City of Oregon City

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

Meeting Agenda

Planning Commission

Monday, February 10, 2014 **7:00 PM** **Pioneer Center, 615 5th St., Oregon City, OR**

Note Revised Location

WORK SESSION (6pm - 6:50pm)

Willamette Falls Legacy Project Update

Attachments: Commission Report

Willamette Falls Legacy Project Proposed Land Use Dates

Willamette Falls Legacy Project link to Framwork Master Plan

PUBLIC HEARING (7pm)

1. Call to Order

2. Public Comments on Items Not on the Agenda

3. Public Hearing

3a. L 13-03: South End Concept Plan Adoption
L 13-04: Code Amendments

Attachments: Commission Report

Planning Commission Issues Matrix

Metro Transportation Comments

3b. Portland Metro Men's Center.
Conditional Use Permit (CU 13-01), Site Plan and Design Review (SP 13-11) and Lot Line Abandonment (LL 13-04)
This item will not start before 8pm.

Attachments: Commission Report

CU 13-01, SP 13-11 and LL 13-04 Staff Report

Exhibit 1: Vicinity Map

Exhibit 2: A. Current Application Materials

Exhibit 2: B. Current Site Plans and Building Elevations

Exhibit 2: C. Outdated Application Materials (These have been Updated and Replaced by A and B)
Exhibit 3: Planning File CU 80-04

Exhibit 4: City Attorney's Memorandum to the Planning Commission

Exhibit 5: Comments Submitted by John Replinger of Replinger and Associates
Exhibit 6:Public Comments Received prior to January 30, 2014
Exhibit 7: Letter from Diana Long of Oregon City Business Licenses
Comments submitted After January 30, 2014

This item will not start prior to 8pm

4. Community Development Director Communications

5. Adjournment

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

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

Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site(oregon-city.legistar.com).
Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at www.orcity.org and is available on demand following the meeting.
ADA: City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City staff member prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

City of Oregon City

625 Center Street
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Staff Report

File Number: PC 14-013

Agenda Date: 2/10/2014

Status: ATS Review

To: Planning Commission

Agenda #:

From:

File Type: Planning Item

SUBJECT:
Willamette Falls Legacy Project Update

RECOMMENDED ACTION (Motion):
The Willamette Falls Legacy Project staff and consultant team will provide an overview of the process to date, discuss the elements of the Framework Master Plan and the Vision Strategy Document, as well as provide an outline for the land use process this spring. This is a presentation-no action is required.

BACKGROUND:
For the first time in 150 years, Oregonians have the opportunity to rediscover a cultural and scenic treasure: Willamette Falls. A public vision and master plan are taking shape, with the goal of transforming a 23-acre industrial site nestled along the Falls in historic Oregon City. This former paper mill could someday serve as an economic engine, a waterfront destination, a unique habitat, a window into Oregon's past - and a bold step into our future.

Whatever develops on the landscape will be shaped by Willamette Falls, roaring in the Willamette River below. The largest waterfall in the Pacific Northwest, it was long an important cultural and gathering place for Native American tribes. The Oregon Trail ended here. And throughout the 1800s, the Falls made history by generating energy for Oregon's early industries and cities and fueling the nation's first long-distance electrical power transmission. That industrial legacy ended in 2011, when the Blue Heron Paper Co. closed its doors - the last in a succession of businesses that contributed to Oregon City's strong working waterfront.

The former paper mill is for sale, but the site's complexity and risks have slowed down a transformation. That's why Oregon City, Clackamas County, Metro, the State of Oregon and the property's bankruptcy trustee are working together to develop a vision and master plan. By rezoning the site and providing certainty for investors, the Willamette Falls Legacy Project will help a new era take shape along the Falls.

There's a lot at stake. If the property is abandoned, the resulting blight would hurt property values in downtown Oregon City, one of the region's most important economic hubs. Public safety risks and extra costs would burden taxpayers. Water quality and wildlife would deteriorate in one of the Willamette River's most ecologically diverse stretches. And Oregon City wouldn't recover the 175 family-wage jobs that vanished along with the paper mill.

With master planning underway, Oregonians can establish a statewide legacy and reconnect Oregonians and visitors with Willamette Falls. They can define how the area is transformed for economic redevelopment, public access, healthy habitats, and historical and cultural interpretation.

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

Willamette Falls
LEGACY PROJECT

Proposed Land Use Dates

Event	Purpose	Date
Planning Commission Worksession	Process update outline project and process (Master Plan and Strategy Document)	February 10, 2014 6:00PM
City Commission WS	Process update outline project and process (Master Plan and Strategy Document)	February 11, 2014 5:00PM
Land Use Application Submitted	Legal requirement	February 14, 2014
Planning Commission WS on Proposed Code Amendments	Review Proposed Code Amendments Discuss purpose and content of Strategy Document	March 10, 2014 6:00PM
City Commission WS on Proposed Code Amendments	Review Proposed Code Amendments Discuss purpose and content of Strategy Document	March 11, 2014 5:00PM
Complete and Notice Application including Measure 56 Notice	Legal requirement	Week of March 10-14
DLCD Notice Mailed DLCD (35 days prior to 1st meeting)	Legal requirement	March 13, 2014
City Commission Workession	Discuss Draft Strategy Document	April 8, 2014 5:00 PM

Willamette Falls
LEGACY PROJECT

1st Planning Commission Meeting (final strategy document submitted at this meeting)	**Initial presentation public comments Ask PC members on items they want to concentrate on at the next meeting**	**April 21, 2014 7:00PM**
2nd Planning Commission Meeting	Go into the meat of the document- get feedback	April 28, 2014 7:00PM
3rd Planning Commission Meeting	Identify and address outstanding issues	May 12, 214 7:00PM
City Commission Work session	General project Update - what we have heard so far	May 13,2014 5:00PM
4th Planning Commission Meeting	If needed- wrap up	June 9, 2014 7:00PM
1st City Commission Meeting	Initial presentation public comments	June 18, 2014 7:00PM
2nd City Commission Meeting	Go into the meat of the document- get feedback	July 2 , 2014 7:00PM
3rd City Commission meeting	Identify and address outstanding issues	July 16, 2014 7:00PM
4th City Commission Meeting	If needed- wrap up	August 6, 2014 7:00PM

City of Oregon City

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

Staff Report

File Number: PC 14-012

Agenda Date: 2/10/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Planner Pete Walter

File Type: Planning Item

SUBJECT:
L 13-03: South End Concept Plan Adoption
L 13-04: Code Amendments

RECOMMENDED ACTION (Motion):
Staff recommends that the Planning Commission recommend approval of the South End Concept Plan with amendments and forward the recommendation to the City Commission for consideration.

BACKGROUND:
Staff has prepared a matrix for review by the Planning Commission which addresses outstanding questions from the commission and the public at the last round of hearings (Attached). Please note the column on the right hand side where staff has drafted additional actions for the Planning Commission to recommend as amendments upon adoption of the plan.

Staff anticipates that with the pending additional testimony from ODOT, Metro and Clackamas County in support of the transportation element and the plan, and taking into consideration the record that has been compiled to date, the plan should move forward to the City Commission for consideration.

BUDGET IMPACT: See fiscal impact elements of plan.
Amount:
FY(s):
Funding Source:

Planning Commission Issues Addressed - Public Hearing for Adoption of South End Concept Plan - L 13-01 / L 13-02

Please Note - *Some of the following items are on-going processes and projects that the City is working on independent of South End Concept Plan.*

Issue	Description	Specific Concerns	How addressed in SECP, Code or existing Policy	Current Actions	Potential PC Recommendation for Adoption	Issue Addressed?
Planning Commission Concerns						
1.	Transportation Methodology	• Synergy between ITE and Regional Travel Demand methodologies • Traffic calculations and projections submitted by public based on 2011 traffic counts • These calculations and assumptions are not accepted methodology and are incorrect according to DKS Engineering and Replinger and Associates.	• Transportation Element and Appendices • The Regional Transportation Plan requires use of Transportation Demand methodology. • Transportation Elements and follow-up reports from DKS, Replinger and Associates, County Transportation Department, ODOT.	• DKS Consulting to explain methodology at Planning Commission and City Commission hearings. • Traffic Advisory Committee voted 9-0 to approve the SECP Transportation element with the addition of any information from consultants DKS (See minutes attached)	• Update and refine Traffic Count Information as it becomes available • Review and Monitor Traffic Intersections for adequate LOS / V/C ratio • Continue to review Transportation SDC rates • Refine CIP to accurately reflect cost of identified improvements	
2.	Transit / Public Transportation	• Restore transit service to South End • Senior mobility options • Restoration of Service as economic conditions improve after recession • "B. Plan" if Tri-Met union negotiations fail	• Plan provides recommendations for Transit • See Page 28 of SECP	• Legally, withdrawing from Tri-Met is a larger issue not within the scope of the concept plan. • City Commission and Public Works Director are working on this issue • Tri-Met is kicking off South East Service Enhancement PI process • Follow through with recommendations in TSP	• Direct Staff to continue to work within framework of Tri-Met Service Enhancement Plan process for the Southeast portion of the District www.trimet.org/sep/ or the city's website at http://www.orcity.org/community/trimet-launches-outreach-process	
3.	99-E Accident Route Diversion Impacts	South End is an incident route for when 99-E is closed. Closure of 99E occurs 2-3X a year and may impact South End Road	• Was not identified as an issue in public process.	• None	• Additional Signage and Early Public Information Alerts may be used to notify residents during those events to be aware of the additional traffic and consider alternative routes.	
4.	Wetlands / Drainage	• Impacts to water quality areas, detention facilities locations and designs • Off-site impacts to a drainages outside of plan area	• Natural Resource Sections of Plan • Appendix, Chapter 5. • Natural Resources • OCMC 17.49 - NROD • OCMC 13.12 - Stormwater • NPDES-MS4 Permit Compliance • Drainage Plans must document soil conditions on site and map WQRAs.	• Mandatory Standards within NROD • Voluntary Standards outside of NROD • Public Works has a multi-year work program for NPDES (National Pollutant Elimination Discharge System) Permit Implementation and is in the process of updating the Stormwater Mgmt. And LID standards. • Implementation of BMPs	• Adoption of BMPS for Low Impact Development • Direct staff to Maximize Public Involvement and Input on NPDES permit compliance and LID standards when process begins	

