGON
COMMISSION NO. 320958
MY COMMISSION EXPIRES FEB. 21, 2003

Frances E Miller
Notary Public for Oregon

My commission expires: 2/21/2003

Centerline Concepts, Inc.

EXHIBIT "A"

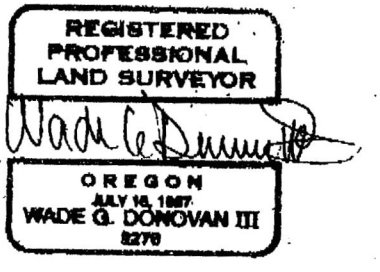
June 8, 2001
Toller

TRACT 1

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line N47°45'48"W 677.69 feet to the southeasterly right of way line of Central Point Road (Market Road No. 24); thence, on said right of way line, N42°15'02"E 330.08 feet to the northeasterly line of said Fee 93-47696; thence, on said northeasterly line, S47°45'11"E 677.68 feet to the POINT OF BEGINNING.

The tract contains 5.13 acres, more or less.

Subject to easements of record.



Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive, Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189



Centerline Concepts, Inc.

EXHIBIT "B"

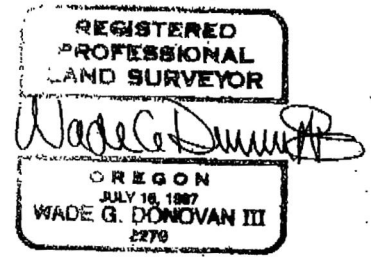
June 8, 2001
Toller

AREA TO BE TRANSFERRED

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., and the S.W. 1/4 of Section 7, T.3S., R.2E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line S47°45'48"E 610.41 feet to the most southerly corner of said tract; thence, on the southeasterly line of said tract, N42°15'00"E 329.85 feet to the most easterly corner of said tract; thence, on the northeasterly line of said tract N47°45'11"W 610.41 feet to the POINT OF BEGINNING.

The tract contains 4.62 acres, more or less.

Subject to easements of record.



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Precise Boundary Surveys
640 82nd Drive Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

** TOTAL PAGE.02 **

Centerline Concepts, Inc.

Exhibit "C"

June 8, 2001
Toller

TRACT 2

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., and the S.W. 1/4 of Section 7, T.3S., R.2E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line S47°45'48"E 610.41 feet to the most southerly corner of said tract, said corner being on the northwesterly line of that tract of land described in Recorders Fee No. 83-11698, Clackamas County Deed Records; thence, on said northwesterly line S42°15'00"W 764.79 feet to the most westerly corner of said tract; thence, on the southwesterly line of said tract S47°36'06"E 443.45 feet; thence N42°16'28"E 580.62 feet; thence, N00°57'22"E 672.35 feet to the northwesterly line of said tract (Fee 83-11698); thence, on said northwesterly line N42°15'00"E 10.00 feet to the most easterly corner of said tract (Fee No. 93-47696); thence, on the northeasterly line of said tract N47°45'11"W 610.41 feet to the POINT OF BEGINNING.

The tract contains 13.10 acres, more or less.

Subject to easements of record.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 16, 1987
WADE G. DONOVAN III
2276

Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

Clackamas County Official Records
Sherry Hall, County Clerk

2007-022951

$31.00

01081988200700229510020023

03/19/2007 10:24:19 AM

D-D Cnt=1 Stn=9 DIANNAW
$10.00 $11.00 $10.00

Until a change is requested, send all tax statements to:
Verner E. Johnson and Donna M. Johnson
19882 S. White Lane
Oregon City, OR 97045

After recording, return to:
Thomas J. Moore, LLC
P.O. Box 543
Hillsboro, OR 97123

STATUTORY WARRANTY DEED

The true consideration for this conveyance is $-0-.

VERNER E. JOHNSON and DONNA M. JOHNSON, husband and wife, Grantors, convey and warrant to VERNER E. JOHNSON and DONNA M. JOHNSON, co-Trustees of the JOHNSON FAMILY JOINT TRUST dated March 7, 2007, Grantees, the following described real property free of encumbrances except as specifically set forth herein:

PARCEL I:

A tract of land in the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron pipe that is North 42° 15' East 3710.80 feet and South 47° 30' East 1280.00 feet from the most Westerly corner of the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, said point being also the most Southerly corner of a tract conveyed to R.L. Parrish by deed recorded November 25, 1911 in Book 123, page 375, Deed Records; thence North 47° 30' West 167 feet; thence North 42° 15' East parallel with the Northwesterly line of said Donation Land Claim, 441.48 feet; thence South 47° 30' East parallel with the Southwesterly line of said Parrish tract 167 feet; thence South 42° 15' West 441.48 feet to the point of beginning.

PARCEL II:

A tract of land in the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron pipe that is North 42° 15' East 3710.80 feet and South 47° 30' East

1280.00 feet from the most Westerly corner of the S.S. White Donation Land Claim, said point being also the most Southerly corner of a tract of land conveyed to R.L. Parrish by deed recorded November 25, 1911 in Book 123, page 375; thence North 47° 17' 56" West a distance of 499.15 feet, to a point; thence running North 42° 30' 24" East a distance of 794.08 feet, to a point; thence South 47° 29' 55" East, a distance of 499.15 feet to a point; thence running South 42° 30' 24" West a distance of 795.82 feet, to the point of beginning.

EXCEPTING that portion described in that deed dated May 9, 1983, which deed is recorded in the Clackamas County Deed Records as Fee No. 83-14086.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE * ~~**SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK**~~ * **WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.**

* **SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK**

The liability and obligations of the Grantors to Grantees and Grantees' heirs, successors and assigns under the warranties and covenants contained herein or provided by law shall be limited to the extent of coverage that would be available to Grantors under a standard policy of title insurance. The limitations contained herein expressly do not relieve Grantors of any liability or obligation under this instrument but merely define the scope, nature and amount of such liability or obligations.

DATED this 7th day of March, 2007.

VERNER E. JOHNSON

DONNA M. JOHNSON

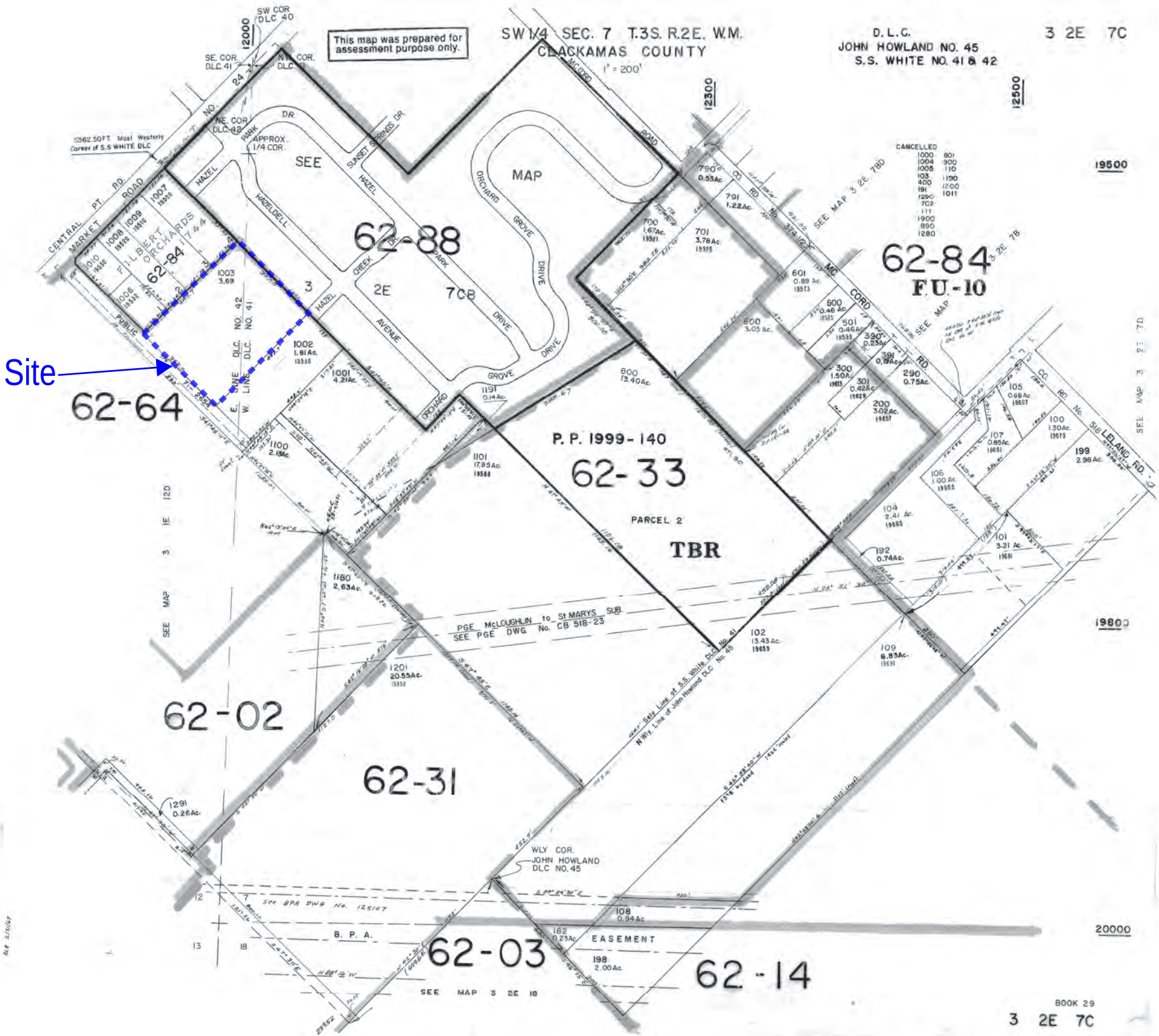
STATE OF OREGON)
) ss.
County of Washington)

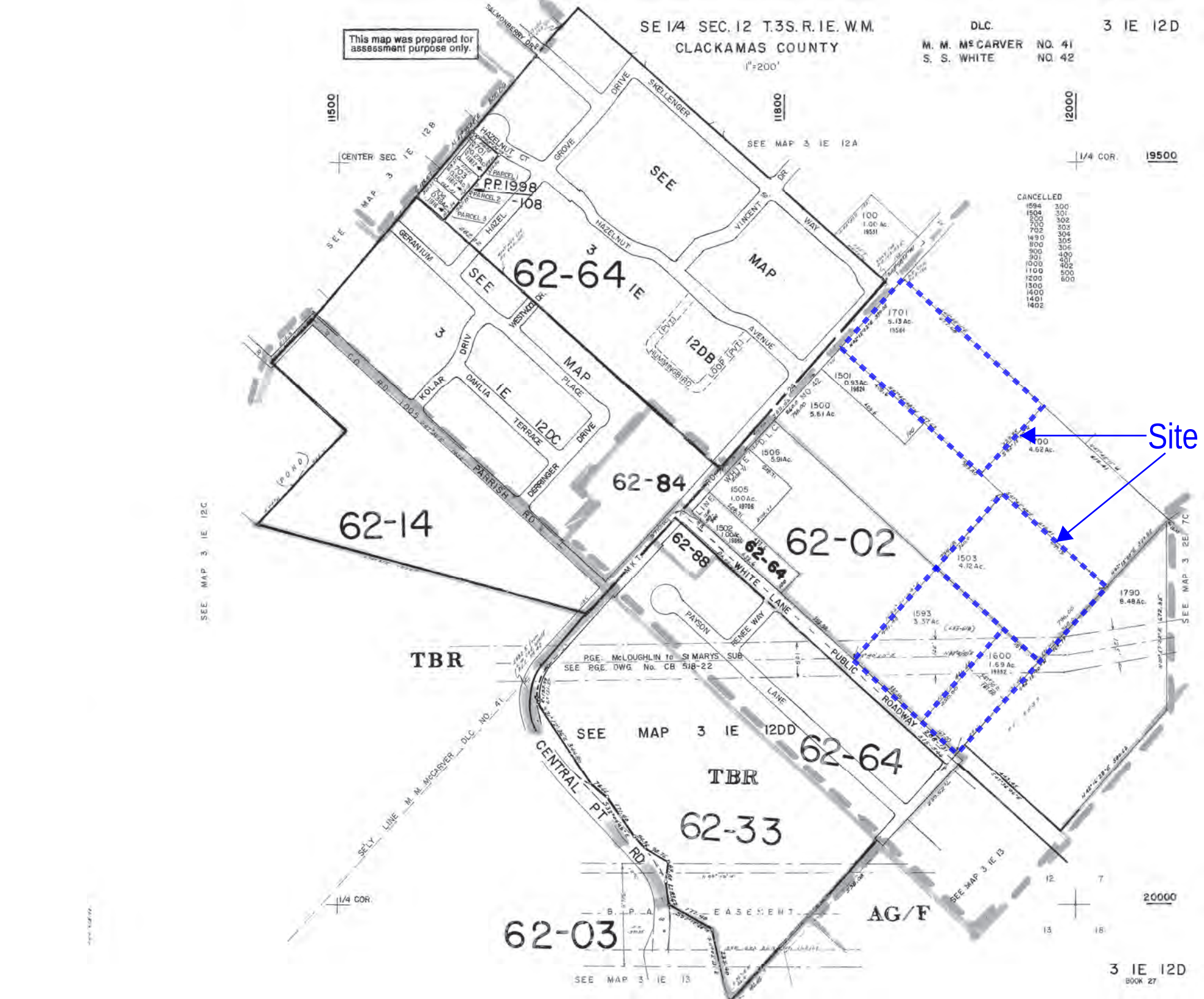
March 7, 2007 . Personally appeared before me the above named Verner E. Johnson and Donna M. Johnson and acknowledged the foregoing instrument to be their voluntary act and deed.