Issue	Description	Specific Concerns	How addressed in SECP, Code or existing Policy	Current Actions	Potential PC Recommendation for Adoption	Issue Addressed?
5.	Senior dwelling floor plans	Housing that supports aging in place / Mobility Perceived lack of single story homes	• See Title 11 Compliance Report – Section Housing • City code and policies already provide for transitional living, senior living, group homes and cottage housing in Single Family Residential zones.	• Code does not prohibit single story dwellings. Market will provide if there is demand. • No further action at this time	• Direct staff to draft possible incentives for single-story plans or ground floor master bedrooms in Residential Design Standards in OCMC 17.20 in late 2014 as part of city-wide code updates.	
6.	Additional Access Road	• Neither TSP nor SECP includes roads through Canemah Bluffs due to jurisdiction, cost and environmental impacts • Alternative access routes into area (e.g. Canemah Bluffs)	• 2nd Collector loop Road in TSP and SECP to Central Point Rd	• None at this time	• Coordinate future studies with Clackamas County, Metro and ODOT via Public Works Director and Transportation Advisory Committee if resources become available	
7.	Infrastructure Transportation Water System Sewer System Stormwater	• Need for accurate estimates for costs of infrastructure and SDCs • update concept plan estimates as new information is made available	• See Title 11 Analysis as approved by Metro • See applicable updates to the various "Ancillary Documents" (Water, Sewer, Transportation, Stormwater Master Plans)	Public Works Department is updating the stormwater and sewer master plans 2014-2015.	• Request regular updates regarding public infrastructure plan updates to Planning Commission	
8.	SFWB	• Adequacy of Water Supply	• South Fork Water Board Master Plan (updated 2010)	• See attached letter from SFWB General Manager John Collins	• Direct staff to publicize SFWB conservation plan tools on City website http://www.sfwb.org/index.php/conservation	
9.	Geologic Hazards OCMC 17.44	• Public comment – City should adopt slope susceptibility mapping now available at DOGAMI • Look closely at existing code to determine if additional standards are needed	• 17.44 Code and Maps was updated following Park Place plan. Staff will provide overview. • Requires applicants reference all DOGAMI mapping • Majority of plan area is flat • No unknown deep or shallow slide hazards that were previously mapped are indicated on slope susceptibility maps • Some shallow slide potential is indicated where water features and streams cross planning area, where high ground water is indicated, and near engineered cut banks and fill piles.	• Public Works and GIS Department is already incorporating this data into the City's GIS • Staff to provide overview of code and mapping updates from 2008 and 2010. • City-owned LIDAR data is the basis for the mapping that DOGAMI has done to date • City is a DOGAMI partner	• Direct Staff to review Factors of Safety, Landslide Deposits and Headscarp Mapping from DOGAMI • Amend section .44 to include references to on-line DOGAMI Slope Susceptibility mapping resources as an additional resource. • http://www.oregongeology.org/sub/slido/index.htm • Link to DOGAMI hazard viewer on City website **Oregon HazVu: Statewide Geohazards Viewer**	
10.	Habitat / Tree Preservation	• Protection of upland habitat, trees and stands outside of mapped NROD areas	• OCMC 17.41 Tree Protection • Identified parks and open spaces in plan.	• None at this time	• Review OCMC 17.41 to determine whether additonal protection or mitigation is needed via legislative process in 2014.	
11.	Trails and Open Space	• Acquisition or dedication of trails and open space identified on concept plan	• Code amendment recommendations • Plan recommendations for capital funding of parks and trails	• City-wide code amendments in 2014	• Review city-wide code amendments in 2014	

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

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February 3, 2014

Peter Walter
City of Oregon city
Planning Division
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

Dear Peter:

Congratulations on reaching the adoption phase of the South End Concept plan. I have reviewed the transportation element of the plan and that it is consistent with Metro's Regional Transportation Functional Plan (RTFP), the code that implements the policies of the Regional Transportation Plan.

The South End Transportation element includes bike and pedestrian design content demonstrating an understanding of best practices, e.g. cycle tracks, buffered bike lanes and low-traffic neighborhood greenways. The plan also includes an excellent level of multi-modal street and trail connectivity, which is consistent with regional policies to build a well-connected multi-modal network. The South End plan builds on the good work of the recently completed Oregon City Transportation System Plan.

Thanks for your efforts to develop a plan consistent with regional policy.

Sincerely,

John Mermin
Senior Transportation Planner
john.mermin@oregonmetro.gov
503-797-1747

CC: Ray Valone, Principal Regional Planner, Metro

City of Oregon City

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

Staff Report

File Number: PC 14-011

Agenda Date: 2/10/2014

Status: Public Hearing

To: Planning Commission

Agenda #: 3b.

From: Planner Laura Terway

File Type: Land Use Item

SUBJECT:
Portland Metro Men's Center.
Conditional Use Permit (CU 13-01), Site Plan and Design Review (SP 13-11) and Lot Line Abandonment (LL 13-04)
This item will not start before 8pm.

RECOMMENDED ACTION (Motion):
Staff recommends the Planning Commission approve Planning files CU 13-01, SP 13-11 and LL 13-04 with conditions.

BACKGROUND:
The applicant has submitted a Site Plan and Design Review, Conditional Use and Lot Line Abandonment application in order to utilize the site for the Portland Metro Men's Center , a religious institution and associated Christian recovery program, including dormitory facilities for up to sixty (60) students enrolled in the program, construct associated structures, and consolidate two lots.

OREGON CITY

Community Development – Planning

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

CONDITIONAL USE, SITE PLAN AND DESIGN REVIEW, and LOT CONSOLIDATION
STAFF REPORT AND RECOMMENDED CONDITIONS OF APPROVAL
February 3, 2014

FILE NO.:	CU 13-01: Conditional Use SP 13-11: Site Plan and Design Review LL 13-04: Lot Consolidation
HEARING DATE / LOCATION:	February 10, 2014 Oregon City City Hall – Chambers 625 Center Street Oregon City, Oregon 97045
APPLICANT/ PROPERTY OWNER:	Portland Metro Men's Center Garry Wallace 405 Warner Parrott Road Oregon City, Oregon 97045
REPRESENTATIVE:	Rick Givens 18680 Sunblaze Drive Oregon City, Oregon 97045
REQUEST:	The applicant has submitted a Site Plan and Design Review, Conditional Use and Lot Line Abandonment application in order to utilize the site for the Portland Metro Men's Center, a religious institution and associated Christian recovery program, including dormitory facilities for up to sixty (60) students enrolled in the program, construct associated structures, and consolidate two lots.
LOCATION:	405 Warner Parrott Road, Oregon City, OR 97045 Clackamas County Map 3-2E-06CA, Tax Lots 1700 and 1800
REVIEWER:	Tony Konkol, Community Development Director (503) 496-1562 Laura Terway, AICP, Planning Division (503) 496-1553 Todd Martinez and Gordon Monro, Development Services Engineers

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

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

I. BACKGROUND:

The applicant submitted this Conditional Use, Site Plan and Design Review and Lot Consolidation application for the property located at 405 Warner Parrott Road, Oregon City, OR 97045 and identified as Clackamas County Map 3-2E-06CA, Tax Lots 1700 and 1800. The applicant proposed to construct a dormitory building for 60 students and 2 staff members in the rear of the site, a small addition to the existing structure in the middle of the site (which will be utilized as a kitchen, worshiping area and place for graduation ceremonies) and the construction of an associated office in the front of the site adjacent to Warner Parrott. At full operation, the applicant will have ten staff members. The applicant explained in its narrative that:

> *This application requests conditional use permit approval for a religious institution and associated Christian recovery program, including dormitory facilities for up to 60 students enrolled in the program. The application also requests site plan and design review approval for the project. Portland Metro Men's Center is owned by Teen Challenge International Pacific Northwest Centers (TCIPNC), a nonprofit religious institution operating under Section 501(c)(3) of the Internal Revenue Code. Portland Metro Men's Center operates a Christian recovery program to help people with drug and alcohol addiction issues overcome these problems and begin new lives. The program began in New York City in 1958 under the direction of Rev. David Wilkerson. Today there are over 200 centers in the United States and over 1,000 worldwide in some 90 countries.*
>
> *Portland Metro Men's Center provides a religious-based drug and alcohol recovery program. It does not provide any medical treatment and, therefore, is not licensed by the State of Oregon. The subject property is located on the site of the former Assembly of God church located at 405 Warner Parrott Road in Oregon City. The existing church building is presently being used by the applicant for operation of the recovery program, including counseling, religious training and worship services. At the present time, the students enrolled in the program are brought to the site from existing residence facilities in Portland. They are also transported to off-site stores operated by TCIPNC to receive occupational training included in the recovery program. Students are not permitted to drive.*
>
> *Prior to enrollment in the program, applicants are carefully screened. The program at the subject site is limited to adult men. Individuals with criminal histories involving violence or sexual crimes are not permitted to enroll in the program. No alcohol or illegal drugs of any kind are permitted and students are tested regularly to ensure that there is no abuse of these substances. Prescription medications are monitored and provided to students in accordance with the doctor's instructions. This project proposes the construction of a 10,590 square foot dormitory on the rear of the subject property to house the students and approximately 2 staff. At the present time, there are approximately 28 students enrolled in the program. There are 7 staff members on-site to run the program. At full operation, housing would be*

provided for up to 60 students and enrollment would be limited to this number. The program will include 10 staff members at full operation, 2 of whom will be housed in the dormitory.

The existing church sanctuary is used for worship services for students and staff and for graduation ceremonies and similar events. The kitchen and dining facilities are proposed to be remodeled and will provide for the feeding of students enrolled in the program. A new office building is proposed to be constructed on the front of the subject property, adjacent to Warner Parrott Road. This office space will be used by the staff of Portland Metro Men's Centers exclusively, not by TCIPNC. TCIPNC has its offices located in Lebanon, Oregon (Exhibit 2).

Further, the applicant's traffic study provides this additional description of the services provided at the Center:

The proposed development plan will adapt the subject site to serve as headquarters of the Portland Metro Men's Center. The primary uses of the site will be to support the center's mission of rehabilitating the men enrolled in the program. The program that will be administered at the subject site consists of the following four phases:

Phase 1, Basic Confrontational Evangelism, involves identifying and reaching out to men who could potentially benefit from the program through "street meetings, jail and prison service, help-line, substance abuse programs, drop-in counseling, literature distribution and other outreach efforts."

Phase 2, Short-term Residential Care, Crisis Intervention & Referral, provides candidates for the longer-term program a place to stay in the short term while evaluating "whether they need or desire the long-term discipleship training offered by Teen Challenge."

Phase 3, Induction, constitutes the bulk of the center's program, and "involves three months of Bible Study and character development" during which time "[i]individuals are provided opportunities to develop new habits and attitudes."

Phase 4, Reentry, "involves one or more of the following: temporary housing, personal and family counseling, assistance in finding suitable employment and church fellowship."

Participants in the program are not permitted to keep personal vehicles while enrolled in the program. All transportation needs for program participants will be provided by the Portland Metro Men's Center. Most often, this will consist of taking participants to and from work at affiliated thrift stores each day. There will be two groups each day, and they will utilize vans to travel to and from the stores. Friends and family members are permitted to visit only on Sundays. All other services and activities that participants will engage in will take place on the premises.

In addition to the existing church building, two new buildings will be constructed on the subject site. A dormitory will be constructed to provide housing and living quarters for participants of the program. It will include 15 residential rooms, each with accommodations for up to four men, so up to 60 men could be accommodated in total. Lastly, a one story office building will be constructed to support the administration of the program, which will provide office space for seven staff members as well as three interns (Exhibit 2).