OFFICIAL SEAL
DANA E JEROME
NOTARY PUBLIC - OREGON
COMMISSION NO. 400687
MY COMMISSION EXPIRES DECEMBER 26, 2009

Notary Public for Oregon

Clackamas County Assessor's Maps


This map was prepared for assessment purpose only.
SW1/4 SEC. 7 T.3S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 200'
D.L.C.
JOHN HOWLAND NO. 45
S.S. WHITE NO. 41 & 42
3 2E 7C
Site
62-64
62-84
62-88
62-33
62-02
62-31
62-03
62-14
F.U.-10
P.P. 1999-140
PARCEL 2
TBR
SEE MAP 3 2E 7BD
SEE MAP 3 2E 7D
SEE MAP 3 1E 12D
SEE MAP 3 2E 18
PGE McLOUGHLIN to ST MARYS SUB
SEE PGE DWG No. CB 518-23
SEE BPA DWG No. 12507
EASEMENT
B. P. A.
WLY COR. JOHN HOWLAND DLC NO. 45
CANCELLED
12000
12300
12500
19500
19800
20000
BOOK 29
3 2E 7C


This map was prepared for assessment purpose only.
SE 1/4 SEC. 12 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=200'
DLC.
M. M. McCARVER NO. 41
S. S. WHITE NO. 42
3 1E 12D
SALMONBERRY DR.
SKELLENGER DRIVE
HAZELNUT CT.
GROVE
HAZELNUT
VINCENT DR.
WAY
GERANIUM
HAZEL
WESTWOOD DR.
AVENUE
LOOP (PVT)
DRIV
KOLAR
DAHLIA
TERRACE
DRIVE
PLACE
DERRINGER
PARRISH RD.
(POND)
PAYSON
RENEE WAY
WHITE LANE
PUBLIC ROADWAY
LANE
CENTRAL PT RD.
M.K.T.
P.G.E. McLOUGHLIN to ST MARYS SUB
SEE P.G.E. DWG. No. CB 518-22
B. P. A. EASEMENT
SELY. LINE M. M. McCARVER DLC NO. 41
1/4 COR.
CENTER SEC. 1E 12B
SEE MAP 3 1E 12A
SEE MAP 3 1E 12C
SEE MAP 3 1E 12D
SEE MAP 3 1E 13
SEE MAP 3 2E 7C
11500
11800
12000
19500
20000
PP 1998-108
PARCEL 1
PARCEL 2
PARCEL 3
62-64
62-84
62-14
62-02
62-88
62-64
62-33
62-03
12DB
12DC
1E
3
TBR
AG/F
CANCELLED
1594 1504 200 700 702 1490 800 900 901 1000 1100 1200 1300 1400 1401 1402
300 301 302 303 304 305 306 400 401 402 500 600
100 1.00 Ac. 19531
1701 5.13 Ac. 19581
1501 0.93 Ac. 19624
1500 5.61 Ac.
1506 5.91 Ac.
1505 1.00 Ac. 19706
1502 1.00 Ac. 19860
1503 4.12 Ac.
1593 3.37 Ac.
1600 1.69 Ac. 19882
1790 8.48 Ac.
Site
3 1E 12D
BOOK 27

SHERWOOD · VANCOUVER · SALEM
AKS ENGINEERING & FORESTRY
WWW.AKS-ENG.COM
13910 SW GALBREATH DR., SUITE 100 · SHERWOOD, OR 97140
P: (503) 925-8799 F: (503) 925-8969

November 13, 2013

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

RE: Project ZC 13-03: Zone Change from "R-10 to R-6" – Utility Capacity

Dear Laura:

This letter addresses the potential impact to public sanitary sewer, storm drainage, and water utility infrastructure as a result of the proposed zone change from R-10 to R-6.

The area of the subject properties is approximately 17.74 gross acres. Considering typical right-of-way dedication requirements, stormwater facilities, and resulting residential unit densities, 70% of gross area will be utilized for net developable area to determine the increased utilization of the public utilities. The net developable area of the subject properties based on 70% of the gross acres is 12.42 acres. R-10 zoning would provide a residential density of approximately 54 single-family homes and R-6 zoning would provide a residential density of approximately 90 single-family homes; therefore, the zone change could potentially increase the amount of potential single family homes by 36. The additional 36 single-family homes will be utilized as a basis to determine the increased public utility use in this analysis.

Stormwater Capacity

Existing public storm drain pipe and/or manholes are adjacent to the site on the north, west, and east sides.

- Intersection of Central Point Road and Hazelnut Avenue: An existing storm drain manhole that connects to a 12" storm drain pipe.
- White Lane: Four existing storm drain manholes and two sections of 12" storm drain pipes.
- Orchard Grove Drive: An existing storm drain manhole that connects to a 12" storm drain pipe.

The zone change from R-10 to R-6 could potentially increase the number of single family residential lots by 36. Based on an impervious area of 2,640 square feet per lot, the impervious area increase resulting from the zone change would be 95,040 sf. During the 25-year storm event this amount of impervious area generates approximately 2.05 cfs; however, the City of Oregon City requires stormwater detention with land development. This detention reduces stormwater flows from the subject properties to pre-developed or lower flow rates. Due to this detention to pre-developed rates, the existing storm drain pipes should have sufficient capacity for future development with either R-10 or R-6 zoning density. In a situation where offsite stormwater detention is utilized and existing storm drainage mains do not have capacity, these storm drainage mains will be upsized to accommodate the additional flow.

Water Service Capacity

Existing looped water mains are adjacent to the site on the north, east, and west sides.

- Central Point Road: Existing 12" ductile iron water main.
- White Lane: Existing 8" ductile iron water main.
- Orchard Grove Drive: Existing 8" ductile iron water main.
- Hazel Creek Drive: Existing 8" ductile iron water main.

Per the City of Oregon City 2012 Water Master Plan, the average water demand is 136 gallons per capita per day. With the zone change from R-10 to R-6 and an average of 2.3 residents per dwelling unit, the increased demand would be 11,260 gallons per day. The City of Oregon City 2012 Water Master Plan does not indicate any flow or supply deficiencies with the water system near the area of the subject site. The existing water system can accommodate the additional demand.

Sanitary Sewer Capacity

Existing sanitary sewer mains and manholes are adjacent to the site on the north, east, and west sides.

- Skellenger Way: Existing 8" sanitary sewer main.
- White Lane: Four sections of existing 8" sanitary sewer main and five sanitary sewer manholes.
- Orchard Grove Drive: Existing 8" sanitary sewer main.
- Hazel Creek Drive: Existing 8" sanitary sewer main.

Per the City of Oregon City 2003 Sanitary Master Plan, the average unit flow is 80 gallons per capita per day. With the zone change from R-10 to R-6 and an average of 2.3 residents per dwelling unit, the increased unit flow would be 6,624 gallons per day. The increased flow rate of 6,624 gallons per day equals 0.01 cubic feet per second. The adjacent existing 8" sanitary sewer mains can accommodate this extra flow rate.

The City of Oregon City 2003 Sanitary Master Plan does not indicate any capacity deficiencies with the sanitary sewer system near the area of the subject site. The existing sanitary sewer system can accommodate the additional flows.

If you have any questions, please let me know.

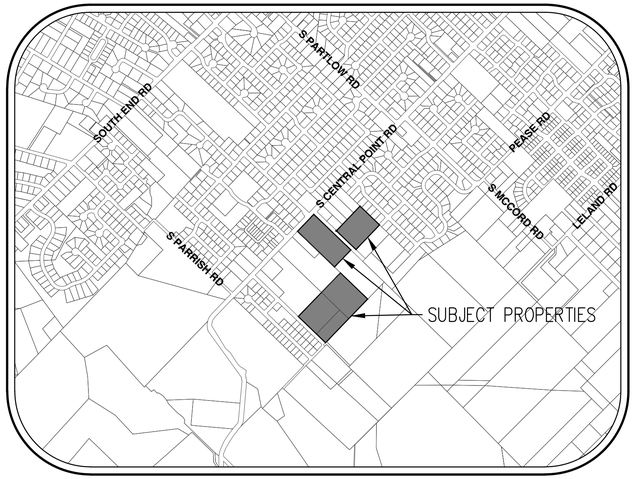
Sincerely,
AKS ENGINEERING & FORESTRY, LLC



Montgomery B. Hurley – PE, PLS, Principal

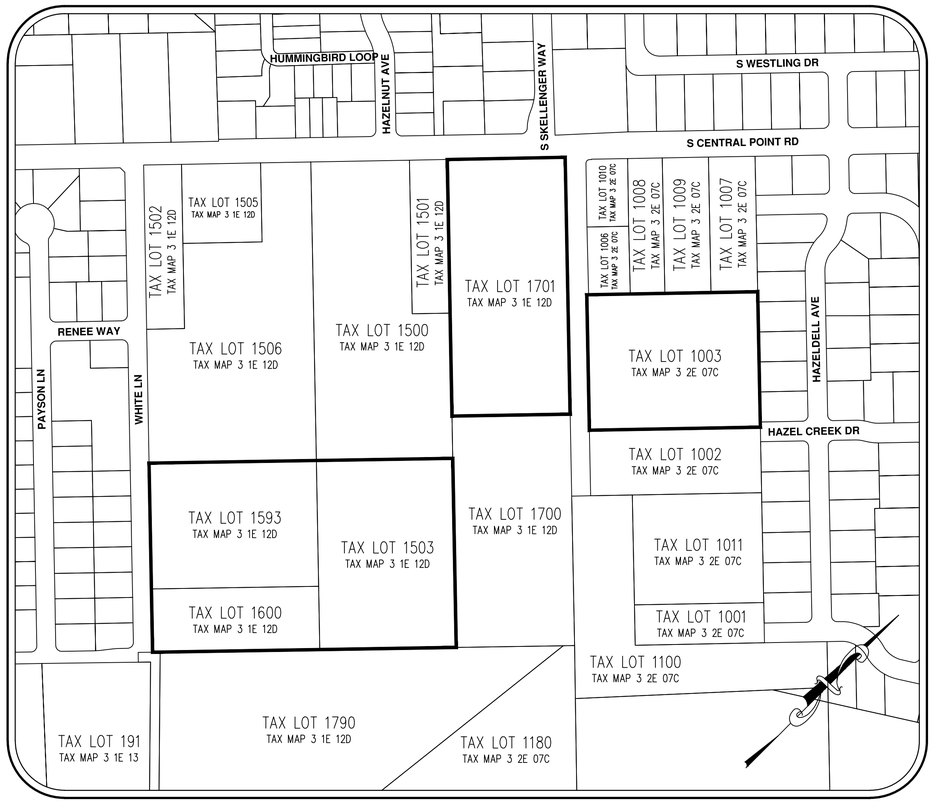
CENTRAL POINT ROAD PROPERTIES

ZONE CHANGE APPLICATION PLANS



VICINITY MAP

SCALE: NTS



SITE MAP

SCALE: 1"=200'

LEGEND

EXISTING		EXISTING	
DECIDUOUS TREE		STORM SEWER CLEAN OUT	
CONIFEROUS TREE		STORM SEWER CATCH BASIN	
FIRE HYDRANT		STORM SEWER AREA DRAIN	
WATER BLOWOFF		STORM SEWER MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		POWER POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	P
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	C
MAILBOX	MB	COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING	
RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
COMMUNICATIONS LINE	COM
FIBER OPTIC LINE	CFO
GAS LINE	GAS
STORM SEWER LINE	
SANITARY SEWER LINE	
WATER LINE	

SHEET INDEX

1. COVER SHEET WITH VICINITY AND SITE MAPS
2. EXISTING SITE MAP WITH AERIAL CONTOURS
3. EXISTING SITE MAP WITH AERIAL PHOTOGRAPH
4. ZONING MAP
5. EXISTING UTILITIES MAP

APPLICANT:

VENTURE PROPERTIES, INC.
4230 GALEWOOD ST., STE. #100
LAKE OSWEGO, OR 97035

CONSULTING FIRM:

AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MONTY HURLEY/CHRIS GOODELL
13910 SW GALBREATH DRIVE, SUITE 100
SHERWOOD, OR 97140
PH: 503-925-8799
FAX: 503-925-8969

PROJECT LOCATION: TAX LOTS 1003 & 1701 LOCATED APPROXIMATELY 800 FEET NORTHEAST OF THE INTERSECTION OF S CENTRAL POINT RD AND WHITE LN. TAX LOTS 1503, 1593, & 1600 LOCATED APPROXIMATELY 800 FEET SOUTHEAST OF THE INTERSECTION OF S CENTRAL POINT RD AND WHITE LN, OREGON CITY, OREGON.

PROPERTY DESCRIPTION: TAX LOTS 1503, 1593, 1600, & 1701 OF CLACKAMAS COUNTY TAX MAP 3S-1E-12D, LOCATED IN THE SOUTHEAST ONE-QUARTER OF TOWNSHIP 3 SOUTH, RANGE 1 EAST, SECTION 12; AND TAX LOT 1003 OF TAX MAP 3S-2E-07C, LOCATED IN THE SOUTHWEST ONE-QUARTER OF TOWNSHIP 3 SOUTH, RANGE 2 EAST, SECTION 7, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON.

EXISTING LAND USE: EXISTING SINGLE FAMILY RESIDENTIAL AND ACCESSORY BUILDINGS WITH FARMLAND/FIELD

PROJECT PURPOSE: ZONE CHANGE FROM R-10 LOW DENSITY RESIDENTIAL TO R-6 LOW DENSITY RESIDENTIAL.

NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY OCWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
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CENTRAL POINT ROAD PROPERTIES
OREGON CITY OREGON

COVER SHEET WITH VICINITY AND SITE MAPS

DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

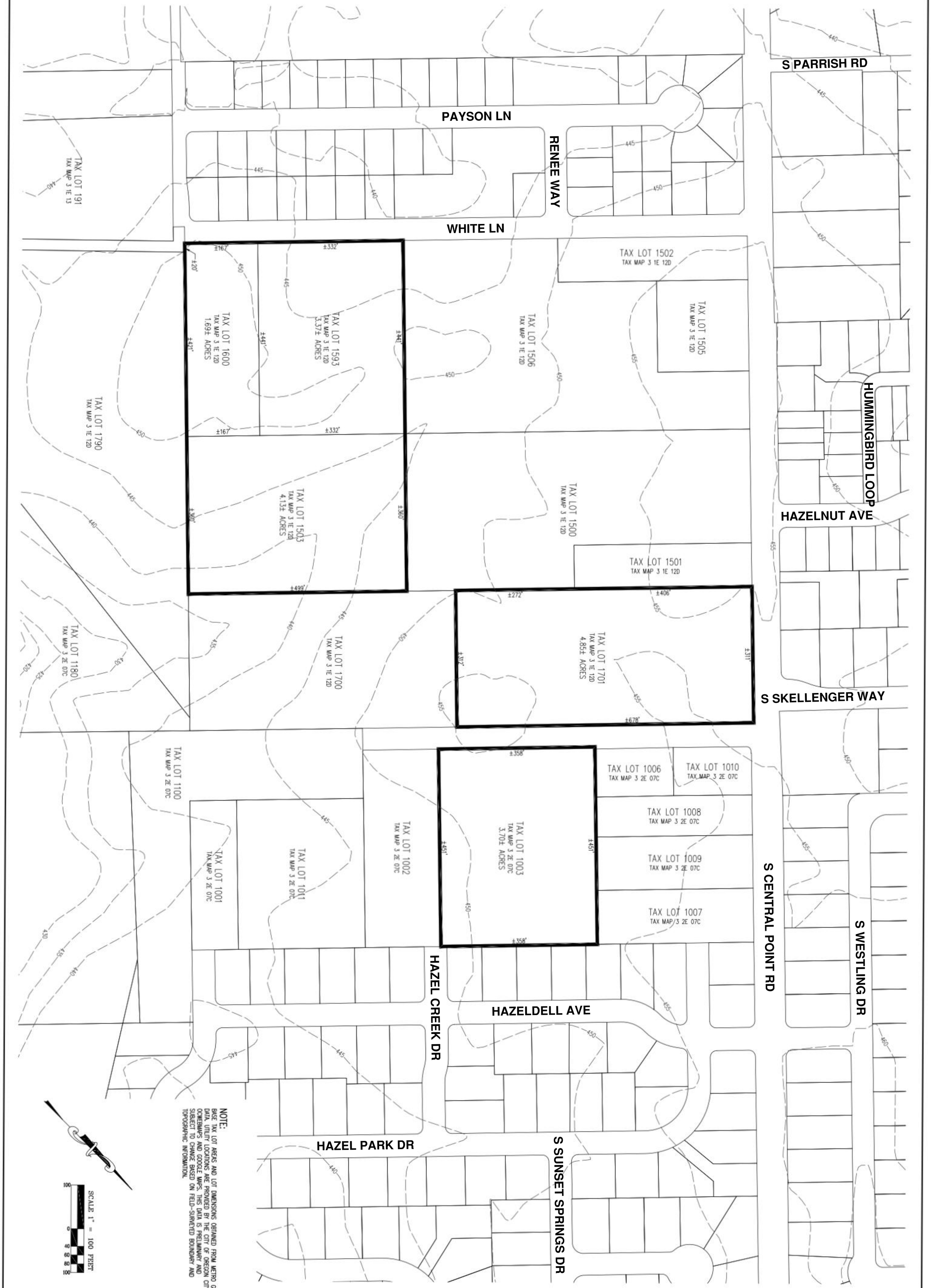
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER
3623

SHEET
1

AKS DRAWING FILE: 3623-01-COVER.DWG | LAYOUT: 1



NOTE:
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SCALE 1" = 100 FEET

100 0 40 60 80 100

EXISTING SITE MAP WITH AERIAL CONTOURS

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

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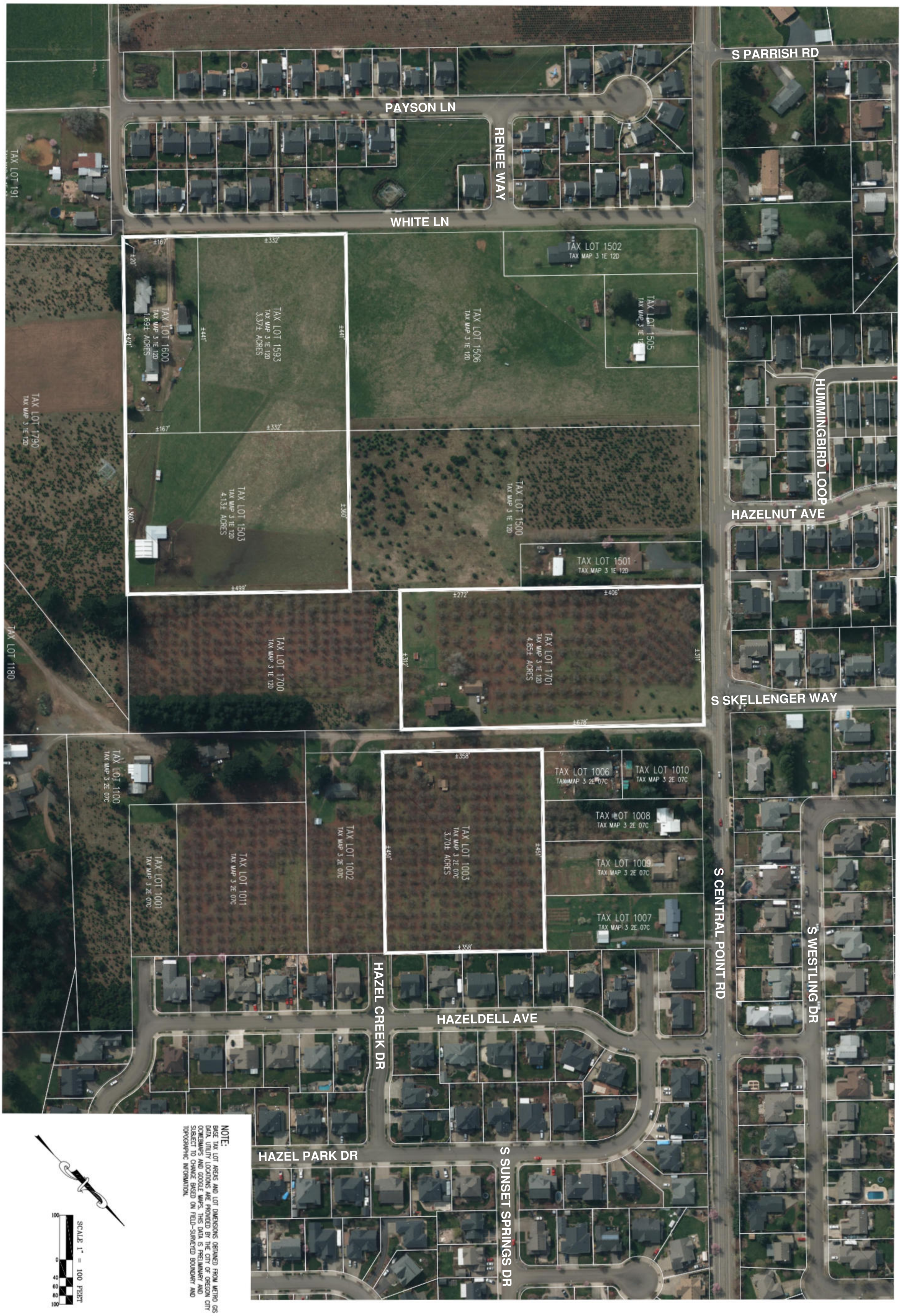
DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2005
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623
SHEET 2

AKS DRAWING FILE: 3623-03-AERIAL.DWG | LAYOUT: 3



NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY DOWNERMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

SCALE 1" = 100 FEET

100 0 40 60 80 100

EXISTING SITE MAP WITH AERIAL PHOTOGRAPH

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
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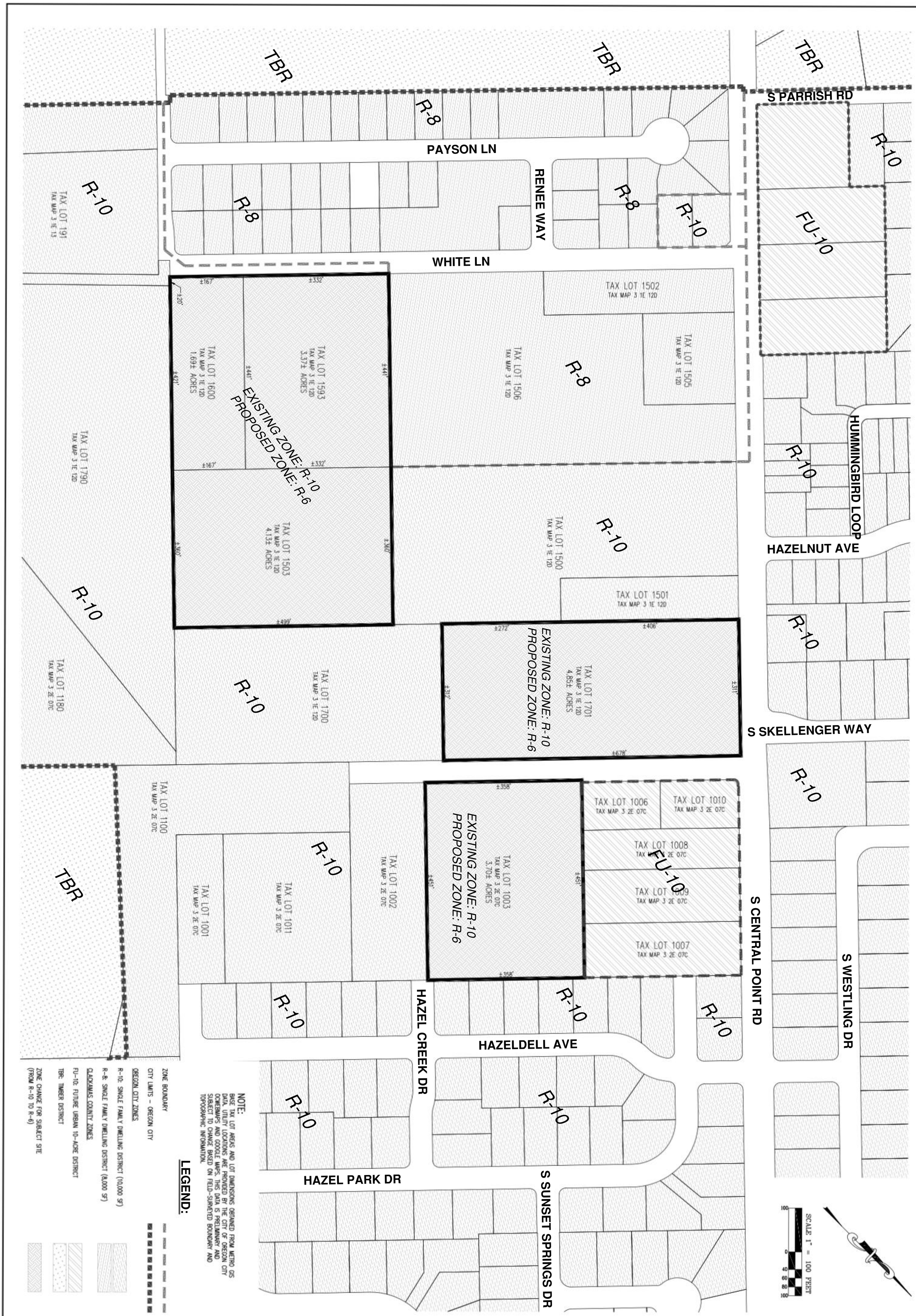
DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
GREGORY B. HURLEY
RENEWAL DATE: 6/30/15
NOT FOR CONSTRUCTION
PRELIMINARY

REVISIONS:

JOB NUMBER 3623

SHEET 3



ZONING MAP

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
www.aks-eng.com
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DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JANUARY 9, 2008
TIMOTHY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623

SHEET 4

AKS DRAWING FILE: 3623-05-UTILITIES.DWG | LAYOUT: 5

PAYSON LN

RENEE WAY

WHITE LN

HUMMINGBIRD LOOP

HAZELNUT AVE

S SKELLENGER WAY

S CENTRAL POINT RD

S WESTLING DR

HAZEL CREEK DR

HAZELDELL AVE

TAX LOT 191
TAX MAP 3 1E 13

TAX LOT 1502
TAX MAP 3 1E 12D

TAX LOT 1505
TAX MAP 3 1E 12D

TAX LOT 1506
TAX MAP 3 1E 12D

TAX LOT 1600
TAX MAP 3 1E 12D
1.69± ACRES
±167' ±332' ±421'

TAX LOT 1593
TAX MAP 3 1E 12D
3.37± ACRES
±332' ±441'

TAX LOT 1790
TAX MAP 3 1E 12D

TAX LOT 1503
TAX MAP 3 1E 12D
4.13± ACRES
±167' ±332' ±360' ±499'

TAX LOT 1500
TAX MAP 3 1E 12D

TAX LOT 1501
TAX MAP 3 1E 12D

TAX LOT 1180
TAX MAP 3 2E 07C

TAX LOT 1700
TAX MAP 3 1E 12D

TAX LOT 1701
TAX MAP 3 1E 12D
4.85± ACRES
±272' ±406' ±312' ±311' ±678'

TAX LOT 1100
TAX MAP 3 2E 07C

TAX LOT 1001
TAX MAP 3 2E 07C

TAX LOT 1011
TAX MAP 3 2E 07C

TAX LOT 1002
TAX MAP 3 2E 07C

TAX LOT 1003
TAX MAP 3 2E 07C
3.70± ACRES
±358' ±451' ±358'

TAX LOT 1006
TAX MAP 3 2E 07C

TAX LOT 1010
TAX MAP 3 2E 07C

TAX LOT 1008
TAX MAP 3 2E 07C

TAX LOT 1009
TAX MAP 3 2E 07C

TAX LOT 1007
TAX MAP 3 2E 07C

LEGEND:

- SANITARY SEWER MAIN
- SANITARY SEWER MANHOLE
- STORM SEWER MAIN
- STORM SEWER MANHOLE
- STORM SEWER INLET
- ROADSIDE DITCH
- WATER MAIN
- FIRE HYDRANT