Although the traffic study describes fifteen (15) residential rooms, the applicant's Dormitory Plan shows a total of sixteen (16) residential ("dorm") rooms with what appears to be 64 beds, two (2) staff bedrooms with a bed,

and one (1) room for interns with what appears to be two beds (Exhibit 2). The project narrative states the dormitory is designed to house 60 residents and two staff people. Therefore, the City staff recommends conditions of approval 21 and 28, to clarify the number of people proposed housed in the dormitory is limited to a maximum of sixty-two (62) people, including a minimum of two (2) staff members with the remainder comprised of Portland Metro Men's Center students. The Portland Metro Men's Center shall have no more than ten (10) staff members on site. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 21 and 28.**

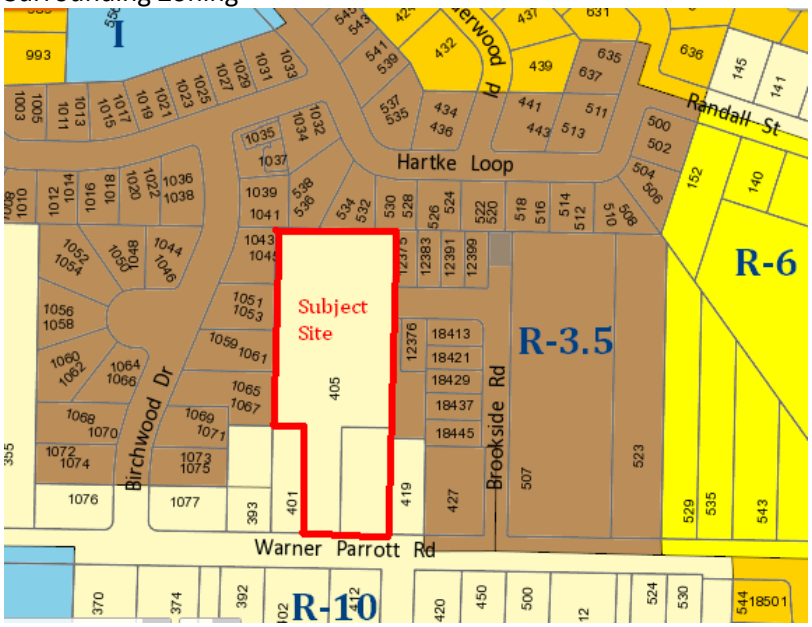
As demonstrated within this report the Oregon City Municipal Code and the Comprehensive Plan do not specifically provide limitations on how intense a Conditional Use may be within the "R-10" Single-Family Dwelling District. Goals, policies and criteria within these documents provide guidance to determine whether the impacts of the Conditional Use are acceptable.

Existing Conditions-

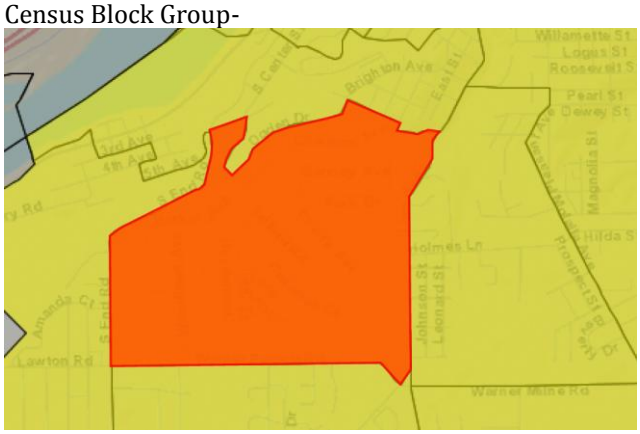




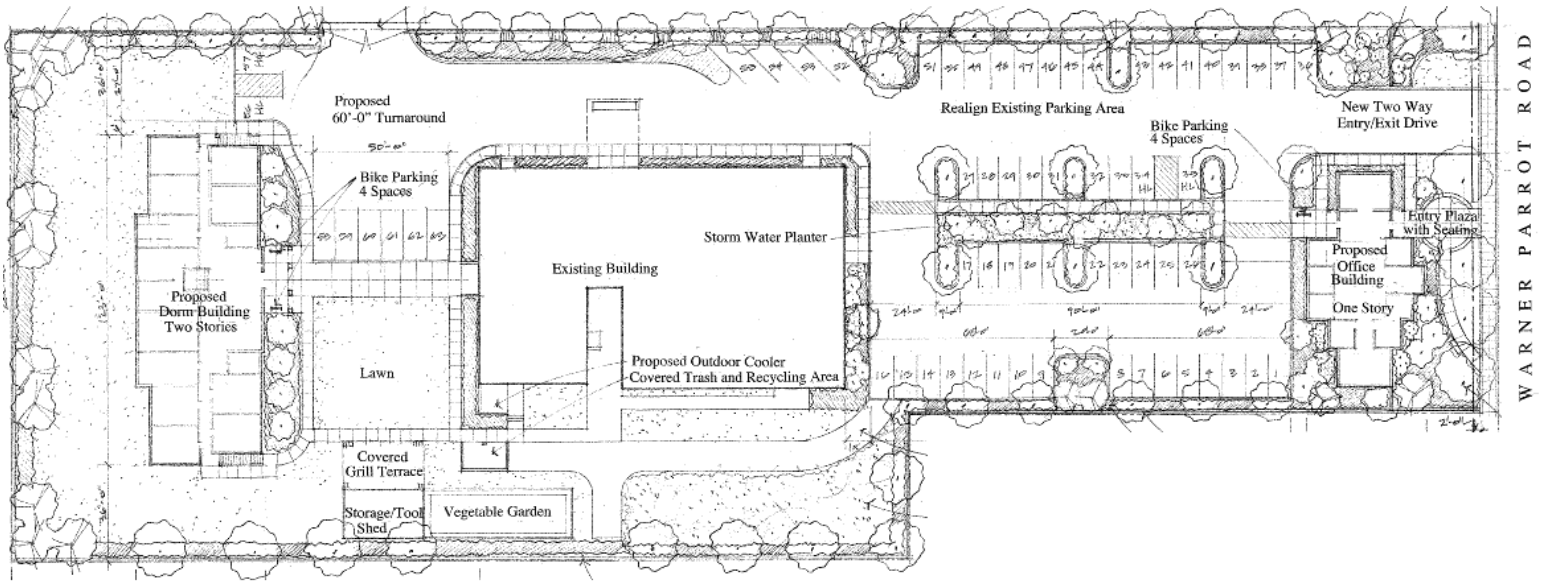
Surrounding Zoning-



Census Block Group-



Landscaping/Site Plan-



Proposed Office Building (Adjacent to Warner Parrott) – Front (South) Elevation



Proposed Office Building (Adjacent to Warner Parrott) – Rear (North) Elevation



Proposed Office Building (Adjacent to Warner Parrott) – Left (East) Elevation



Proposed Office Building (Adjacent to Warner Parrott) – Right Elevation



Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Existing Front (South) Elevation



Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Existing Rear (North) Elevation



Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Proposed Rear (North) Elevation



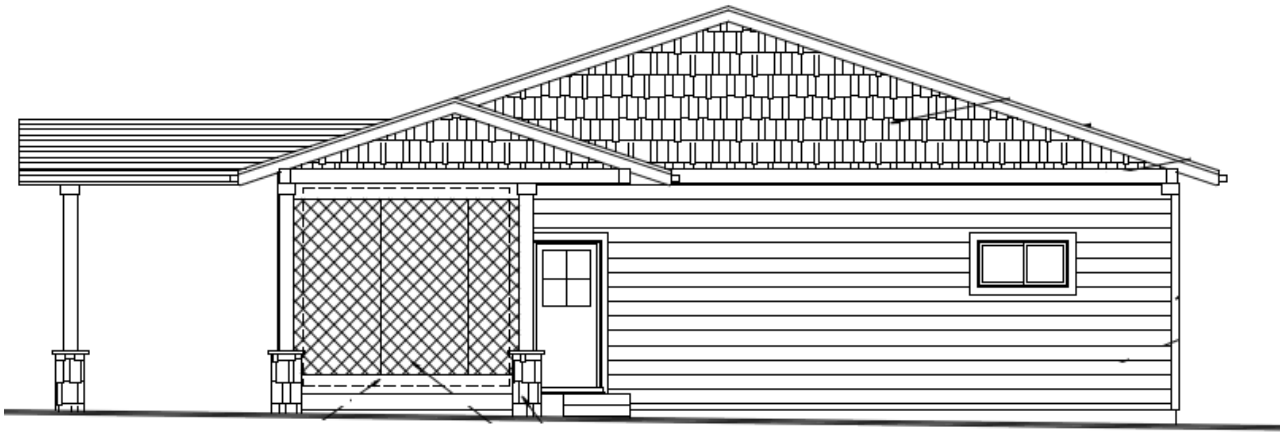
Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Existing Left (East) Elevation



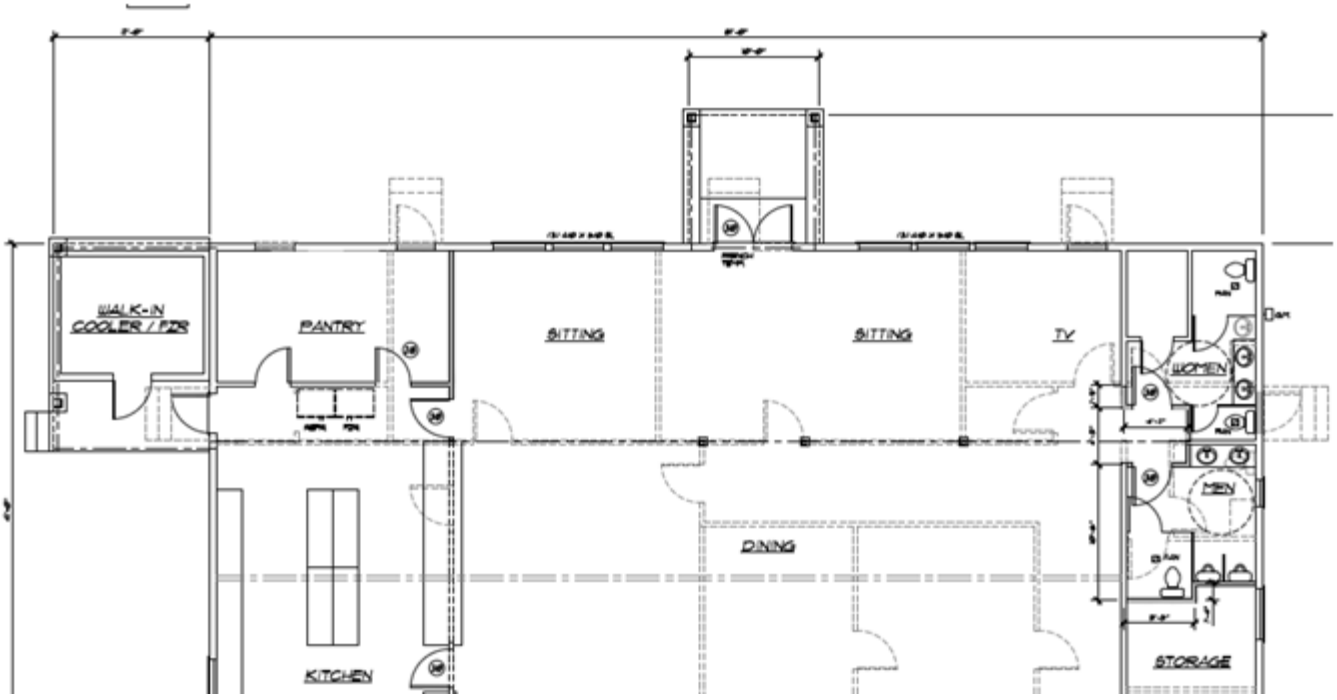
Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Excerpt from Existing (West) Right Elevation



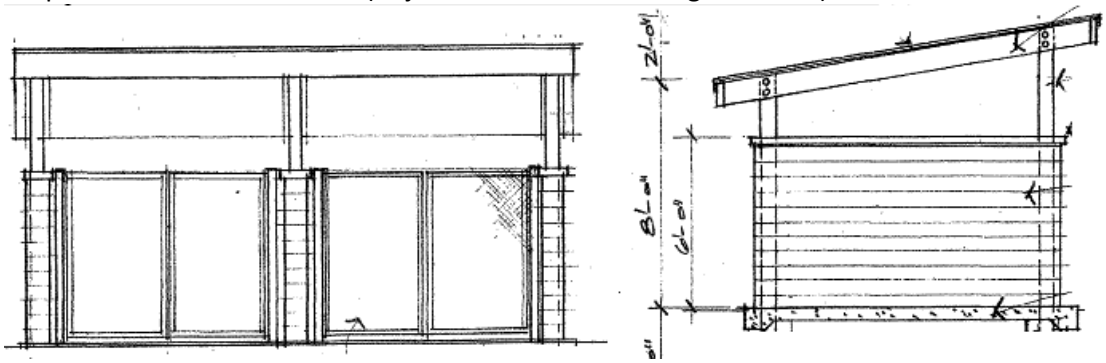
Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Proposed Right (West) Elevation