NOTE:
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SCALE 1" = 100 FEET
100 0 40 80 100

EXISTING UTILITIES MAP

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

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DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MRH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
CHRISTOPHER B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623
SHEET 5

OREGON CITY

Community Development – Planning

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

NOTICE OF PUBLIC HEARING

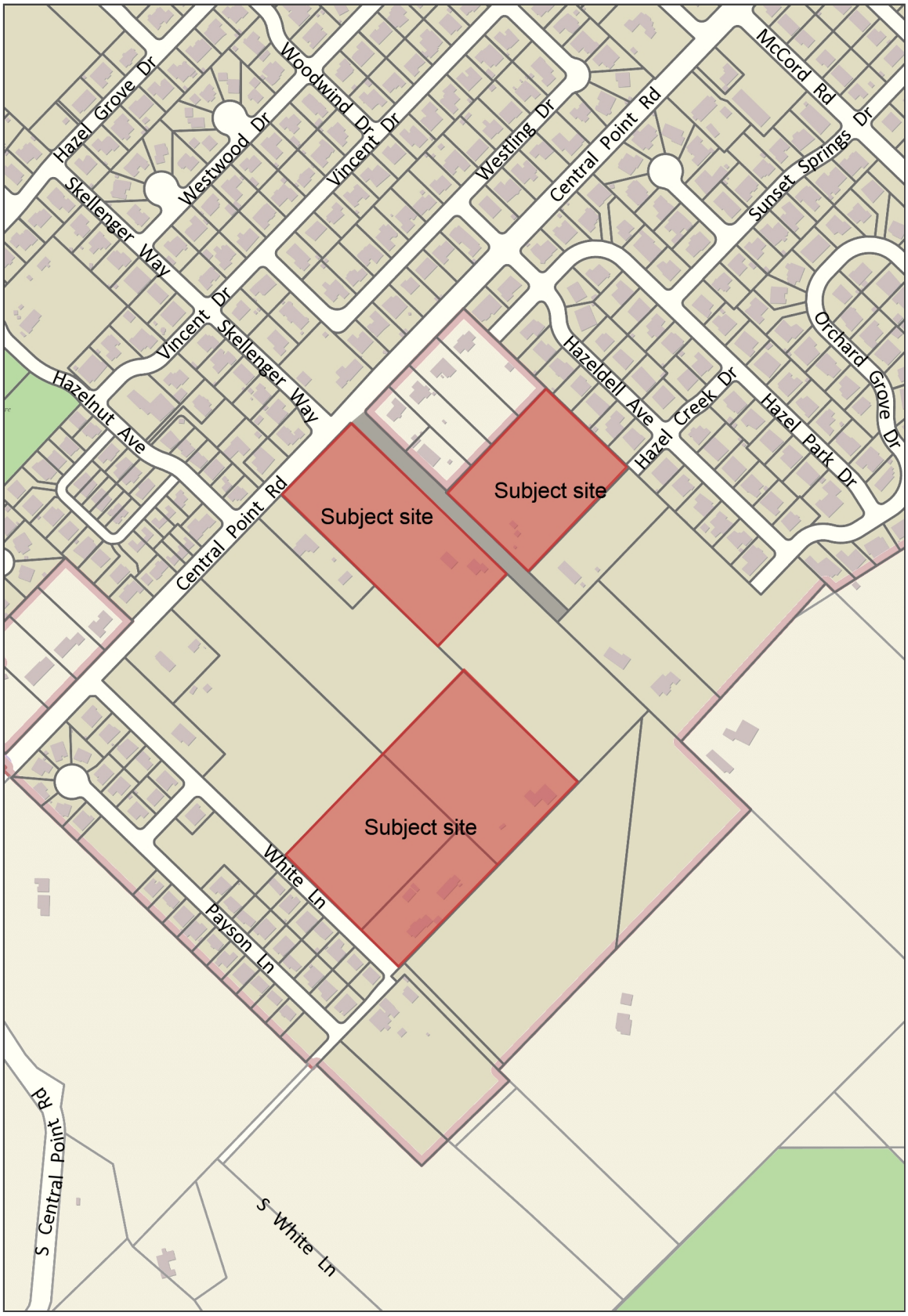
Notice Mailed: November 21, 2013

HEARING DATES:	On Monday, January 27, 2014, the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, February 19, 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 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District
APPLICANT:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, Oregon 97035
REPRESENTATIVE:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, Oregon 97140
OWNERS:	Johnson Family Joint Trust, 19882 White Lane, Oregon City, Oregon 97045 Tolstrup Loving Trust, Edwin and Reitha Tolstrup, 15550 S. Kirk Road, Oregon City, Oregon 97045
REQUEST:	The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District.
LOCATION:	19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701 No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003 No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593 No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503 19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600
CONTACT PERSON:	Laura Terway, AICP, Planner (503) 722-3789
NEIGHBORHOOD:	Hazel Grove/Westling Farm Neighborhood Association
CRITERIA:	Administration and Procedures are set forth in Chapter 17.50, Zoning Changes and Amendments in Chapter 17.68, "R-10" Single-Family Dwelling District and "R-6" Single-Family Dwelling District of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org.

This application is subject to the Administration and Procedures section of the Oregon City Code set forth in Chapter 17.50. The 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.

ZC 13-03: Zone Change

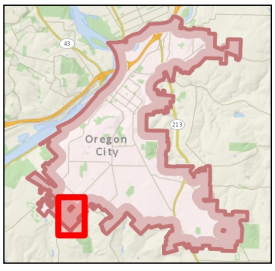


Legend

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

Notes

Overview Map



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

N

0 467 Feet

1: 5,600

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

Map created 11/21/2013

Citizen comments regarding **ZC 13-03**

Our population is aging.

As individuals age, their housing needs also change. Many individuals age sixty and beyond prefer to live in single level homes where they do not need to negotiate stairs.

Accidents involving stairs can often lead to injuries such as broken bones. My own mother suffered a fall on a single step at age 67. She died less than a year later as a result of complications from the fall.

Small narrow lots with multiple level housing are not conducive to meeting the needs of this increasingly larger segment of our society.

Oregon State Goal 10, OAR 660-015 000(10), discusses the need to provide for the housing needs of the citizens of the state.

If we are to meet the needs of our citizens, we must begin to understand those needs. It is time to determine the needs of our citizens and stop trying to meet the needs of Metro, The Oregon Home Builders Association and local developers.

I purchased a home on Hazelgrove Drive in 1996 for primarily two reasons. First it was a single family home and secondly it was only a four block walk to the Tri-Met bus stop. Tri-Met has dropped the bus service in favor of building a light rail line to Milwaukie. The home I bought is located very close to McLoughlin Elemetary School and thus I anticipated that my neighbors would be mostly families with young children. After moving in, I learned that was not the case. Most homes in my area are occupied by owners age 60 and beyond.

If I walk two blocks from my home in one direction and one block in the opposite direction you will count 32 homes in total. Eight of them are two story and the other 24 of them are one story. The vast majority of these homes are owned by individuals past the age of sixty.

My neighbor next door recently told me that a woman whom he did not know, came to his home and rang his doorbell. When he answered, she asked him if he would be willing to sell his home to her as she wished to buy a single level home and was unable to find any in a nice neighborhood like ours.

CITY OF OREGON CITY
RECEIVED
2013 DEC 30 PM 3:26

Respectfully submitted by
Tom O'Brien
19364 S. Hazelgrove Dr., Oregon City, 97045
503.723.3334

December 29, 2013

To Laura Terway

Subject: ZC 13-03 Application

As Co-chair of the Hazel Grove Westling Farms Neighborhood Association I would like to enter the attached three pages of information regarding this development.

RECEIVED
CITY OF OREGON CITY
2013 DEC 30 PM 3:26

Sincerely,

Tom O'Brien

Tom O'Brien
Co-Chair

ZC 13-03

Maps of the locations under consideration for a zone change from R-10 to R-6.

This aerial map was provided by the applicant.

II. Site Description / Setting

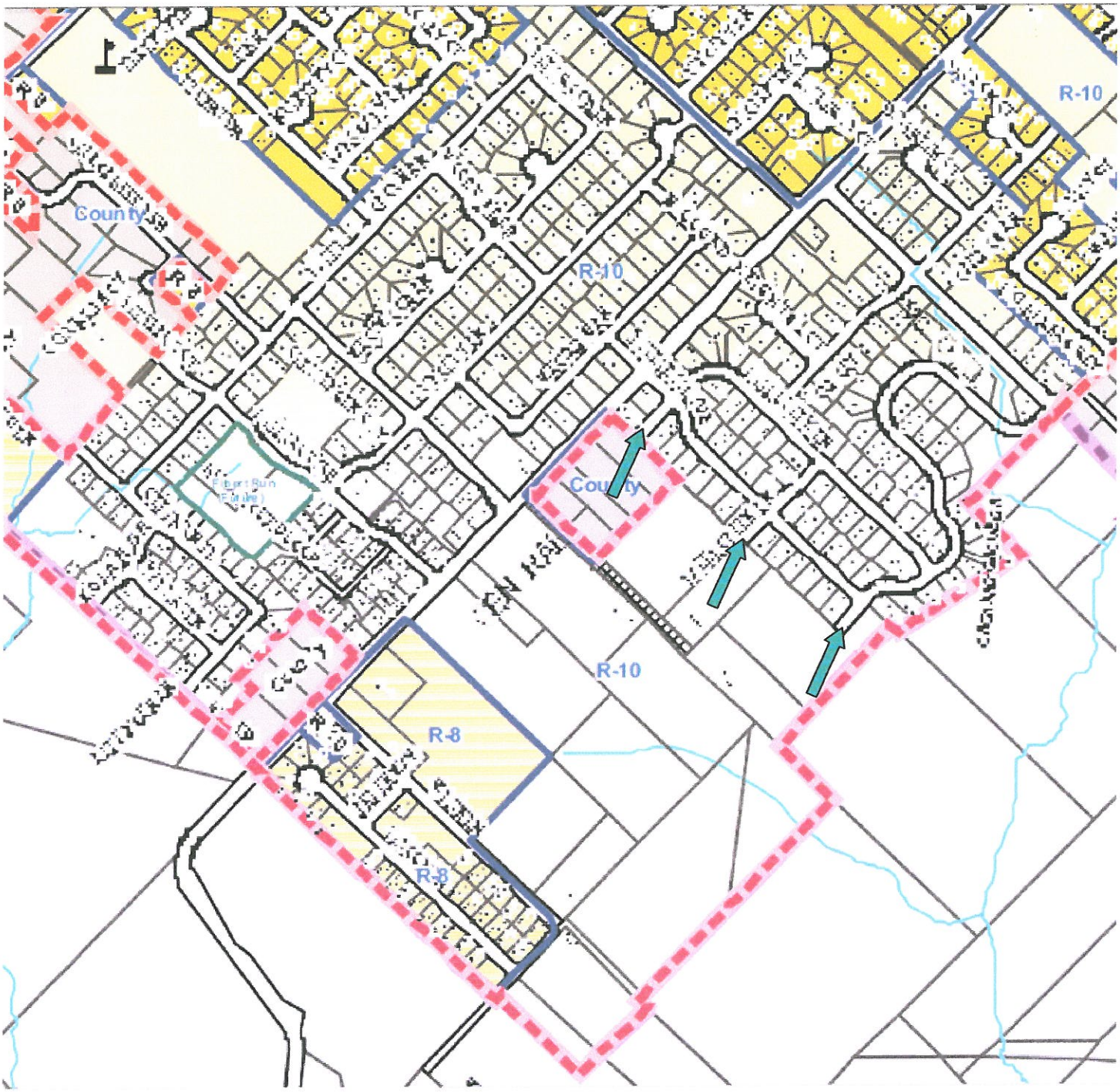
The project site is located south of S Central Point Road and east of White Lane, as depicted in the aerial photo below and on Sheet 3 of the preliminary plan set.



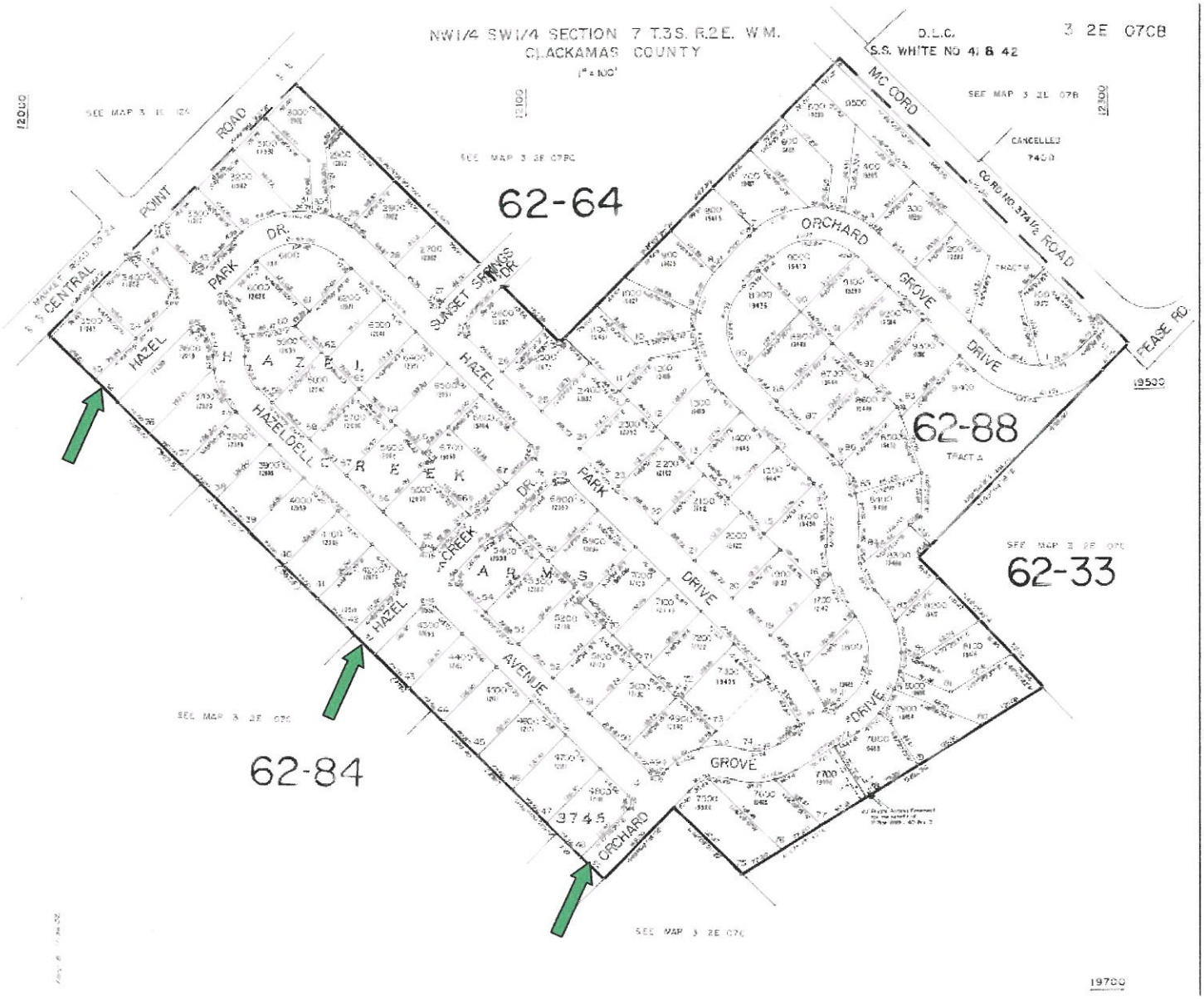
Aerial Photo

The Zoning map of the area surrounding the proposed zone changes shows primarily R-10 properties with a few zoned R-8. There are no R-6 properties in the immediate area.

The stub out locations are indicated with Green Arrows.



This is the tax lot map showing the adjacent Hazel Creek Farms development shows the R-10 tax lots in this development. The stub out locations are indicated with Green Arrows. From left to right the streets are Hazel Park Dr., Hazel Creek Dr. and Orchard Grove Dr.



During a recent hearing to change zoning in the area of Pease Rd., the representative for the developer used an argument saying that it was extremely difficult to deviate from the proposed R-6 as the adjoining stub outs were set at R-6. The application was approved.

The three green arrows show R-10 stub outs that exist on the adjoining development in this case. Since the argument persuaded the Planning Commission on past decisions we see no reason why it is not equally appropriate for this application.

Payson Farms HOA
P.O. Box 152,
Oregon City OR 97045

2014 JAN 17 AM 10:19
RECEIVED
CITY OF OREGON CITY

17 January 2014

Oregon City Planning Commission
211 Molalla Ave. Suite 200
Oregon City OR 97045

RE: ZC 13-03 Requested Zone Change from R-10 to R-6

In addition to issues listed in accompanying petitions, homeowners in Payson Farms subdivision have the same concerns as previously submitted in regard to File Number TP 13-03, the 27 unit subdivision at Central Point and White Lane and delineated below.

Impact on storm water drainage with pending disturbance of water table:

1. Planned site for drainage pond is in a swale which naturally drains into portions of Payson Farms.
2. 11836 Payson Lane has a continuously running sump pump (year round).
3. 11853 Payson Lane (next to drainage area) had subterranean water/drainage problems shortly following construction and occupancy . Had to install French drains to prevent impact on house foundation
4. Other homes have yet to inspect, discover or report drainage problems.

Payson Farms HOA (40 homes) needs assurance that disturbance of water table with grading and prep for subdivision will not adversely affect drainage which would entail costly repair and/or negative impact on existing homes. In addition to grading and prep, finished streets and driveways of new subdivision on higher ground will naturally drain toward Payson Farms with greatly increased quantities of storm water.

Traffic implications:

Central Point is a designated Incident Route. In such cases, homeowners in Payson Farms and the new subdivision residents will have no escape routes from our neighborhoods in case of personal or health emergencies.

Respectfully submitted,

Patricia S. Ullman

Patricia S. Ullman
President, Payson Farms HOA

OBJECTION TO APPLICATION NO. ZC 13-03

We, the undersigned, hereby object to Venture Properties Inc.'s application for zone change (File Number ZC 13-03) because of the negative transportation and liveability effects it will have on our neighborhoods.

TRANSPORTATION

If accepted, Venture Properties Inc.'s application and resulting zone change will lead to more congestion and danger on already congested and dangerous roads. As noted in the application, the intersection of Central Point Road at Warner-Parrott Road is currently rated Level of Service E and needs to be upgraded. The proposed zone change would add yet more cars to the road and exacerbate further the delays and inconvenience.

Additionally, the intersections where Central Point meets Partlow and McCord offer very low visibility for the speed limit allowed on Central Point. See attached photographs. The addition to traffic resultant from the Application will likely lead to more accidents at these intersections.

LIVEABILITY

R-6 forces more vehicle parking in the street because the smaller lot sizes leave less room for parking vehicles on driveways. Similarly, children have less room to play in their yards and will be more likely to play in the street. Finally, R-6 zoning allows ten (10) and five (5) feet minimum setbacks for front yards and front porches, respectively, compared to allowable setbacks of twenty (20) and ten (10) feet for R-10 zoning and fifteen (15) and ten (10) feet for R-8 zoning. This is an undesirable deviation to the appearance in the surrounding neighborhoods and will result in reduced property values.

For these reasons, we urge the recipients hereof to deny Venture Properties Inc.'s application.

Signature	Printed Name	Address
Roger C. Dunigan	ROGER DUNIGAN	12099 HAZELDELL AVE, O.C. 97045
Nancy Dunigan	NANCY DUNIGAN	12099 Hazedell Ave O.C. 97045
Brian J Ziettlow	BRIAN J ZIETTLOW	12111 HAZELDELL AVE OREGON CITY, OR 97045
Shawna M. Peters	Shawna M. Peters	12090 Hazeldell Ave. Oregon City, OR 97045
	Chris Peters	12090 Hazeldell Ave. Oregon City, OR 97045
Michael Pennault	Michael Pennault	19494 Hazel Creek Oregon City OR 97045
Howard L. Burge	Howard L. Burge	12110 HAZELDELL AVE OREGON CITY OR 97045
Pamela J. Burge	Pamela J. Burge	12110 Hazeldell Ave. OC OR 97045
Linda G Myers	Linda G. Myers	19488 Orchard Grove Dr. OC ORE 97045
George R Myers	GEORGE MYERS	" " " "
Leo J Marsh	LEO MARSH	12171 Hazelldell Ave O + Cit O + 97045
Virginia L Hokkanen	VIRGINIA L. HOKKANEN	12121 HAZELDELL AVE OREGON CITY, OR 97045
Dennis Kennedy	DENNIS KENNEDY	12140 Hazeldell Ave OC OR 97045

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Signature	Printed Name	Address
	Allen L. Blakely	11817 Payson Ln. OC
	Dennis Senn	11829 Payson Ln OC
	Cory Hayes	11823 Payson Lane, OC
	Brister Coe	11847 payson lane OC
	Liberty Luting	11847 Payson Lane OC
	Brian Graham	11853 Payson Lane
	Nick Wyan	11854 Payson Lane
	Bambi Wheeler	11854 Payson Lane. OC 97045
	KEN RIES	11843 PAYSON LANE OC 97045
	MARYANN MENNEY	11842 PAYSON LN
	Kaitlyn Huntley	11824 Payson ln
	Kyle Huntley	11824 Payson ln
	Lindsey Smith	11812 Payson Ln

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
	Cory Smith	11512 Payson Ln 97045
	Hollie A. Burbach	11936 Payson Ln 97045
	Ronald J Hoodenpyle Jr	11818 payson LN 97045
	Leslie R Hoodenpyle	11818 Payson Ln 97045
	Nicole Hayes	11823 Payson Ln. OR 97045
	Ginger Graham	11817 PAYSON LN. OR 97045
	Barbara Buchman	11860 Payson Ln. 97045
	Nova Hamar	11829 Payson Ln 97045
	Roberta L. Miesing	19365 Hazel Grove Dr
	Mike Miesing	19365 Hazel Grove Dr
	JESS BACOWA	12079 HAZELDELL AVE
	Miranda J. Horger	19706 Central Point Road
	Roy M. Flaherty	11799 Dawee Place 97045
~~JOHN MATZKA~~	JOHN MATZKA	11351 PARRISH RD.
	GENE MARIE TUPPER	19165 ELDER TREE CT 97045
	Daniel Tupper	19165 Elder Tree CT 97045
	Jean Howard	19372 Hazel Grove Drive 97045
	GREGG HOWARD	19372 Hazel Grove Dr 97045
	MARY E. BEATTY	19406 WESTWOOD DR.

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Signature	Printed Name	Address
Helen M. Parent	Helen M. Parent	11799 Payson Lane, OC
Fred Haynes	Fred Haynes	19633 Renee Way, OC
LouannGemmaHaynes	Louann Gemma Haynes	19633 Renee Way OC
Daniel Rogers	Daniel Rogers	11769 Payson Ln
Callie Rogers	Callie Rogers	11769 Payson Lane
Brett V Williamson	Brett V. Williamson	11757 S Payson Lane
Heather Williamson	Heather Williamson	11757 Payson Lane
Ronald Clark	Ronald Clark	11770 payson lane
Judy Clark	Judy Clark	11770 Payson Ln
Larry Murphy	Larry Murphy	11621 Renee Dr
Mary Lapp	Mary Lapp	11767 White Lane
Galen M Sanford	GALEN M SANFORD	11767 WHITE LN, 97045
Curtis Hedge	CURTIS HEDGE	11761 WHITE LANE

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
Betty Hedge	BETTY HEDGE	11761 White Ln. Ore. City, Or.
Rebekah West	Rebekah West	11827 White Lane 97045 Oregon City, OR
Margaret Murphy	Margaret Murphy	19621 Renee Way, O.C.
[illegible]	Ryan Ramage	11763 Payson Ln Oregon City
[illegible]	Amy Ramage	11763 Payson Ln Oregon City
Cricket Mary	Cricket Mary	11758 Payson Lane OC.
Joshua + Bell	Joshua Bell	11839 White Lane O.C.
[illegible]	Bryan Esler	11857 White lane O.C
Joanna Esler	Joanna Esler	11857 white lane O.C.
[illegible]	Linda Larsen	11751 Payson Lane O.C.
Floyd Lundstrom	Floyd Lundstrom	11791 White Ln OC.
Sef West	Sef West	11827 White Ln Oregon City 97045
Beverly Warner	Beverly Warner	11833 white lane, Oregon City 97045
Kirby Warner	KIRBY WARNER	11833 WHITE LANE, OREGON CITY 97045
Leeann Gules	Leeann Gules	11835 Payson Ln Oregon City OR 97045
David Gules	David Gules	"
Brian Fosmark	Brian Fosmark	11863 White Lane
Melissa Fosmark	Melissa fosmark	11863 White lane
Rachel Schnelle	Rachel Schnelle	11750 PAYSON LN, OR 97045

OBJECTION TO APPLICATION NO. ZC 13-03

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For these reasons, we urge the recipients hereof to deny Venture Properties Inc.'s application.

Signature	Printed Name	Address
	Julie Thompson	19607 Renee Way Oregon City
	Richard Thompson	19627 Renee Way, OR-gon City
	Rayen McCullough	19589 Hummingbird Loop, Oregon City
	Kristi McCullough	19589 Hummingbird Loop, Or. City
Michelle Nelson	Michelle Nelson	19520 Hummingbird Loop O.C.
	CAROLE TUTHILL	19517 Hummingbird Loop, O.C.
	Micah Myers	19504 Hummingbird Loop, OC
	Melanie Graves	19613 Hummingbird Lp. OR.
	ERIC GRAVES	19613 HUMMINGBIRD LP
	Dawn DiGregorio	11816 Hazelnut Ave
	Anthony DiGregorio	11816 Hazelnut Ave
	Bobby Lee Woods Jr.	11770 Hazelnut Ave
	Jamie Peck	19761 Hummingbird Lp OC

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Signature	Printed Name	Address
David E Buxman	DAVID E BUXMAN	11850 SKELLENGER WAY
Catherine A Elting	Catherine Elting	19531 S. Central Point
James A Elting	JAMES A Elting	19531 S. Central Point
Judy Schrader	Judy Schrader	19465 Westling Dr.
Martha Westbrook	MARTHA WESTBROOK	19465 WESTLING DR
Marilyn A Nuttall	Marilyn A. Nuttall	19388 Vincent Dr O.C.
C.R. Nuttall	Russ Nuttall	19388 Vincent Dr OC
Alison McClellan	Alison McClellan	19392 S. Vincent Dr. OC
Kathleen R Hogan	KATHLEEN R. HOGAN	19721 S Central Pt Rd
Eugene F. Hogan, Jr.	EUGENE F. HOGAN, JR.	19721 S. CENTRAL PT. RD.
Mike Cramer	MIKE CRAMER	19713 S. CENTRAL PT. RD.
Sabine Cramer	Sabine Cramer	19713 S. Central Pt Rd
Jacqueline Frazell	Jacqueline Frazell	19469 Westling Drive