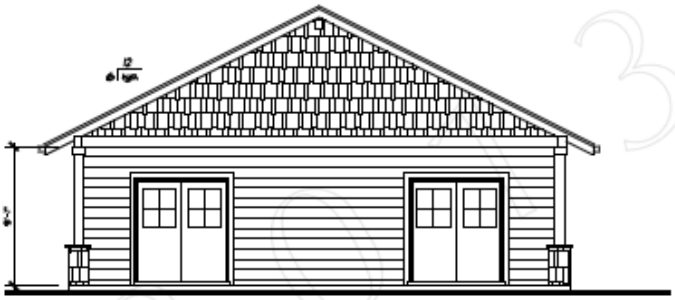
Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site) – Proposed Work on Rear, Left and Right Side Elevations



Proposed Covered Trash Area (Adjacent to Rear of Existing Structure)-



Proposed Shed (Adjacent to Rear of Existing Structure)-





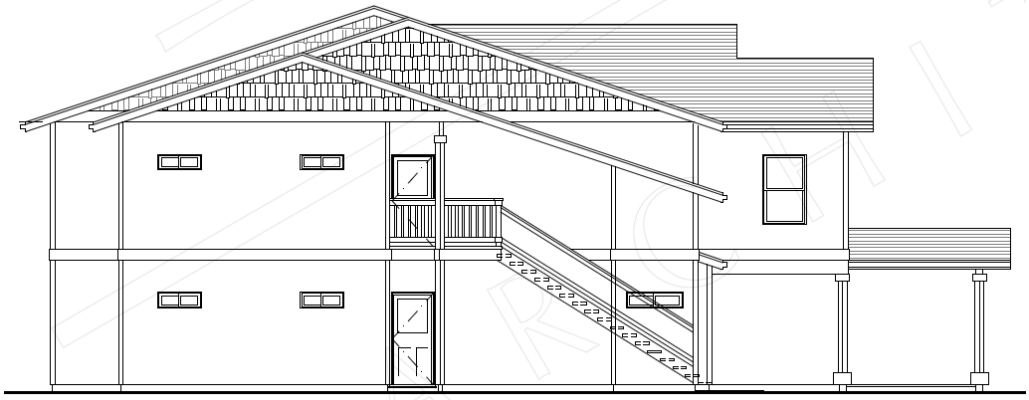
Proposed Dormitory (Rear of the Site) – Front Elevation



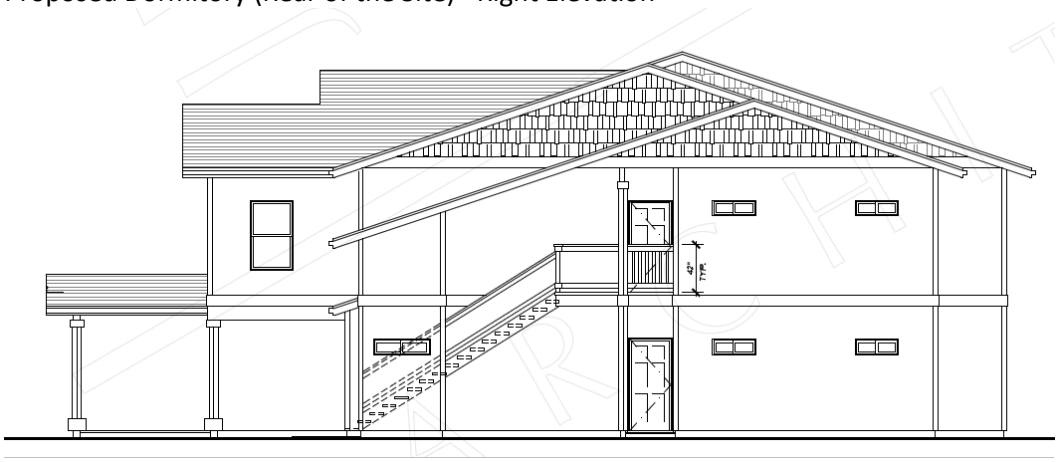
Proposed Dormitory (Rear of the Site) – Rear Elevation



Proposed Dormitory (Rear of the Site) – Left Elevation



Proposed Dormitory (Rear of the Site) –Right Elevation



Existing Conditions and History

The project site is located on Warner Parrott Road between Brookside Road and Birchwood Drive. The 2.13 acre property contains a 10,831 square foot building formally used by the Assembly of God Church which includes a sanctuary, office space, kitchen and dining area located centrally on the subject property. A paved parking lot for approximately 41 cars is situated in front and along the east side of the church and is accessed from two driveways on Warner Parrott Road.

The properties adjacent to the site to the north, east and west are zoned "R-3.5" Dwelling District (see zoning map above). The properties to the south are predominantly within the "R-10" Single-Family Dwelling District, including the neighborhood on the south side of Warner Parrott Road.

The site has been utilized as a church since approximately 1963. In 1976, the City approved an expansion of the Church building and other site improvements. In 1980, the property owner applied for a Conditional Use with the Planning Commission for the addition of a private school onsite (Planning file CU 80-04, Exhibit 3). The Conditional Use was denied because site improvements related to the 1976 expansion (including parking lot pavement, landscaping, stormwater improvements, and a sidewalk along Warner Parrott) had not been completed. The Planning Commission advised the church to return with more complete plans that included the required site improvements; however, no subsequent application was submitted by that property owner.

In mid 2012, the Teen Challenge Pacific Northwest (Teen Challenge) approached the City to investigate use of the subject site for the proposed Portland Metro Men's Center. The applicant was informed that a Site Plan and Design Review and Conditional Use applications were required. The applicant subsequently submitted a Pre-Application Conference request and at that meeting on March 13, 2013 the applicant provided the City with an official proposal. During the meeting, the City became aware that the applicant was utilizing the site for day-use to provide program participants with counseling before approval of this application. Teen Challenge assured the City that it would submit a Site Plan and Design Review and Conditional Use application shortly thereafter. The applicant submitted this application on June 26, 2013, however the application remained incomplete until December 4, 2013. If this application is denied, the applicant will be required to stop using the site until the necessary approvals are obtained. The current day-use of the site requires Conditional Use approval by the Planning Commission.

II. DECISION-MAKING CRITERIA:

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

12.04 – Streets, Sidewalks, and Public Places;
12.08 – Public and Street Trees;
13.12 – Stormwater Management;
15.48 - Grading, Filling and Excavating;
16.20 - Property Line Adjustments and Abandonment Process and Standards;
17.08 – "R-10" Single Family Dwelling District;
17.41 - Tree Protection Standards;
17.50 – Administration and Procedures;
17.52 – Off Street Parking and Loading;
17.54 - Supplemental Zoning Regulations and Exceptions;
17.56 – Conditional Uses;
17.58 - Lawful Nonconforming Uses, Structure and Lots; and
17.62 - Site Plan and Design Review;

Chapter 17.56 Conditional Uses

17.56.010.A.1*. The use is listed as a conditional use in the underlying district;*
Finding: Complies as Proposed. The applicant has identified themselves as a religious institution which is listed as a conditional use in OCMC 17.08.030.I, as well as a group home for over 15 people for the dormitory portion of the proposal under OCMC 17.08.030.J. The applicant explained that:

> *The definition of "religious institutions" provided in Section 17.04.1014[1] (sic) is:*
> *'A church or place of worship or religious assembly with related facilities such as the following in any combination: rectory or convent, private school, meeting hall, offices for administration of the institution, licensed child or adult daycare, playground or cemetery.'*
>
> *This application is being requested by Portland Metro Men's Center, which is owned and operated by Teen Challenge International Pacific Northwest Centers. TCIPNC is a Christian 501(c)(3) non-profit religious organization. It provides religious training, holds regular Christian worship services, and provides faith-based counseling to students enrolled in its Christian recovery program.*
>
> *We also note, however, that group homes for more than 15 people are permitted as a conditional use in this zoning district under OCMC 17.08.030.J. The dormitory portion of the use may also be authorized under this category.*

Staff concurs that the applicant has proposed a use which contains aspects of a religious institution as well as a group home for over 15 people. Providing "Christian worship services" and "faith-based counseling" is sufficient to make the proposed use religious is nature and the proposed dormitory is sufficient to qualify as a group home facility. The categories identified within the Oregon City Municipal Code are general use categories and do not require specific certifications or licensing requirements. Any business that operates within the city limits must have a business license. Any state licensing is verified upon submittal of the Oregon City business license application (Exhibit 7). The subject site is within the "R-10" Single-Family Dwelling District and OCMC 17.08.030.I and J identify that the proposed use require Conditional Use approval.

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

[1] The definition is correct but the citation should be to OCMC 17.04.1015.

Finding: Complies with Conditions. The site has been developed with a church building and associated parking lot since approximately 1963. The site is surrounded by one and two-story duplexes and single-family dwellings. The applicant proposed to construct a dormitory building for 60 students and 2 staff members in the rear of the site, a small addition to the existing structure in the middle of the site (that will be utilized as a kitchen, worship area and location for graduation ceremonies) and an associated office in the front of the site adjacent to Warner Parrott Road.

The findings for suitability of the proposed use considering size, shape, location, topography, existence of improvements and natural features are provided below:

- Size: The applicant's proposal includes the construction of a dormitory for 60 students and 2 staff members in addition to an office building for the 2.13 acre property. The Oregon City Municipal Code and Comprehensive Plan do not provide a limitation or specific criteria to determine the number of people who may live in a group home, the size limitations for religious institutions or the size of offices associated with conditional uses. The following information is provided for discussion purposes to provide context for density considerations under this criterion:

  Number of Residences Proposed- The Planning Commission must determine the extent to which this proposal includes consideration of the overall density of the use or whether the site is physically large enough to accommodate the proposed structures. The applicant has proposed an average density of 29.1 people per acre. According to the 2010 Census, the average household size in Oregon City is between 2.61 and 5.5 people per acre. Further, the Census Block group that contains the subject site has an average of 6.88 people per acre. For illustrative purposes, applying these numbers to the site area results in the following densities:

Description	Average Density (People) per Acre	Number of Residents on Site[2]
Applicant's proposal of 62 residents on a 2.13 acres site	29.1	62
2010 Census - average Oregon City household size per acre	5.5	12
2010 Census Block for the subject site - average household size per acre	6.88	15

See also the City Attorney's memorandum to the Planning Commission attached as Exhibit 4 as further context for this discussion.

Another way to look at this is to consider the average household size coupled with the number of single-family residential units that could be built on the subject property. The average sized household in this Census block group contains 2.6 people (to distinguish from the table above, this is a per household with no acreage calculation included). If the site were developed as a residential subdivision within the current "R-10" zoning designation, it is estimated that the site would accommodate approximately 7 detached single-family dwelling with an average lot size of 10,000 square feet or greater.[3] Based on the average number of people in each household for this Census block, this would result in an average of 18.2 people residing on the site. As a comparison, if the

[2] For purposes of this table, all fractions of a person are rounded to the next nearest whole number.

[3] 92,346 square feet*0.8 (to allow for roads, etc)/10,000=7.4

proposal for 62 residents included housing in seven detached single-family dwellings as allowed under the zone, each home would have an average of 8.86 people.