13

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
Dale J. Frazell	DALE J. FRAZELL	19469 S. WESTLEING DR. O.C.
Vernon Tolliver	Vernon Tolliver	19486 Westling
Nancy J Hill	Nancy J Hill	19494 Westling
L. David Hill	L. David Hill	19494 Westling
Douglas Penni	Douglas Penni	19497 Westling
Cathy Penni	Cathy Penni	19497 Westling Dr.
	BRETT BONNEY	19476 WESTLING DR.
Dana Forsythe	Dana Forsythe	19468 Westling Dr.
Linda H. Forsythe	Linda H. Forsythe	19468 Westling Dr.
Richard Lattman	Richard Lattman	19464 Westling Dr.
Tammy Lattman	Tammy Lattman	19464 Westling Dr. OC
Hugh Henry	Hugh Henry	11970 Hazeldell Ave
Paula Morrison	Paula Morrison	11971 Hazeldell Ave
Billy W. Morrison	Billy Morrison	11971 Hazeldell Ave
Merle Campbell	Merle Campbell	19448 Westleing Dr
Kendra Range	Kendra Range	19436 Westling Dr.
Linda Brandow	Linda Brandow	19416 S. Westling Dr.
Lowell W Bick	Lowell W Bick	19415 Westling Dr
Vanessa Gray	Vanessa Gray	19445 Westling Dr
Brian Gray	Brian Gray	19445 Westling Dr.
Jennifer Fagan	Jennifer Fagan	19461 Westling DR OC
Bryon Fagan	BRYON FAGAN	19461 WESTLING DR OC
Adam Fagan	Adam Fagan	19461 Westling Dr. OC
Tom O'Brien	Tom O'Brien	19364 HAZELGROVE 99045
Hunter Brown	Hunters Brown	19357 Hazel Grove O.C. MD 9704

25

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
David Butler	DAVID BUTLER	19469 Hummingbird Loop
Kris Sjobring	KRIS SJOBRING	19485 HUMMINGBIRD LOOP.
Pati Sjobring	Pati Sjobring	19485 Hummingbird Loop
Dorothy A. Schroeder	Dorothy A. Schroeder	11732 Hazelnut Ave.
Russell Tuttle	RUSSELL TUTTLE	19449 S. VINCENT DR
Marlene Tuttle	MARlene Tuttle	19449 S. Vincent CR. 97045
Colin Clark	COLIN CLARK	19445 S VINCENT, OR 97
	MARLENE CLARK	" " "
	Jim Kelly	11751 Hazelnut
Sybil Kerker	Sybil Kerker	" "
Travis Schweitzer	Travis Schweitzer	11793 Hazelnut OC
	Diana Schweitzer	11793 Hazelnut OC
	Stephanie Ammerman	11841 Hazelnut OC
	GREG AMMERMAN	11841 HAZELNUT AV
	SCOTT PETERS	19631 CENTRAL POINT RD
Laura L. Lash	Laura L. Lash	19631 Central Point Rd.
	Drew McCausland	19565 Hummingbird loop
Carmen Gomez	Carmen Gomez	19679 Central Point Rd.
Jeanel Jacobo	Jeanel Jacobo	19678 central point RD
Barry Christiansen	Barry Christiansen	11755 White LN
Donna Christiansen	Donna Christiansen	11755 White Ln
Lily Meiners	Lily Meiners	19500 S Central Pt Rd.
Dale Meiners	DALE MEINERS	~~19500~~ 19500 SO CENTRAL PT ROAD
Patricia S Ullman	PATRICIA S. ULLMAN	11830 PAYSON LANE
Cornell L Ullman	Cornell L. ULLMAN	11830 Payson Ln.

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
A Manzella	Amy Manzella	12101 Hazeldell Ave. Oregon City, OR 97045
	JEFF BOECKEL	12131 HAZELDELL AVE OC.

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
Marilyn Marsh	MARILYN MARSH	19500 So Central Pt. Rd
Sarah Jacobson	Sarah Jacobson	19510 S Central Pt Rd.
Gabe Sansone	Gabe Sansone	19510 S Central Pt. Rd



McCord and Central Point Rd.
looking south - poor visibility.

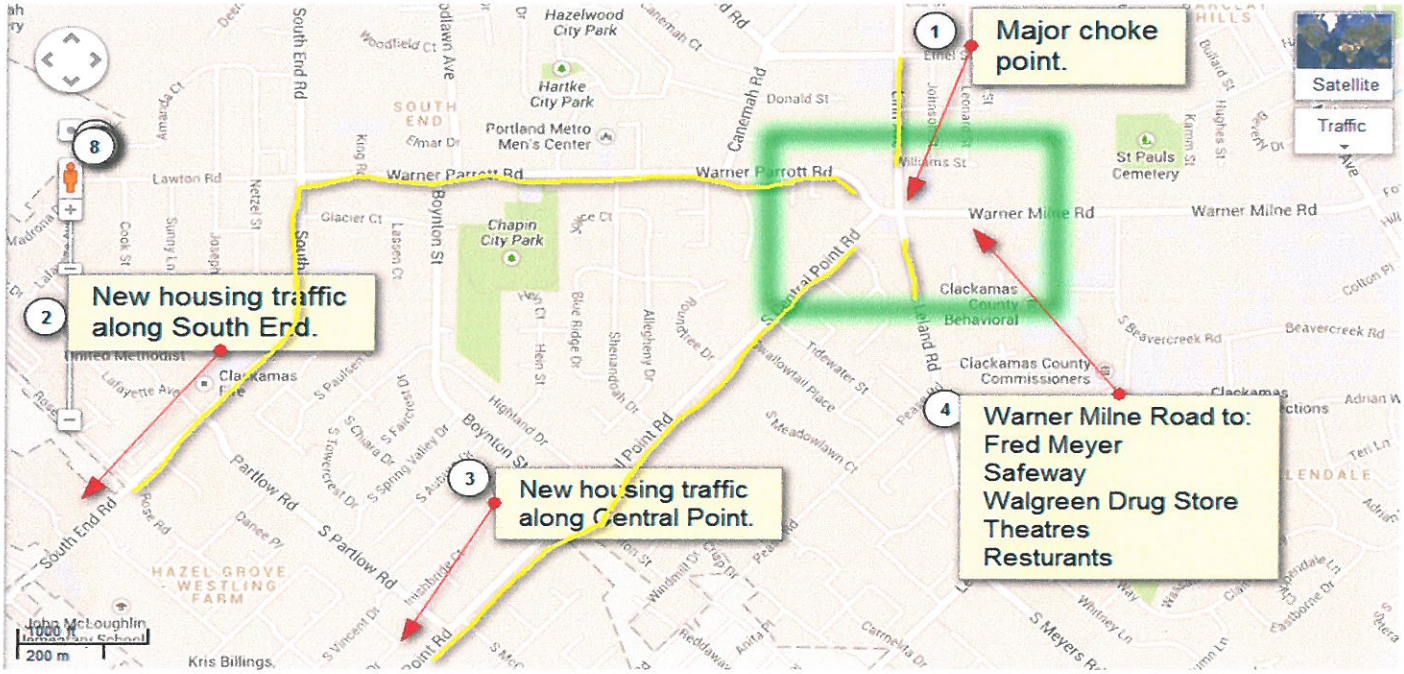


McCord and Central Point Rd.
looking north - poor visibility.



Partlow and Central Point Rd.
looking north - poor visibility.

Traffic issues: Most working families have two cars. In the Payson Farms HOA, there are 40 homes (R-8) with 36 homes having two or more cars.



Questions for the City of Oregon City Planning Commission:

2014 JAN 17 AM 10: 19

RECEIVED

Based upon the Notice of Public Hearing for file number ZC-13-03 (Venture Properties, Inc.) the map on the reverse side, the three subject sites are intertwined with properties consisting of filbert orchards, Christmas tree farms and existing home sites. If these three sites are approved for R-6, it is HIGHLY probable that the surrounding properties also will end up being zoned R-6. It is not anticipated there would be much interest if it would be developed as R-10 because the adjacent property being of higher density.

Therefore, what will be the impact (increase in number of students per class) for the schools that will serve this area, including projections for high school. Please provide present school population and projected based upon the assumptions stated above in first paragraph.

On Sunday, December 22, 2013, the Oregonian published an article titled Broken Promises, A GROWING PROBLEM. If the members of the City of Oregon City Planning Commission are not familiar with this article, it is suggested that a copy be obtained and reviewed to see how the push for higher density in a neighborhood in east Portland failed, as the failure to add services and amenities to support those newly urban neighborhoods, and stands as an oversight bordering on negligence.

Hazel Creek Farms homeowners in opposition of the change in zoning from APPROVED R-10 to R-6 on properties contained in File number ZC 13-03.

Date: January 16, 2014

Roger Dunigan



Habitat for Christmas Family gets an early present from housing nonprofit **B4**
Owls Feds begin culling invasive barred owls **B2** | **Obituaries** **B5-7** | **Weather** **B8**



STEVE DUIN
COMMENTARY

For Kelly Clark, redemption

We spoke 10 days before he died. Kelly Clark was at Providence Portland Medical Center, having lost feeling in his arms and legs. Coming as soon as this did after the death of his wife, Sabine, I was struck by his calm and reflectiveness.

Might there be ... a story?

The story is still unfolding, Clark said, "and I have no idea what it means."

But he was happy to talk, as of others, about the journey. He would know Friday, Dec. 6, he said, whether he was heading to the Mayo Clinic. Maybe then ... .



Clark
Died last week at age 56

I wish I remembered the last thing I said to him.

•

He was a legal champion for victims of sexual abuse. He was an alcoholic. He was once poised to run for the office of state attorney general, and the day before Sabine died, he left her for an hour to be interviewed as a candidate for ordination in the Episcopal Church.

"He is," says Anne Lider, who met Clark when he was a sophomore at Lewis & Clark College, "as redeemed a person as I've ever seen. From where he was and how far he fell."

In the late 1980s, Clark – who died Tuesday at age 56 – was the next great thing in Oregon politics, the hope of the Republican party. He was smart, charismatic and thoughtful, armed with what Kevin Mannix called "judicial caution."

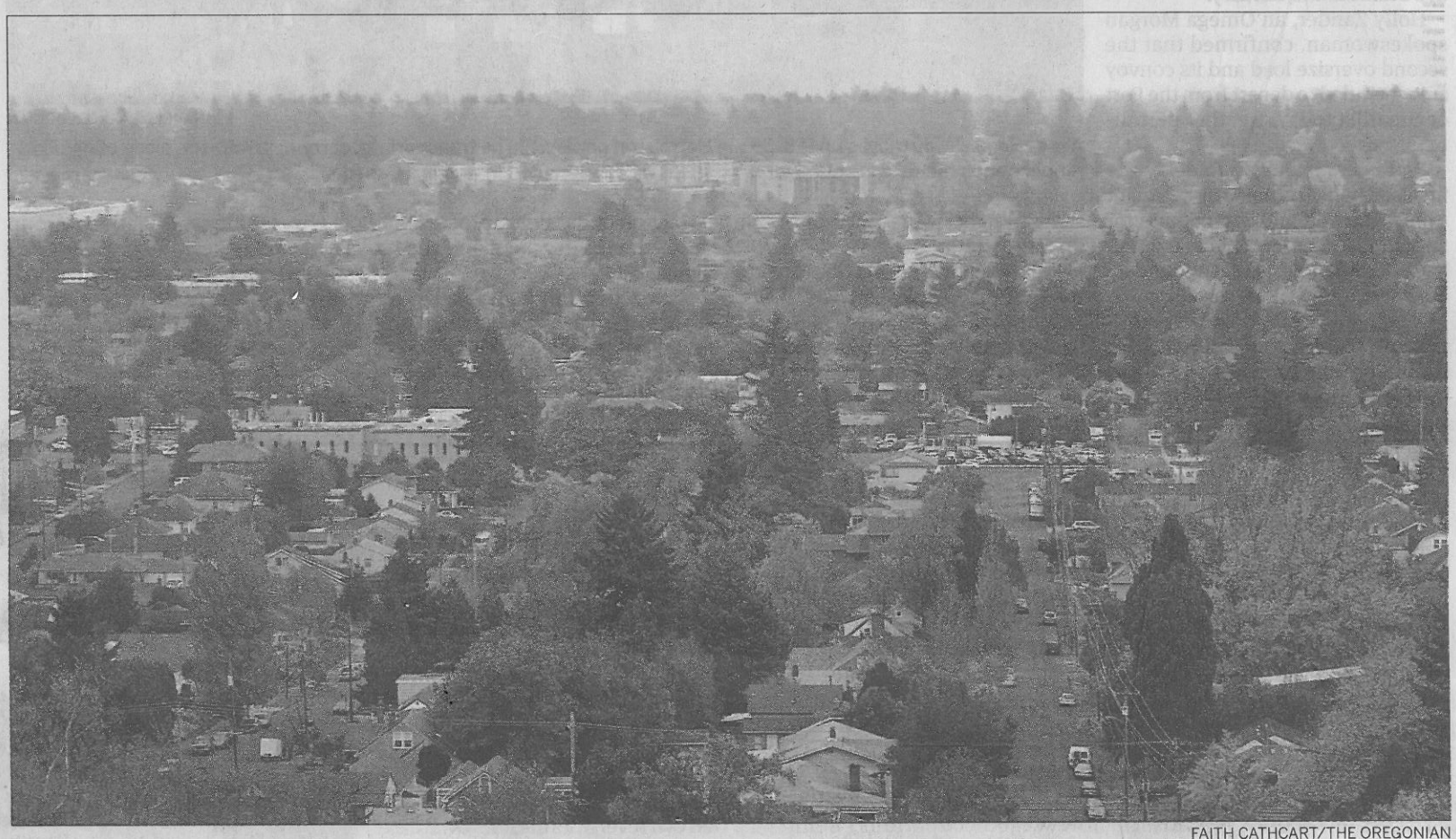
Peter Richter was lobbying in those days for the Oregon Association of Defense Counsel, an experience that left him totally disenchanted with politics: "It was so blatant. I'd meet with a legislator, and it was how many votes can you get me and how much money can you raise for any cause."

Kelly Clark?

"He was just the opposite,"

BROKEN PROMISES | Packing east Portland

A GROWING PROBLEM



FAITH CATHCART/THE OREGONIAN

Mount Tabor provides an early-morning view of east Portland, an area that has added more than 14,000 houses, apartments and townhouses since 1996. The explosion of growth coupled with a failure to add services and amenities represents what the city has done wrong in east Portland.

The city pushed for higher density in the neighborhood but failed to support growth

By Brad Schmidt
bschmidt@oregonian.com

For a glimpse of most everything that's gone wrong in east Portland, step into Teresa Ascenzi's backyard.