The foregoing examples provide various methods to analyze the density requested by the applicant. It is important to note that the R-10 zone does not include any explicit limitations on overall density. Because there are no Comprehensive Plan Policies or limitations for the number of people per acre in the Oregon City Municipal Code and the factors identified below, the City staff believes that the site is suitable for the proposed use because the housing is centered on a single structure that is in scale to the 2.13-acre site.

The Size and Type of Religious Institutions and Offices Associated with Conditional Uses- Over the past few years, religious institutions in Oregon City have proposed a variety of uses such as daycare, warming shelters, bicycle shops, etc. The code provides little guidance on the types and sizes of religious institutions which are appropriate or the appropriate size of offices or other ancillary uses associated with a Conditional Use. The proposed single-story office building that will serve to support the ministry activities occurring on site are small in scale and located adjacent to the right-of-way and thus appear appropriate.

The applicant proposed structures on approximately 20 percent of the 2.13 acre site, less than the 40 percent maximum lot coverage permitted within the "R-10" Single-Family Dwelling District.

- Shape: The applicant proposed to construct two separate buildings, and make an addition to the existing church structure. The existing church and proposed office are single-story, while the dormitory structure is two stories in height. The scale of the proposed structures and addition to the existing church comply with the dimensional standards of the zoning designation (setbacks, height, etc) and is thus of a residential scale. The proposed development is buffered from adjacent neighbors by placing the buildings within the middle of the site, surrounding the site by a 6 foot tall wood fence and installing a landscaping buffer. The 6 foot tall fence will not cross the emergency access, nor will it extend in front of the office building.
- Location: The subject site is located adjacent to Warner Parrott Road, a minor arterial in the Transportation System Plan. The site can be easily accessed from the arterial and does not require any access through existing neighborhoods. The applicant has not proposed to continue Shore Pine Place through the site, and rather proposed to restrict access to this site at this location to emergency access only. City staff considered a requirement to extend the road through the development, but instead agreed with the applicant's approach because emergency access only will limit vehicular traffic from the site through Shore Pine Place. All vehicular traffic (with the exception of emergency vehicles) through the site will enter and exit the property via Warner Parrott Road. In addition, the site is located less than a half mile from Warner Milne/Linn Avenue which is a transit street. The use of the transit system may be supported by the residents of the proposed use which are restricted from having a car onsite. Last, the site is primarily surrounded by the "R-3.5" Dwelling District, a zoning designation which supports a significantly higher density than the "R-10" Single-Family Dwelling District zoning of the site. Therefore, the number of people proposed with the development can be viewed as compatible with the density in the "R-3.5" zoned properties the north, east, and west of the site.
- Topography: The subject site is generally flat and does not have any major topographic constraints which limit the ability to develop the site.
- Existence of Improvements: The site is currently configured with an existing building and associated parking lot. There are no sidewalks or street trees located along the frontage of the site. The applicant proposed to efficiently utilize the site by adding additional structures to the site and installing associated landscaping and public improvements including sidewalks, street trees and an additional bike lane.

- Natural Features: The subject site is not within an environmental overlay district. The applicant has proposed to increase the amount of vegetation onsite by installing a variety of plantings throughout the site.

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

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

The current plans for the dormitory appear to include beds for 64 students, 2 staff members and 2 interns, despite the applicant's narrative request and associated traffic study describing 60 students and 2 staff members. The proposed dormitory plans shall be revised and The Portland Metro Men's Center shall be limited to a maximum of sixty (60) students, ten (10) staff members of which two (2) may be housed in the dormitory. The residential use of the dormitory shall be limited to no more than sixty-two (62) occupants.
Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 21 and 28.

17.56.010.A.3*. The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;*
Finding: Complies with Conditions. Development of the site is timely given the availability of the City services and transportation system.

- Utilities- As demonstrated within this report, the sewer, water and storm drainage utilities are present and adequate to service the proposed uses. In addition, upon issuance of building permits, the applicant will be required to pay for System Development Charges (SDC's) for the sanitary sewer system, transportation system, and the water systems to mitigate their impacts on those associated infrastructures.
    - Transportation- The applicant submitted a Transportation Impact Study prepared by Todd E. Mobley of Landcaster Engineering (Exhibit 2) which was reviewed by John Replinger, a City transportation consultant from Replinger and Associates concluding that "the TIS meets city requirements and provides an adequate basis upon which impacts can be assessed. The development will result in relatively little new traffic. There are no transportation-related issues associated with this development proposal requiring mitigation" (Exhibit 5). The site is located on Warner Parrott Road, which is designated as a minor arterial in the Oregon City Transportation System Plan. The applicant proposed to improve the frontage of Warner Parrott Road adjacent to the site with the installation of sidewalks to facilitate safe movement for pedestrians along the street and a bike lane to facilitate the safe movement of bicyclists. The abutting portion of Warner Parrott Road is constructed with a sidewalk, parking lane, bike lane and

travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider prior to final of permits associated with the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 2 and 3.**

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

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

- Transportation- The transportation system will continue to comply with the mobility standards and allowable rates of congestion. The applicant submitted a Transportation Impact Study prepared by Todd E. Mobley of Landcaster Engineering (Exhibit 2) which was reviewed by John Replinger, a City transportation consultant from Replinger and Associates concluding that "the TIS meets city requirements and provides an adequate basis upon which impacts can be assessed. The development will result in relatively little new traffic. There are no transportation-related issues associated with this development proposal requiring mitigation" (Exhibit 5).
- Pedestrian Accessibility- The proposed development will increase pedestrian accessibility with the installation of sidewalks along the property frontage of Warner Parrott Road.
- Utilities- The water, sewer and stormwater utilities will remain available for use by the neighboring properties.
- Physical Attributes- The applicant proposed to construct two separate buildings, and make an addition to the existing church structure, all of which comply with the dimensional standards in the zoning designation and utilize elements commonly found in residential construction. In addition, the impact of the development is mitigated by the location of the structures across the length of the site, landscaping and the construction of a 6 foot high fence to provide a separation between the site and adjacent neighbors. A majority of the neighboring properties have been developed with subdivisions containing single-family detached homes to the east (on lot sizes of approximately 3,500 square feet) and south (on lot sizes of approximately 10,000 square feet) and duplexes uses (on lot sizes of approximately 5,600-12,000 square feet) to the north and east of the site. The site has been developed and utilized as a church since approximately 1963 and is located near other institutional uses such as another church located approximately 0.1 miles west, Chapin Park located 0.7 miles west, Hartke Park located 0.06 miles north, and King Alternative School located .34 miles west.

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

a. A primary contact person for both organizations to facilitate timely communications.

b. A yearly meeting with the South End Neighborhood Association and property owners within 300 feet of the subject property is encouraged to discuss any concerns they may have with the use.

c. An information sheet to be provided to all of applicant's staff and residents indicating that the Portland Metro Men's Center is a Conditional Use within a Residential District. The letter shall also explain that the South End Neighborhood Association will be monitoring the site to ensure it is compatible with the surrounding residences as part of the Conditional Use approval.

d. If the South End Neighborhood Association fails to work with the applicant in good faith, to complete the agreement within 180 days of a final city decision, the agreement will no longer be required as part of the Conditional Use Approval. If the Director of Community Development makes a finding of failure to work in good faith, the Director shall give notice of such finding to the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding.

The current plans for the dormitory appear to include beds for 64 students, 2 staff members and 2 interns, despite the applicant's narrative request and associated traffic study describing 60 students and 2 staff members. The proposed dormitory plans shall be revised to accommodate a total of 62 people overnight including a minimum of 2 staff members. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 1 and 21.**

17.56.010.A.5*. The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use.*
Finding: The applicable Comprehensive Plan policies are as follows:

> ***Goal 1.1 Citizen Involvement Program*** *Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decisionmaking process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.*
> ***Policy 1.1.1 -*** *Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*
> ***Goal 1.2*** *Community and Comprehensive Planning - Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.*
> *Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.*
> ***Goal 1.3*** *Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.*
> ***Goal 1.4*** *Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.*
> ***Policy 1.4.1 -*** *Notify citizens about community involvement opportunities when they occur.*
> **Finding: Complies as Proposed.** The applicant attended a meeting of the South End Neighborhood Association to discuss the project prior to the submission of this application. A summary of the comments from the meeting are found in Exhibit 2. Notice of the application identifying the approval process and applicable criteria was sent to the Citizen Involvement Committee and the South End Neighborhood Association, property owners within 300 feet of the site, and posted onsite, online and in the newspaper. The public is provided the opportunity to review the application and comment in writing and person throughout the Planning Commission hearings for this Type III process.
>
> ***Goal 2.4*** *Neighborhood Livability - Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.*
> ***Policy 2.4.2*** *Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.*

Policy 2.4.4 *Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.*
Policy 2.4.5 *- Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.*
Goal 2.7 *Oregon City Comprehensive Plan Land-Use Map- Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.*
Policy 2.7.1 *Maintain a sufficient land supply within the city limits and the Urban Growth Boundary to meet local, regional, and state requirements for accommodating growth.*
Policy 2.7.2 *Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:*

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

Finding: Complies with Conditions. The applicant proposed to retain the existing Comprehensive Plan designation as Low Density Residential, and the chose to apply for a Conditional Use under that designation. Language in the above policies suggests that the proposed use may be denser than contemplated by the comprehensive plan designation. The proposed development does not limit the ability of other residents to continue to access city services, utilize the transportation system or continue existing uses; and can be seen as a transition to the "R-3.5" zones to the north, east and west of the site. In addition, Section 2 of the Comprehensive Plan generally encourages mixed uses and promotion of infill and higher density redevelopment to encourage more efficient land use. Further, the proposed facility will be available to serve the residents of the immediate area and the residents of Oregon City. The Conditional Use process provides criteria to allow approval of religious institutions and a group home with more than 15 people. The criteria identified for the Conditional Use do not provide barriers to construction which cannot be mitigated.

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

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

the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding.

The Portland Metro Men's Center shall be limited to a maximum of sixty (60) students, ten (10) staff members of which two (2) may be housed in the dormitory. The residential use of the dormitory shall be limited to no more than sixty-two (62) occupants.
Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1 and 28.

Goal 6.1[4] *Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.*
Policy 6.1.1 *Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.*
Policy 6.1.4 *Encourage the maintenance and improvement of the city's tree canopy to improve air quality.*
Finding: Complies as Proposed. The applicant's proposal has very little impact to overall traffic in the area. The applicant submitted a Transportation Impact Study prepared by Todd E. Mobley of Lancaster Engineering (Exhibit 2) which was reviewed by John Replinger, a City transportation consultant from Replinger and Associates concluding that "the TIS meets city requirements and provides an adequate basis upon which impacts can be assessed. The development will result in relatively little new traffic. There are no transportation-related issues associated with this development proposal requiring mitigation" (Exhibit 5). In addition, the applicant proposes to install landscaping and public improvements including sidewalks and street trees.

Goal 6.3 Nightlighting *Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for nightlighting at appropriate levels to ensure safety for residents, businesses, and users of transportation facilities, to reduce light trespass onto neighboring properties, to conserve energy, and to reduce light pollution via use of night-friendly lighting.*
Policy 6.3.1 - *Minimize light pollution and reduce glare from reaching the sky and trespassing onto adjacent properties.*
Policy 6.3.2 *-Encourage new developments to provide even and energy-efficient lighting that ensures safety and discourages vandalism. Encourage existing developments to retrofit when feasible.*
Finding: Complies with Condition. The lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties. The proposed lighting plan will comply with the Oregon City Municipal Code with the suggested conditions of approval. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 6.**

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

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

Policy 6.4.1- *Provide for noise abatement features such as sound-walls, soil berms, vegetation, and setbacks, to buffer neighborhoods from vehicular noise and industrial uses.*
Complies with Condition. Several public comments were received in response to this application complain about excessive noise from the current day-use of the property by the Portland Metro Men's Center. However, as stated in Section 6 of the Comprehensive Plan, local noise control is handled primarily through the City's Nuisance Code.