Just over the chain-link fence of her half-acre lot loom nearly two dozen houses and duplexes. Beyond those rooftops, a four-story senior center juts upward amid the Douglas firs that once helped distinguish Portland's Powellhurst-Gilbert neighborhood as a decent place to live.

Her message to the city leaders who ushered in this unchecked, inescapable infill?

"They failed," said Ascenzi, 58, who lives on a flag lot behind the house that her parents bought almost 45 years ago. "F-minus."

Today, Powellhurst-Gilbert is the land of cheap, dense housing crammed into a community that still lacks basic public improvements such as paved streets, sidewalks and nearby parks.

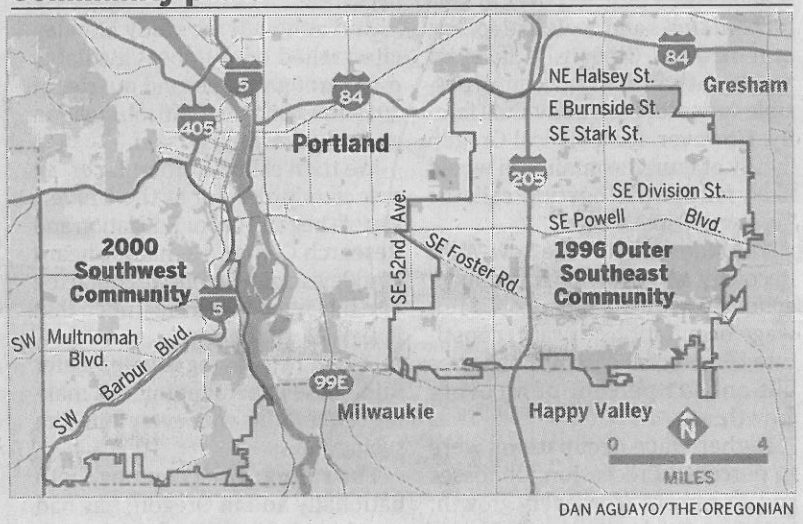
The channeling of tightly packed homes into this formerly suburban landscape east of Interstate 205 was a deliberate choice made by city planners and elected officials nearly 20 years ago. Yet the failure to add services and amenities to support those newly urban neighborhoods stands as an oversight bordering on negligence.

In a city nationally renowned for smart urban planning, Powellhurst-Gilbert represents all that Portland leaders got wrong – and the legacy of problems that will haunt generations of residents for decades to come.

Seeking to protect farms and forests from sprawl, the Portland City Council in 1996 approved a sweeping blueprint for growth that directed 14,000 new houses, apartments and townhomes toward the city's newly annexed eastern edge.

Please see **GROWTH,** Page B3

Community plans



DAN AGUAYO/THE OREGONIAN

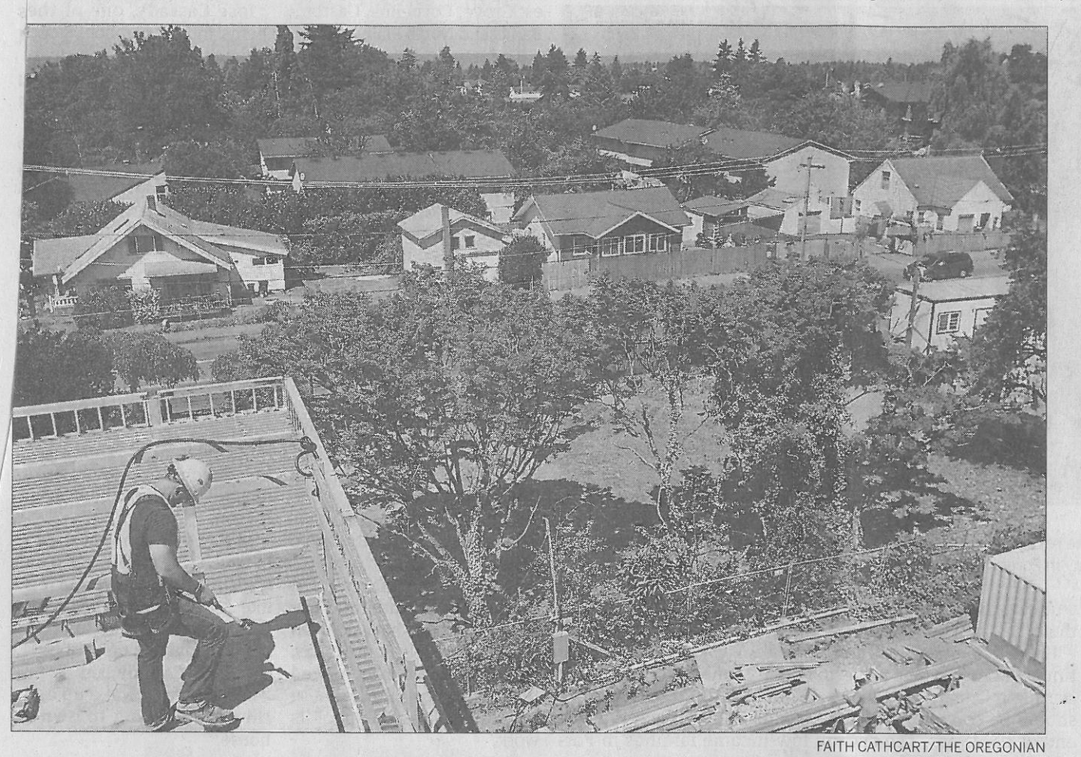
An occasional series
For a generation, elected officials and urban planners have made promises to east Portland. They've pledged parks and sidewalks, economic revitalization and pedestrian-friendly "20-minute neighborhoods." In this series, The Oregonian is examining how and why those promises have been broken or left unfulfilled. Read previous stories in the series at **ORne. ws/eastpdx.**

Inside
Through an Oregonian online survey, east Portland residents weigh in on what their neighborhoods and the city have done right — and what they've done wrong.
Page B3

Legislator

Personally, I can't imagine an urban planner at any time in the city's history thinking, 'You know, I think it's a really, really good idea to cram tens of thousands of people into an area with no place to shop, no place to work and no infrastructure.' "

Mark White, the former Powellhurst-Gilbert neighborhood association president



FAITH CATHCART/THE OREGONIAN

The Portland City Council in 1996 approved a blueprint for growth that directed 14,000 new houses, apartments and townhomes toward the city's newly annexed eastern edge. The push in higher density has been successful: According to city building permit data the area has seen 14,743 new units. But the promised infrastucture and services have failed to materialize.

Growth

Continued from Page B1

Planners under the watch of then-Commissioner Charlie Hales made wholesale zoning changes to push in higher density. East Portland went on to add more than its fair share of new homes while city leaders let affluent Southwest Portland, which staged a political firestorm against growth, shrug off its burden.

City leaders now admit mistakes after years of complaints from residents. East Portland grew too quickly and without the sidewalks, parks and transportation system bestowed on other high-growth areas such as the Pearl District, Portland's utopian planning playground.

designations along key transit routes, enabling the construction of 22 to 65 units an acre. Planners stretched some of the tighter zoning five to six blocks on either side of major streets into neighborhoods.

At the same time, officials all but eliminated development of single-family homes on large lots, which for years dominated the landscape.

Residents didn't know what hit them.

Nick Sauvie was part of the plan's technical advisory committee. The level of community involvement wasn't sufficient, he said.

"The magnitude of 14,000 units, it doesn't have context," said Sauvie, executive director for ROSE Community Development, which builds affordable housing.

Schiller two blocks east of 122nd Avenue. Thanks to zoning changes, five three-story duplexes are now wedged out back, accessible by a driveway.

Schiller Street is still gravel.

"That road right there is the worst," said Tyrone Belcher, who recently moved into one of the duplexes with his wife. Belcher has to backtrack to reach 122nd from his house by car because the craters are more jarring headed west. "It's such an inconvenience."

While Portland's population increased 10 percent from 2000 to 2010, the Powellhurst-Gilbert Census tract where Belcher lives grew 30 percent. It's now the city's most populous tract, home to more than 9,600 people. The problems here affect Portlanders who, unlike other parts of the city,

1996, according to city building permit data.

Southwest Portland neighborhoods have added just 2,229 new units since 2002, a pace well below the long-term targets of 6,500 to 7,500 ultimately stripped from the Southwest plan.

"We're aware that there is a potential equity issue there, and it's something we're concerned about," said Engstrom, the Portland planner now overseeing a new city growth plan for the next 20 years.

The stakes are high. Planners project Portland could add 132,000 housing units over the next 20 years, nearly 80 percent in the form of multifamily housing. At the current pace, east Portland would accommodate about one-third of those units, more than any

BROKEN PROMISES | The view from east Portland

Residents weigh in on the best and worst

By Brad Schmidt
bschmidt@oregonian.com

We asked readers who live or work in east Portland to help us tell their story. Here's a selection of what we've heard so far. Contribute your own thoughts by calling us at 503-221-4300 or filling out our online survey at ORne.ws/eastpdxsurvey.

What's the best thing about living in east Portland?

"I live in the real China Town! I love the Dim Sum restaurants and the other small ethnic markets."
– Erin Kendrick, Hazelwood

"Real people."
– Dana Busch, Madison South

"Living close to the Columbia River, the Columbia River gorge and Mount Hood area. At this time, slightly cheaper rents and home prices than the rest of Portland."
– Mary Ellen McFadden, Russell

"Though it's low income, the greater diversity of people gives it lots of vitality and character.
– Christine Bierman, Centennial

"It's been my home for 71 years."
– James Olney, Centennial

"All the 'mom and pop' stores and restaurants. I hated living in Beaverton where everything was commercial and are all chains. I WANT to support all the small services that I can."
– Danette Hebert, Powellhurst-Gilbert

"Having extra space is really nice. Closer in there are crowded streets and it can feel like a combat zone when it comes to parking."
– Brian Feam, Lents

What's the worst thing about living in east Portland?

"Everything is car-based and there's a lack of local, unique entertainment options that make Portland great."
– Aubrey Perry, Parkrose Heights

"Witnessing people in the throes of drug addiction, poverty and hopelessness."
– Anne Poster, Powellhurst-Gilbert

"Remoteness. Lack of community 'feel.' No public/community gardens. No good local restaurants/coffee shops. It just feels like Anytown, USA, instead of Portland. I refer to our area of town as 'Portsham,' technically part of Portland, but more like Gresham."
– Ben Koker, Russell

"It is difficult to impossible to get the city or state to do anything. We are seeing more and more vacant and boarded-up houses. I don't like the infilling; the crowding people together."
– Irene Smith, Lents

"It was not planned originally with sustainability and livability in mind. It has no charm or heart and the priorities (as it evolved) seem to have been ease of traffic and cheap development."
– Craig Lewis, Hazelwood

we'd say, in retrospect, it took more than it should have."

"Spiral of improvement"

The Outer Southeast Community Plan was supposed to make east Portland a better place.

Planners wanted to transform a 28-square-mile expanse that encompassed the streetcar neighborhoods of Lents, the 1950s subdivisions of Hazelwood, the tree-lined hillsides of Pleasant Valley and the partially developed farmland of Powellhurst-Gilbert.

They hoped to capitalize on the success of earlier community plans for the Central City and Albina by adding 50,000 new homes and 100,000 new residents citywide over two decades.

Because land within the Outer Southeast area made up almost one-fifth of the city's total, officials figured it should welcome one-fifth of the new residents. They set targets of 20,000 newcomers, 14,000 new homes and 6,000 new jobs.

Expectations were lofty. Large lots would be divided into small blocks with cozy streetscapes. Roads would be paved, sidewalks built, trees planted, transit service improved, the entire area cleaner and safer, according to the "perfect vision" that accompanied the plan.

"This spiral of improvement is continuing into the future," it read.

Growth was coming with or without changes. Planners projected about 9,000 new units over 20 years. But by rezoning the area for smaller yards and more multifamily projects, planners swelled those projections to 14,000 units, a 55 percent jump.

"We had all the best intentions," said Paul Scarlett, a city planner who worked on the effort and now heads the Bureau of Development Services.

Powellhurst-Gilbert became the designated epicenter for the accelerated growth.

The neighborhood already had 6,250 homes. But planners saw the potential to add 3,600 more because of its deep, underdeveloped lots and roads with bus service, such as Southeast Division Street, Powell Boulevard and 122nd Avenue.

Planners blanketed the area with multi-family housing tually meant."

"Fundamentally dangerous"

The housing explosion never struck Southwest Portland. Residents refused to let it happen.

In September 1996, just eight months after the City Council approved the Outer Southeast plan, officials breezed into the West Hills looking to equitably spread their vision of housing growth to all corners of the city.

They presented a proposal with new zoning that would ensure "likely development" of 7,500 new housing units over 20 years. It included high-density apartments and mixed-use buildings along Barbur Boulevard, the area's main commercial drag.

Residents were furious.

Judges, attorneys and doctors flooded City Hall with angry letters. Liz Kaufman, a political consultant who lived in South Burlingame, called the Southwest Community Plan "fundamentally dangerous."

The proposed new zoning "dramatically and perhaps devastatingly alters the character" of neighborhoods, warned Kaufman, who went on to advise Hales during his successful 2012 mayoral campaign.

The pushback was too much. Within a month, Hales, who at the time lived in Southwest's Hayhurst neighborhood, announced changes "to ensure that we don't sacrifice the very thing community plans are designed to protect – neighborhood livability."

The Planning Commission suspended work in August 1998 after two years of limited progress. When the City Council finally approved the Southwest plan in 2000, all references to adding 6,500 to 7,500 housing units had been eliminated. Zoning changes that followed were minimal.

"No infrastructure"

While city leaders eliminated growth targets for Southwest Portland, new zoning in east Portland ushered a massive influx of homes and people. New services to support the growth never materialized. That made conditions particularly difficult for the residents of Southeast Schiller Street.

A small, 1940s-era home sits on two-thirds of an acre along non-white.

On 122nd Avenue, the tract's western boundary, city planners justified zoning for as many as 65 units an acre because TriMet's No. 71 bus line was nearby. But frequent bus service hasn't arrived. The 71 rumbles north and south 109 times each weekday, down from 121 in 1996.

The tract's eastern border is 136th Avenue, a two-lane road where city officials increased zoning to as many as 32 units an acre but never put in a sidewalk. One will be built next year following the death of 5-year-old Morgan Maynard-Cook, hit by a vehicle while crossing the street in February.

The city was warned about the problems decades ago.

"Almost every neighborhood, on both sides of the freeway, has large areas of unimproved streets," a 1993 planning report said. Bringing streets up to city standards would be "a substantial public service challenge in the Outer Southeast Community Plan area."

The report recommended that city officials "also consider a policy requiring adequate pedestrian systems in and near residential developments."

Two years ago, a consultant for the Bureau of Planning and Sustainability chronicled the staggering deficiencies that remain on Portland's most populous chunk of land.

About 25 percent of the road surface is "substandard." About 77 percent of streetscapes lack sidewalks.

"Personally," said Mark White, the former Powellhurst-Gilbert neighborhood association president, "I can't imagine an urban planner at any time in the city's history thinking, 'You know, I think it's a really, really good idea to cram tens of thousands of people into an area with no place to shop, no place to work and no infrastructure.'"

Promise broken or postponed?

Portland's starkly different approaches to growth in east versus Southwest Portland have created strikingly different outcomes.

Neighborhoods within the Outer Southeast Community Plan already have topped their long-term housing projections, with 14,743 new units since development in the central city would provide broad benefits that would indirectly help east Portland, according to a recent city analysis.

Not only would that strategy alleviate growth pressures on east Portland, the May 2013 report said, but it could also "provide the opportunity to invest in much-needed infrastructure, such as schools and sidewalks."

Hales, once again in charge of the city's Bureau of Planning and Sustainability, conceded that east Portland took too much growth because services haven't followed.

After the city annexed east Portland residents and zoned their neighborhoods for intensive development, Hales said, "it's pretty reasonable to expect that the city would figure out over time how to put the parks and the streets and the sidewalks in."

Hales plans to propose new taxes or fees in 2014 to pay for road improvements citywide. He said the city must "make good on the promise that, if not broken, has certainly been postponed."

Addressing problems in east Portland will be an exercise in undoing past mistakes.

East Portland residents persuaded the City Council in 2012, for example, to shift zoning on 16 acres along Southeast 122nd Avenue from residential to commercial use in an effort to lure businesses.

Authors of a citywide growth strategy due next year say they want dense projects, like the ones built in east Portland, to include basics such as play space for kids.

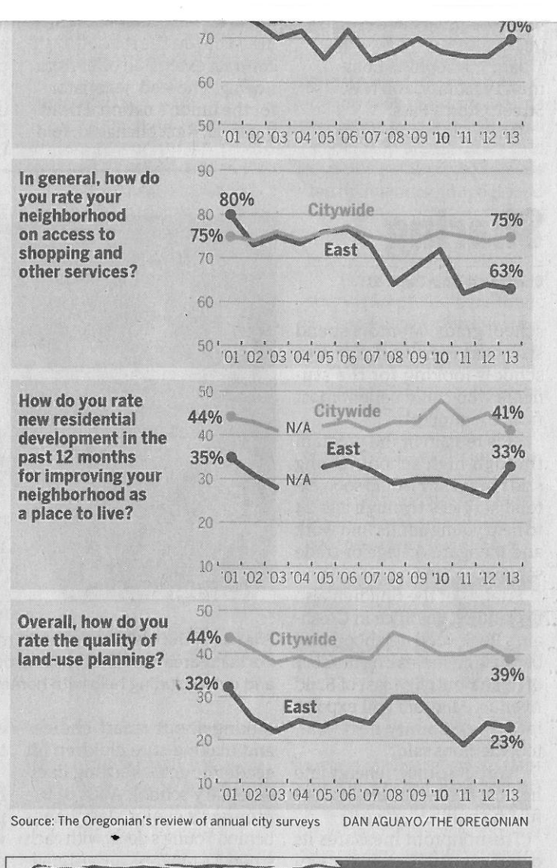
Planners also contemplate decreasing density along 122nd and 136th avenues, the only two corridors in Portland where such downzoning is being considered.

They hope changes will make a difference.

But planners won't be viewing east Portland's future through the same rose-colored glasses of the past.

"There are some big challenges in east Portland, regardless of our intent," Engstrom said.

"I think you could say that we are aiming to try and address some of those issues that have been raised," he said. "But I don't want to make a promise that life is going to get better."



Source: The Oregonian's review of annual city surveys DAN AGUAYO/THE OREGONIAN

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REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

January 17, 2014

Mr. Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION IMPACT STUDY – CENTRAL POINT ROAD PROPERTY REZONING – ZC13-03

Dear Mr. Walter:

In response to your request, I have reviewed the materials submitted in support of the proposed rezoning of property adjacent to Central Point Road. The relevant materials included the project narrative and the Transportation Impact Study (TIS). The TIS dated October 22, 2013 was prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The proposed subdivision is located on the southeast side of S Central Point Road north of the intersection of S Central Point Road and S White Lane and south of the intersection of S Central Point Road and Hazeldell Avenue.

The TIS addresses the impact of a change in zoning from R10 to R6. Based on this increased density, the engineer calculates the 17+ acre site can be developed with 90 single-family dwellings instead of 54 single-family dwellings under the current zoning.

The TIS provides a basis upon which the rezoning 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 4 locations. The key intersections were:

    - S Central Point Road/Warner Parrott Road
    - S Central Point Road/S McCord Road
    - S Central Point Road/S Partlow Road
    - S Central Point Road/proposed site access

    The study area is appropriate.

2. ***Traffic Counts.*** The traffic counts used in the analysis were conducted in April 2013. Traffic counts were conducted during both the AM and PM peak periods and appear reasonable.

3. ***Trip Generation.*** The TIS presents information on trip generation associated with an increase in the number of dwelling units due to the proposed rezoning from R10 to R6. The engineer estimates that with the rezoning, 90 single-family dwellings could be constructed rather than 54 under the current zoning. He calculates the impact based on an increase of 36 single-family

dwellings. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation.* The rezoning is predicted to produce an increase of 27 AM peak hour trips; 36 PM peak hour trips; and 342 weekday trips.

4. ***Trip Distribution.*** The trip distribution shows 95 percent of traffic going to and from the north on S Central Point Road. Further north, McCord Road and Partlow Road are also predicted to 15% and 30% of the traffic, respectively, with 50% continuing on S Central Point Road to Warner Parrott Road. The trip distribution seems reasonable.

5. ***Traffic Growth.*** Because this project involves a proposal for rezoning, the future year analysis was conducted for year 2035, the horizon year for the Transportation System Plan (TSP). Year 2035 traffic volumes at S Central Point Road and Warner Parrott Road were taken from the TSP while the volumes at other intersections were developed by applying growth rates. The increase in traffic volumes associated with the proposed rezoning were added to the 2035 volumes derived from the TSP. 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 volume-to-capacity ratio (v/c) were provided to assess operations relative to the city's operational standards. The analysis was undertaken for the AM and PM peak hours and included year 2013 existing conditions, 2035 background conditions, and year 2035 total traffic conditions with rezoning.

   According to the engineer, the intersection of S Central Point Road with the site access is predicted to operate at no worse than LOS "B" and with a v/c of 0.18 or better during the AM and PM peak hours under all conditions. The intersections of S Central Point Road with S McCord Road and with S Partlow Road are calculated to operate at no worse than LOS "D" and v/c of 0.77 or better during the AM and PM peak hours under all conditions. These locations all meet operational standards through year 2035 even with the proposed rezoning of the subject property.

   The intersection of S Central Point Road and Warner Parrott Road is predicted to fail to meet operational standards prior to year 2035 with or without the rezoning of the property. LOS "F" and a v/c in excess of 1.0 are predicted during the PM peak hour prior to 2035. As indicated in the TIS, the poor performance of the intersection can be mitigated by prohibiting northbound left turns from S Central Point Road to Warner Parrott Road. The engineer notes that the TSP proposes a roundabout at the intersection of Warner-Milne/Warner Parrott/Leland/Linn. He further indicates the roundabout would provide excess capacity that would allow vehicles restricted from making the left turn from S Central Point Road to Warner Parrott Road to be rerouted through this intersection. I concur with his analysis and conclusion.

   The discussion in the TIS supports the need for the improvement at Warner-Milne/Warner Parrott/Leland/Linn specified in the TSP. The engineer notes that "If such improvements are undertaken it is anticipated that the subject properties would pay a proportional share of the cost of the improvements at the time of development."

7. ***Turn Lanes at Site Entrance(s).*** The engineer's analysis indicates a left-turn lane on S Central Point Road at the site is likely to be warranted prior to 2035. He recommends that further analysis of the turn-turn lane warrants be conducted in connection with site plan review and further refinement of the site plan. I concur.

8. ***Crash Information.*** The TIS provides crash information. The engineer concluded the crash rates were low and that no significant patterns or design concerns were noted at any of the study area intersections. I concur with his analysis and conclusions.

9. ***Pedestrian and Bicycle Facilities.*** Provisions for pedestrian and bicycle facilities will need to be reviewed in connection with a site plan review.

10. ***Site Plan and Access.*** The TIS analyzed the development assuming a single point of access opposite the intersection of Hazelnut Avenue. Site access locations should be analyzed again in connection with a site plan review.

11. ***Intersection Spacing.*** Intersection spacing should be reviewed in connection with a site plan review.

12. ***Sight Distance.*** The engineer evaluated sight distance along S Central Point Road. He concluded that sight distance of 500 feet could likely be met for an access point in this area. Sight distance should be reviewed in connection with a site plan review.

13. ***Consistency with the Transportation System Plan (TSP).*** The TIS provides an adequate explanation of the streets in the area. Provisions for streets within the subdivision and frontage improvements should be reviewed in connection with a site plan review to assure that they meet city standards and are consistent with the TSP.

14. ***TPR Analysis.*** The TIS also provides an analysis required for the Transportation Planning Rule. The engineer concludes that the proposal does not change the functional classification of any facility or change any standards implementing the functional classification system. The engineer concludes there is some degradation in the performance of the intersection of S Central Point Road and Warner Parrott Road. He notes that mitigation for this is available and is identified in the TSP. To address the predicted operational deficiency, he recommends that the mitigation measure (prohibition of left turns from northbound S Central Point Road to Warner Parrott Road) be required as a condition of the development or that it be funded through a development agreement. I concur with the engineer's analysis and conclusions.

15. ***Conclusions and Recommendations.*** The engineer concludes that traffic operations would be adequate at the intersections of S Central Point Road with the site access, with S McCord Road, and with S Partlow Road. No mitigation is required at those locations. The engineer concludes that mitigation (prohibition of left turns from northbound S Central Point Road to Warner Parrott Road) will be needed and that it be required as a condition of the development or that it be funded through a development agreement. He identifies no safety issues that need to be addressed. He further recommends review of turn lane warrants at the site access in connection with site plan review. I concur with the conclusions of the applicant's engineer.

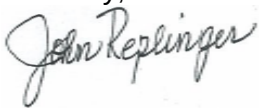
Conclusion and Recommendations

I find that the TIS provides an adequate basis upon which to assess the impacts of the proposed rezoning. There are several issues that will need to be revisited during site plan review, including turn lanes, sight distance, pedestrian and bicycle facilities, and frontage improvements. The engineer identifies need for mitigation at the intersection of S Central Point Road and Warner Parrott Road (the prohibition of northbound left turns). This change was also identified in the TSP. The engineer recommends that this be made a condition of development of the subject property or funded through a development agreement.

I agree that it is appropriate for the property owner to participate in mitigation for the S Central Point Road and Warner Parrott Road intersection and improvements at the Warner Parrott/Warner Milne/Leland/Linn intersection if those are required to accomplish the changes at the former intersection. I recommend that at the time of a subsequent land use action, appropriate conditions of approval be crafted by which the property owner participates in the costs of such mitigation.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2013\ZC13-03-v2.docx

Public Services (Police, Fire)

Upon annexation, responsibility for providing police services to new City properties is transferred from the Clackamas County Sheriff's Department to the Oregon City Police Department. The Police Department workforce consists of approximately 1.3 officers per 1,000 residents. Therefore, the Police Department will need an additional six to nine officers to maintain that rate at buildout of the South End area. Transfer of service from Clackamas County to Oregon City will result in an increased police presence and decreased response times. Clackamas County Fire District #1 continues to provide fire protection services to the South End area from Fire Station 17, located 0.2 miles to the north on South End Road. (Additional information from CCFD#1 pending.)

Extend sidewalks further down South End Road for kids to safely walk to the elementary school.

Schools

The Oregon City School District indicates John McLoughlin Elementary School, located within the South End Plan area, currently enrolls 560 students and can accommodate 30 more for a total capacity of 590 students. If future enrollment exceeds the capacity at McLoughlin Elementary, the School District plans to re-open King Elementary School, located less than one mile north on South End Road. King Elementary provides an initial capacity of 400 students with a plan to add capacity if necessary.



The nearest middle and high schools are Gardiner Middle School and Oregon City High School, two and four miles away respectively. Current enrollment at Gardiner is 777 students for grades 6-8. Total capacity for the school is 930 students. Ogden Middle School has a capacity for 960 6-8 students. Oregon City High School has a capacity of 2,510 students based on an average of 25 students per classroom. Maximum capacity is 2,800 with current enrollment at slightly more than 2,300 students.



Based on the methodology used by the School District and Portland State University's Population Research Center, development in the study area at buildout will result in the addition of approximately 988 students: 456 elementary school, 228 middle school and 304 high school students. These increases in enrollment are expected to occur gradually over the next thirty or more years, depending on the pace of annexation and development in the planning area. Moreover, future enrollment for these elementary schools is projected to remain relatively flat, as new households in their service area are projected to include fewer young children. Therefore, No new school sites are identified in the South End Concept Plan. The City and School District will continue to coordinate as the South End area develops.