In order to assure that the Conditional Use maintains compatibility, including, but not limited to addressing neighborhood noise concerns, with the surrounding neighborhood the applicant shall create a good neighbor agreement with the South End Neighborhood Association. The document is intended to identify sustainable and meaningful communication between the site and the neighborhood and may provide a basis to resolve any problems that may arise. The good neighbor agreement shall contain, at a minimum, the following items:
a. A primary contact person for both organizations to facilitate timely communications.
b. A yearly meeting with the South End Neighborhood Association and property owners within 300 feet of the subject property is encouraged to discuss any concerns they may have with the use.
c. An information sheet to be provided to all of applicant's staff and residents indicating that the Portland Metro Men's Center is a Conditional Use within a Residential District. The letter shall also explain that the South End Neighborhood Association will be monitoring the site to ensure it is compatible with the surrounding residences as part of the Conditional Use approval.
d. If the South End Neighborhood Association fails to work with the applicant in good faith, to complete the agreement within 180 days of a final city decision, the agreement will no longer be required as part of the Conditional Use Approval. If the Director of Community Development makes a finding of failure to work in good faith, the Director shall give notice of such finding to the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding.
Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 1.

Goal 9.1[5] *Improve Oregon City's Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.*
Goal 9.4 *Education, Skills And Workforce Training- Ensure that the major employers in Oregon City are able to find qualified and skilled workers to meet their needs.*
Policy 9.8.4*- Promote "shared parking" and transportation demand management techniques such as transit vouchers, car or van pooling, and flexible schedules and telecommuting options to reduce peak hour trips.*
Finding: Complies as Proposed. The proposed development would provide construction and long-term employment opportunities within Oregon City. In addition, the applicant provides its residents with workforce training through its thrift store operations in the greater Metro area, where residents of Portland Metro Men's Center obtain job skills. Further, the Center's residents are not permitted to have personal vehicles on-site and the men carpool to reduce peak hour trips, limiting traffic impacts to residents and existing businesses.

[5] Staff determined that Sections 7 and 8 of the Comprehensive Plan do not apply to this proposal because Sections 7 governs natural hazards and no such hazards exist on the site, and Section 8 governs Parks and Recreation that are similarly not present on the subject site.

Goal 10.1 *Diverse Housing Opportunities - Provide for the planning, development and preservation of a variety of housing types and lot sizes.*
Policy 10.1.3*- Designate residential land for a balanced variety of densities and types of housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development.*
Policy 10.1.4*- Aim to reduce the isolation of income groups within communities by encouraging diversity in housing types within neighborhoods consistent with the Clackamas County Consolidated Plan, while ensuring that needed affordable housing is provided.*
Policy 10.1.7- *Use a combination of incentives and development standards to promote and encourage well-designed single-family subdivisions and multi-family developments that result in neighborhood livability and stability.*
Policy 10.2.2- *Allow increases in residential density (density bonuses) for housing development that would be affordable to Oregon City residents earning less than 50 percent of the median income for Oregon City.*
Finding: Complies as Proposed. The proposed development would provide an opportunity for a group facility to support a diverse housing type within Oregon City. Although the City has designated this site as "R-10," a zone that does not allow multi-family residential developments (though the density may be similar, the applicant has not proposed a multi-family development), this restriction must be weighed against the shortfall of affordable housing units projected in Oregon City's Comprehensive Plan. Section 10 of the Plan describes that the City is projected to fall short of its 2017 target for housing by more than 1,400 units. In addition, approval of this application would help reduce the isolation of income groups within communities by encouraging diversity in housing types within neighborhoods. Despite concerns raised by public testimony about neighborhood livability and stability that could be affected by this application, on balance, City staff concludes that this application accomplishes the diverse housing opportunities goal of the Comprehensive Plan.

Policy 11.1.4 - *Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.*
Policy 11.1.6 *- Enhance efficient use of existing public facilities and services by encouraging development at maximum levels permitted in the Comprehensive Plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.*
Finding: Complies as Proposed. The project provides for full development of an existing underdeveloped property within the Urban Growth Boundary. There is a considerable amount of underutilized land on this site and the proposed development results in a more efficient use of the site and existing public facilities and services by accommodating a more intensive use through the conditional use process.

Policy 11.4.3 - *Ensure parking lot designs that mitigate stormwater impacts. Take measures to reduce waterflow and increase water absorption through the use of bioswales, vegetated landscaped islands with curb cuts to allow water inflow, and tree planting.*
Policy 11.4.5 *- Design stormwater facilities to discharge surfacewater at pre-development rates and enhance stormwater quality in accordance with criteria in City of Oregon City Public Works Stormwater and Grading Design Standards.*
Finding: Complies with Conditions. The proposed parking lot design will mitigate stormwater impacts.The proposed detention and treatment facilities included in the design of the project will comply with this policy and City engineering standards. **Staff has determined it is possible, likely and**

reasonable the applicant can meet this standard by complying with conditions of approval 3, 5, 8, 9, 10, and 11.

Goal 11.6 *Transportation Infrastructure - Optimize the City's investment in transportation infrastructure.*
Policy 11.6.1 *- Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.*
Finding: Complies with Conditions. The site is located on Warner Parrott Road which is designated as a Minor Arterial in the Oregon City Transportation System Plan and requires a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott Road is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott Road frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider prior to final of permits associated with the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 2 and 3.**

Goal 12.1 *Land Use-Transportation Connection - Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.*
Policy 12.1.1 *- Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.*
Policy 12.1.4 *- Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.*
Finding: Complies with Conditions. The site is located on Warner Parrott Road which is designated as a Minor Arterial in the Oregon City Transportation System Plan. Although the Comprehensive plan states that higher density housing and non-residential uses should be clustered around collectors and arterials, Warner Parrott Road requires only a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street to function appropriately for this development. See also, the applicant's Traffic Impact Study and the City consultant's comments in response to the study in Exhibits 2 and 5. The abutting portion of Warner Parrott Road is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider prior to final of permits associated with the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 2 and 3.**

Goal 12.3 *Multi-Modal Travel Options- Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.*
Policy 12.3.2 *- Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.*
Policy 12.3.3 *- Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.*

Finding: Complies with Conditions. The site is located on Warner Parrott Road which is designated as a Minor Arterial in the Oregon City Transportation System Plan and requires a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott Road is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider prior to final of permits associated with the proposed development **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 2 and 3.**

Goal 12.5 *Safety - Develop and maintain a transportation system that is safe.*
Policy 12.5.1 *- Identify improvements that are needed to increase the safety of the transportation system for all users.*
Finding: Complies as Proposed. The applicant submitted a Transportation Impact Study prepared by Todd E. Mobley of Landcaster Engineering (Exhibit 2) which was reviewed by John Replinger, a City transportation consultant from Replinger and Associates concluding that "the TIS meets city requirements and provides an adequate basis upon which impacts can be assessed. The development will result in relatively little new traffic. There are no transportation-related issues associated with this development proposal requiring mitigation" (Exhibit 5).

Goal 13.2 *Energy Conservation- Plan public and private development to conserve energy.*
Policy 13.2.1*- Promote mixed-use development, increased densities near activity centers, and home-based occupations (where appropriate).*
Finding: Complies as Proposed. Section 13 of the Comprehensive Plan recognizes that zoning regulations often segregate types of land use – industrial, commercial and residential to separate incompatible uses. The result is often longer travel distances from work to home and to other destinations. Regulations that instead promote mixed-use, compact development, residential cluster, increased landscaping for cooling purposes, water quality, and home-based occupations can promote energy conservation. In addition, the Plan notes that existing structures should be preserved and materials recycled to save energy that is required to manufacture building materials and construct new buildings. The applicant's proposal would provide a mixed use development that repurposes an abandoned church building. In addition, the mixed use development and carpooling plan will also conserve energy resources.

Policy 13.2.5- *Construct bikeways and sidewalks, and require connectivity of these facilities to reduce the use of petroleum-fueled transportation.*
Finding: Complies with Conditions. The site is located on Warner Parrott Road which is designated as a Minor Arterial in the Oregon City Transportation System Plan and requires a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider prior to final of permits associated with the proposed development. **Staff has determined it**

is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 2 and 3.

Goal 14.2[6] *Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.*
Policy 14.2.1 *- Maximize public investment in existing public facilities and services by encouraging redevelopment as appropriate.*
Policy 14.2.2 *- Encourage redevelopment of city areas currently served by public facilities through regulatory and financial incentives.*
Policy 14.3.1 - *Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.*
Finding: Complies as Proposed. The project provides for full development of an existing underdeveloped property within the Urban Growth Boundary. There is a considerable amount of underutilized land on this site and the proposed development results in a more efficient use of the site and existing public facilities and services by accommodating a more intensive use through the Conditional Use process. Further, the proposed development addresses some of the challenges facing Oregon City, including ensuring an adequate supply of housing in a range of prices and types.

17.56.010.B*. Permits for conditional uses shall stipulate restrictions or conditions which may include, but are not limited to, a definite time limit to meet such conditions, provisions for a front, side or rear yard greater than the minimum dimensional standards of the zoning ordinance, suitable landscaping, off-street parking, and any other reasonable restriction, condition or safeguard that would uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the planning commission.*
Finding: Complies with Conditions. Staff does not recommend restrictions or conditions other than the conditions of approval described in this report. The applicant has recognized the ability of staff or the Planning Commission to include such conditions and restrictions. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.56.010.C*. Any conditional use shall meet the dimensional standards of the zone in which it is to be located pursuant to subsection B of this section unless otherwise indicated, as well as the minimum conditions listed below.*
Finding: Complies with Conditions. Please refer to the analyses regarding OCMC Chapters 17.08 and 17.56 in this report.

17.56.010.D*. In the case of a use existing prior to the effective date of the ordinance codified in this title and classified in this title as a conditional use, any change of use, expansion of lot area or expansion of structure shall conform with the requirements for conditional use.*
Finding: Not Applicable. The applicant has requested a new Conditional Use for the site.

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

[6] Staff determined that Section 15 of the Comprehensive Plan does not apply to this proposal because Sections 15 governs the Willamette River Greenway which is not affected by this application.

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

17.56.040.A. *Building Openings. The city may limit or prohibit building openings within fifty feet of residential property in a residential zone if the openings will cause glare, excessive noise or excessive traffic which would adversely affect adjacent residential property as set forth in the findings of the planning commission.*
Finding: Complies with Conditions. Doorways are proposed within 50 feet of the property lines on the following structures: both sides of the proposed dormitories (on the first and second stories) as well as on the tool shed. Pursuant to OCMC 17.62.065 of the Oregon City Municipal Code, the entranceways are required to be lit to 3 footcandles and the amount of lighting on adjacent properties is limited to 0.5 footcandles to ensure there is not excessive lighting.

Each side of the proposed dormitory includes an entranceway on the first and second floor. The entranceways on the right side of the dormitory are proposed approximately 40 feet from the property line while the entranceways on the left side of the dormitory are proposed approximately 43 feet from the property line. In order to mitigate the noise from the entranceways for neighboring properties, the applicant shall enclose the entrances and associated stairways to provide a buffer from neighboring properties; utilize these entranceways for emergency use only; and provide a landscaped buffer between the stairways and the adjacent property boundary.

The entrance to the tool shed is directed inward toward the middle of the site and is within 50' of the adjacent property boundary. The placement of the shed, near the property boundary will act as a buffer for adjacent neighbors, and is not expected to be utilized to the same extent as the dormitory, office or existing structure. No new openings on the office building or the existing structure would be located within 50' of a residential property.

Prior to issuance of permits associated with the proposed development the applicant shall submit a revised building elevation for the left and right side of the proposed dormitory structure demonstrating that the doorways and associated stairways are enclosed and utilized for emergency use only. In addition the applicant shall submit a revised landscaping plan prior to issuance of a permit associated with the proposed development including a landscaped buffer between the stairways and the adjacent property boundary which comply with the perimeter parking lot landscaping requirements in OCMC 17.52.060 and a revised lighting plan demonstrating compliance with the lighting standards in the code. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 21, 5 and 6.**

17.56.040.B *Additional Street Right-of-Way. The dedication of additional right-of-way may be required where the city plan indicates need for increased width and where the street is inadequate for its use; or where the nature of the proposed development warrants increased street width.*
Finding: Complies with Condition. Warner Parrott Road is designated as a minor arterial in the Transportation System Plan which requires a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider. Prior to final of permits associated with the proposed development the applicant shall dedicate right-of-way along the property frontage of Warner Parrot Road to accommodate the street improvements

identified in condition of approval 2. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 7.**

17.56.040.C *Public Utility or Communication Facility. Such facilities as a utility substation, water storage tank, radio or television transmitter, tower, tank, power transformer, pumping station and similar structures shall be located, designed and installed with suitable regard for aesthetic values. The base of these facilities shall not be located closer to the property line than a distance equal to the height of the structure. Hydroelectric generation facilities shall not exceed ninety megawatts of generation capacity.*
Finding: Not Applicable. No such facilities are proposed or required with this development application.

17.56.040.D *Schools. The site must be located to best serve the intended area, must be in conformance with the city plan, must have adequate access, and must be in accordance with appropriate State standards.*
Finding: Not Applicable. The applicant has not proposed a school use.

17.56.040.E *Helipad Landing Facility. In evaluating a conditional use application for a helipad, the planning commission shall consider such matters as the following:*
Finding: Not Applicable. The applicant has not proposed a helicopter landing facility with this development.

17.56.040.F *Residential Care Facilities.*
Finding: Not Applicable. A residential care facility is not proposed with this development as residential care facilities are facilities that house six to fifteen individuals and the applicant has proposed a 60-bed group home. The proposed use is listed as a conditional use as both a religious institution and a group home for over 15 people, uses identified as Conditional within the "R-10" Single-Family Dwelling District in OCMC 17.08.030.I and J.

17.56.040.G *Bed and Breakfast Inns.*
Finding: Not Applicable. The applicant has not proposed a bed and breakfast with this development.

17.56.060 *Revocation of conditional use permits.*
The Planning Commission or the City Commission may initiate administrative action under Chapter 17.50 to revoke any conditional use permit previously issued by the city or, with regard to lands annexed by the city, those such permits issued by the county. The Planning Commission or, on review, the City Commission, may revoke such permit upon determining:
A. One or more conditions attached to the grant of the conditional use permit have not been fulfilled; and
B. The unfulfilled condition is substantially related to the issuance of the conditional use permit.
Finding: Not Applicable. The applicant has applied for a new Conditional Use permit.

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

Finding: Complies with Condition. There are no factors which demonstrate that the site requires periodic review. In order to assure that the Conditional Use maintains compatibility with the surrounding neighborhood the applicant shall create a good neighbor agreement with the South End Neighborhood Association. The document is intended to identify sustainable and meaningful communication between the site and the neighborhood and may provide a basis to resolve any problems that may arise. The good neighbor agreement shall contain, at a minimum, the following items:

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

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

CHAPTER 17.08 R-10 SINGLE-FAMILY DWELLING DISTRICT

17.08.020 - Permitted uses.

Permitted Use in the R-10 district are:
A. Single-family detached residential units;
B. Parks, playgrounds, playfields and community or neighborhood centers;
C. Home occupations;
D. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
E. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
F. Accessory uses, buildings and dwellings;
G. Family day care provider, subject to the provisions of Section 17.54.050;
H. Residential home per ORS 443.400;
I. Cottage housing.

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

17.08.030 - Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:
A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
B. Bed and breakfast inns/boarding houses;
C. Cemeteries, crematories, mausoleums and columbariums;
D. Child care centers and nursery schools;
E. Emergency service facilities (police and fire), excluding correctional facilities;
F. Residential care facility;

G. Private and/or public educational or training facilities;
H. Public utilities, including sub-stations (such as buildings, plants and other structures);
I. Religious institutions;
J. Assisted living facilities; nursing homes and group homes for over fifteen patients.
Finding: Please refer to the analysis in *17.56.010.A.1.*

17.08.040 - Dimensional standards.
Dimensional standards in the R-10 district are:

17.08.040.*A.* *Minimum lot areas, ten thousand square feet;*
Finding: Complies as Proposed. The applicant has proposed to combine Clackamas County Map 3-2E-06CA, Tax Lots 1700 and 1800 resulting in an approximately 92,858 square foot site.

17.08.040.*B.* *Minimum lot width, sixty-five feet;*
Finding: Complies as Proposed. The applicant has proposed to combine Clackamas County Map 3-2E-06CA, Tax Lots 1700 and 1800 resulting in an approximately 143 foot lot width.

17.08.040.*C.* *Minimum lot depth, eighty feet;*
Finding: Complies as Proposed. The applicant has proposed to combine Clackamas County Map 3-2E-06CA, Tax Lots 1700 and 1800 resulting in an approximately 544 foot lot depth.

17.08.040.*D.* *Maximum building height, two and one-half stories, not to exceed thirty-five feet;*
Finding: Complies as Proposed. The existing and proposed buildings are less than 35 feet and 2.5 stories.

17.08.040.*E.* *Minimum required setbacks:*
17.08.040.*E..1* *Front yard, twenty feet minimum setback,*
Finding: Please refer to the analysis for 17.62.055.C.4.

17.08.040.*E.2* *Front porch, fifteen feet minimum setback,*
Finding: Please refer to the analysis for 17.62.055.C.4.

17.08.040.*E.3* *. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.*
Finding: Not Applicable. A garage is not proposed onsite.

17.08.040.*E.4* *Interior side yard, ten feet minimum setback for at least one side yard; eight feet minimum setback for the other side yard,*
Finding: Complies as Proposed. All structures are 10 or more feet from the side property lines with the exception of the shed/grill terrace which is 8 feet from the side property line. All structures comply with this standard.

17.08.040.*E.5* *Corner side yard, fifteen feet minimum setback,*
Finding: Not Applicable. The subject site is not a corner lot.

17.08.040.*E.6* *Rear yard, twenty feet minimum setback,*
Finding: Complies as Proposed. All structures are 46 feet or more from the rear property line.

17.08.040.*E.7* *Rear porch, fifteen feet minimum setback..*
Finding: Complies as Proposed. All structures are 46 feet or more from the rear property line.

17.08.040.*F.* *Garage Standards: See Section 17.20 – Residential Design Standards*
Finding: Not Applicable. The applicant has not proposed to construct a garage.

17.08.040.*G.* *Maximum Lot Coverage: The footprint of all structures 200 square feet or greater shall cover a maximum of 40 percent of the lot area.*
Finding: Complies as Proposed. As demonstrated below, the subject site complies has less than 40 percent lot coverage for the 92,858 square foot site (19,054 / 92,858 = 0.205) with 20.5% lot coverage.

Structure	**Square Footage**
Proposed Office	2,367
Existing Structure	10,831
Proposed Dormitory	5,340
Shed / Covered Grill	516
Total	**19,054**

Chapter 17.62 Site Plan and Design Review

17.62.050.A.1 *Landscaping, A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.*
Finding: Complies as Proposed. The total site is comprised of 92,783 square feet, requiring a minimum of 13,917.45 feet of landscaping. The applicant has proposed approximately 36,000 square feet of landscaping, in excess of 38 percent of the site.

17.62.050.A.1.a*. Except as allowed elsewhere in the zoning and land division chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).*
Finding: Not Applicable. The applicant has not requested credit for landscaped areas which do not contain growing plant materials.

17.62.050.A.1.b*. Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.*
Finding: Not Applicable. The subject site is not within the Natural Resource Overlay District.

17.62.050.A.1.c*. The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.*
Finding: Complies with Condition. The landscaping plan (Exhibit 2) was prepared by Brian E. Bainnson, registered Landscape Architect, and includes a mix of vertical and horizontal elements. The landscaping plan did not indicate that within three years landscaping will cover one hundred percent of the landscape area and that

no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. Prior to final of a permit associated with the proposed development the applicant shall submit a revised landscaping plan which indicates within three years landscaping will cover one hundred percent of the Landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

17.62.050.A.1.d*. For properties within the Downtown Design District, or for major remodeling in all zones subject to this chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.*
Finding: Not Applicable. The subject property is not located within the Downtown Design District.

17.62.050.A.1.e*. Landscaping shall be visible from public thoroughfares to the extent practicable.*
Finding: Complies as Proposed. The landscaping plan includes landscaping which is visible from the public right-of-way. Many plants are proposed to be located adjacent to and in front of the proposed office structure, adjacent to Warner Parrott Road and around the perimeter of the site near Shore Pine Place.

17.62.050.A.1.f*. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.*
Finding: Complies as Proposed. The site exceeds the minimum landscaping requirement without counting interior parking lot landscaping.

17.62.050.A.2 ***Vehicular Access and Connectivity.***
17.62.050.A.2.a *Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*
Finding: Complies as Proposed. The development proposal includes the construction of a structure adjacent to the public right-of-way. All parking stalls are located behind the proposed office structure.

17.62.050.A.2.b*. Ingress and egress locations on public thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.*
Finding: Complies as Proposed. The site currently has two ingress and egress locations on Warner Parrott. The applicant has proposed to consolidate access to a single ingress/egress drive. Additional site access is provided by an emergency only access near the rear of the property to Shore Pine Place.

17.62.050.A.2.c*. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.*
Finding: Not Applicable. No alleys are proposed or required for the subject site which is within the "R-10" Single-Family Dwelling District. The site is proposed to have an emergency only access near the rear of the property where Shore Pine Place is adjacent into the site.

17.62.050.A.2.d*. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.*
Finding: Not Applicable. The site does not abut an alley.

17.62.050.A.2.e*. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. On corner lots, the driveway(s) shall be located off of the side street (unless the side street*

is an arterial) and away from the street intersection. Shared driveways shall be required as needed to accomplish the requirements of this section. The location and design of pedestrian access from the public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.
Finding: Complies as Proposed. The applicant has reconfigured the parking lot design to reduce the number of driveways along Warner Parrott from two to one. Pedestrian access to the site from the adjacent sidewalk is provided by a clearly defined pedestrian access way and plaza.

17.62.050.A.2.f. *Development shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable.*
Finding: Complies as Proposed. The applicant has proposed a connection to Shore Pine Place through an easement in the paved driveway area of the site. The access is to be used for emergency access only.

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

17.62.050.A.2.h. *Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.*
Finding: Not Applicable. The applicant has not proposed an above grade parking garage onsite.

17.62.050.A.3 *Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.*
a. Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark shall utilize materials and a design that incorporates the architecture of the subject building as well as the surrounding district or abutting Historic Landmark. Historic materials such as doors, windows and siding shall be retained or replaced with in kind materials unless the community development director determines that the materials cannot be retained and the new design and materials are compatible with the subject building, and District or Landmark. The community development director may utilize the Historic Review Board's Guidelines for New Constriction (2006) to develop findings to show compliance with this section.
b. In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning. The applicant shall pay the costs associated with obtaining such independent professional advice; provided, however, that the review authority shall seek to minimize those costs to the extent practicable.
Finding: Complies with Conditions. The proposed structures will comply with the design requirements and dimensional standards of the Oregon City Municipal Code with the conditions of approval. The subject site is surrounded by one and two story single-family dwellings and duplexes with yards. The proposed structures include a one story office building fronting Warner Parrott that will be clad with lap siding, cedar shingles and stonework that is compatible with the surrounding one story residential structures. Behind the office, the one story existing church building will be expanded and the structure covered in new horizontal lap siding, again

matching the proposed office building as well as the neighborhood. The two-story dormitory will be located to the rear of the property and will largely be hidden from view by the church and office buildings. These materials will provide a residential character despite the uses of the facilities. The applicant proposed a lot coverage less than the 40% maximum allowed within the zoning designation in order to maintain landscaping and open space. The site is not within a historic district or design district. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.62.050.A.4 *Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.*
Finding: Complies with Conditions. The subject site and associated improvements are located in fairly level locations. No significant grading is anticipated. Review for compliance with grading design standards will take place prior to building permits being issued. The applicant is responsible for this project's compliance with Engineering Policy 00-01.

Prior to final of permits associated with the proposed development the applicant shall adopt erosion control measures that meet the City's erosion control provisions per OCMC Chapter 17.47. The applicant shall provide a separate Erosion Prevention and Sedimentation Control Plan to the City's Erosion Control Officer for approval and obtain an erosion control permit and field installation approval prior to start of construction. There shall be no more than a maximum grade differential of two (2) feet at all boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. Prior to building permit issuance, the applicant shall submit and obtain a fill permit from Public Works/Development Services for the site, driveway and parking lot grading, paving and stormwater facilities.

Prior to the issuance of a building permit associated with the proposed development, the applicant shall submit a grading plan to the Development Services Department, accompanied by all applicable permits supporting the plan. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 3, 8 and 9.**

17.62.050.A.5 *Development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.*
Finding: Not Applicable. The subject site is not located in a Geologic Hazard Overlay District.

17.62.050.A.6 *Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.*
Finding: Complies with Conditions. The applicant submitted a preliminary storm water narrative as part of the application. Roof drainage from building and site parking is proposed to be discharged to a three on-site detention and treatment facilities, and then discharged to the existing public storm pipe in Warner Parrott Road. The preliminary stormwater narrative indicates the proposed onsite collection and conveyance system will not contribute to an elevated groundwater table.

While the preliminary storm water narrative indicates that the proposed method for addressing storm water is expected to work and satisfy the City's storm water standards, a final storm report will be required.

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

Prior to final of permits associated with the proposed development the applicant shall adopt erosion control measures that meet the City's erosion control provisions per OCMC Chapter 17.47. The applicant shall provide a

separate Erosion Prevention and Sedimentation Control Plan to the City's Erosion Control Officer for approval and obtain an erosion control permit and field installation approval prior to start of construction. There shall be no more than a maximum grade differential of two (2) feet at all boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. Prior to building permit issuance, the applicant shall submit and obtain a fill permit from Public Works/Development Services for the site, driveway and parking lot grading, paving and stormwater facilities.

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

Prior to issuance of permits associated with the proposed development the applicant shall provide on-site storm water detention and treatment meeting the city design standards prior to discharge to the existing public sanitary sewer system located in Warner Parrot Road.

Prior to issuance of permits associated with the proposed development the applicant shall provide a final storm water report as part of the design. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 3, 8, 9, 10 and 11.**

17.62.050.A.7 *Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, Chapter 17.52.*
Finding: Please refer to the analysis in Chapter 17.52 of this report.

17.62.050.A.8 *Sidewalks and curbs shall be provided in accordance with the city's transportation master plan and street design standards. Upon application, the community development director may waive this requirement in whole or in part in those locations where there is no probable need, or comparable alternative location provisions for pedestrians are made.*
Finding: Complies with Conditions. There are no existing sidewalks along the frontage of Warner Parrott Road. The applicant proposes to construct a 7-foot sidewalk along the frontage of the site. The applicant is responsible for this project's compliance with Engineering Policy 00-01. Prior to final of permits associated with the proposed development the applicant shall construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 2 and 3.**

17.62.050.A.9 *A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:*
17.62.050.A.9.a*. Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.*
Finding: Complies as Proposed. The site plan includes a pedestrian path directly connecting all building entrances to the Warner Parrott right-of-way.

17.62.050.A.9.b*. The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of*

the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.
Finding: Complies as Proposed. The site plan includes a pedestrian path directly connecting all building entrances, the covered grill, terrace, storage shed and the Warner Parrott right-of-way.

17.62.050.A.9.c*. Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.*
Finding: Not Applicable. A dwelling unit is defined as a restroom, sleeping area and a kitchen (defined by a stove). The dormitory rooms are not considered dwelling units because they do not each have a restroom and kitchen. The site is constructed with a single kitchen and is not a multifamily site and thus this standard is not applicable.

17.62.050.A.9.d*. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*
Finding: Complies as Proposed. The site plan includes a pedestrian path located in the middle of the site which provides a direct connection to all of building entrances on the site.

17.62.050.A.9.e*. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.*
Finding: Complies as Proposed. The site plan includes a pedestrian path directly connecting all building entrances and the Warner Parrott right-of-way. Pedestrian connections to the adjacent properties is not proposed or required.

17.62.050.A.9.f*. On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.*
Finding: Complies with Condition. The applicant indicated that all walkways will be hard-surfaced and will be a minimum of 5’ in width. The site plan included a visually contrasting pedestrian access way when crossing the drive aisle to alert the driver of the pedestrian crossing area. The applicant’s narrative and site plan did not indicate that:

- The surface material would visually contrast with adjoining material;
- Pathways bordering parking spaces other than spaces for parallel parking are a minimum of seven feet in width unless curb stops are provided;
- When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel.

Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised site plan and associated documentation demonstrating that the surface material would visually contrast adjoining

material and that when bordering parking spaces other than spaces for parallel parking, pedestrian walkways are a minimum of seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

17.62.050.A.10. *There shall be provided adequate means to ensure continued maintenance and necessary normal replacement of private common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agency.*
Finding: Complies with Condition. The applicant indicated that all facilities on the site are owned and maintained by Portland Metro Men's Center. The applicant did not respond to this criterion. Staff finds that given the single ownership, it is likely that common facilities, utilities, recreation and landscaping areas can be maintained. Prior to final of a permit associated with the proposed development the applicant shall submit a statement to the City indicating adequate means to ensure continued maintenance in accordance with OCMC 17.62.050.A.10 and 17.52.080. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 24.**

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

17.62.050.A.12 *Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.*
Finding: Not Applicable. The subject site is not within the Natural Resource Overlay District.

17.62.050.A.13 *All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference. Prior to issuance of a building permit, the community development director or building official may require submission of evidence demonstrating compliance with such standards and receipt of necessary permits. The review authority may regulate the hours of construction or operation to minimize adverse impacts on adjoining residences, businesses or neighborhoods. The emission of odorous gases or other matter in such quantity as to be readily detectable at any point beyond the property line of the use creating the odors or matter is prohibited.*
Finding: Complies as Proposed. The applicant indicated that neither the existing church facility nor the proposed office or dormitory building will generate or have any significant impact upon air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference.

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

efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.
Finding: Complies with Conditions. Sewer and water facilities are all available to serve the subject property and are adequate to serve the proposed uses.

There is a 12-inch water line in Warner Parrott Road and a 6-inch service line serving the existing site. The applicant proposes to extend the 6-inch service line to the new buildings. There will be additional water demand from the proposed improvements, but it is likely that the 6-inch service line is adequate. The required service line size will be verified during the building permit process.

There is an 8-inch sanitary sewer line in Warner Parrott Road and an existing service line. The applicant proposes to extend the service line to the new buildings. There will be additional sanitary sewer flow from the proposed improvements. The required service line size will be verified during the building permit process. There will be a kitchen in the proposed facilities, so a grease trap will be required. Prior to final of permits associated with the proposed development the applicant shall include a grease trap for the kitchen.

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

The applicant is responsible for this project's compliance with Engineering Policy 00-01. Prior to final of permits associated with the proposed development the applicant shall adopt erosion control measures that meet the City's erosion control provisions per OCMC Chapter 17.47. The applicant shall provide a separate Erosion Prevention and Sedimentation Control Plan to the City's Erosion Control Officer for approval and obtain an erosion control permit and field installation approval prior to start of construction. There shall be no more than a maximum grade differential of two (2) feet at all boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. Prior to building permit issuance, the applicant shall submit and obtain a fill permit from Public Works/Development Services for the site, driveway and parking lot grading, paving and stormwater facilities. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 3, 8, 13, 14, 15 and 16.**
17.62.050.A.15 *Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:*
a. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.

b. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.
c. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.
Finding: Complies with Condition. The applicant submitted a Traffic Impact Study (TIS) dated May 13, 2013, with the project narrative (Exhibit 2). The TIS was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering and included an analysis of the study area, access, existing traffic conditions, trip generation, trip distribution, turn lanes, crash data analysis, and sight distance. The City's Transportation Consultant, John Replinger, P.E., of Replinger and Associates reviewed the report and found that the TIS provides an adequate basis upon which the proposal can be evaluated for transportation impacts (Exhibit 5).

Upon review of the applicant's TIS, Mr. Replinger concurs with the applicant's traffic engineer that the proposed facility will result in relatively little new traffic and that there are no transportation-related issues associated with this development proposal requiring mitigation.

Mr. Replinger concurs with staff that the applicant provide frontage improvements including installation of a sidewalk that is not currently provided on the site. Prior to final of permits associated with the proposed development the applicant shall dedicate right-of-way along the property frontage of Warner Parrott Road to accommodate the street improvements identified in condition of approval 2. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.16*. This standard requires the proposed development to be reviewed by Tri-Met to determine whether transit service is or reasonably can be made available to serve the site.*
Finding: Complies as Proposed. The proposed development was transmitted to Tri-Met.

17.62.050.A.17*. This standard requires that all utilities shall be placed underground.*
Finding: Complies with Condition. Ten-foot public utility easements along the street frontage and all easements required for the final engineering plans shall be dedicated to the public. All existing and proposed utilities and easements shall be indicated on the construction plans. Any off-site utility easements required for this project shall be obtained and submitted to the City prior to approval of the construction plans. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 17.**

17.62.050.A.18*. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.*
Finding: Complies with Condition. The applicant is required to submit the proposed plans to the Building Division for review. The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application and applicant shall comply with all Building Division requirements prior to building permit approval. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 18.**

17.62.050.A.19*. For a residential development, site layout shall achieve at least eighty percent of the maximum density of the base zone for the net developable area. Net developable area excludes all areas for required right-*

of-way dedication, land protected from development through Natural Resource or Geologic Hazards protection, and required open space or park dedication.
Finding: Not Applicable. The subject site has submitted this application for a Conditional Use.

17.62.050.A.20 *Screening of Mechanical Equipment:*
a. *Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building's architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened. In the event such parapet wall does not fully screen all rooftop equipment, then the rooftop equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary facade of the building so as to achieve complete screening.*
b. Wall-mounted mechanical equipment shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.
c. Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least eighty percent of the view. Placement and type of screening shall be determined by the community development director.
d. All mechanical equipment shall comply with the standards in this section. If mechanical equipment is installed outside of the site plan and design review process, planning staff shall review the plans to determine if additional screening is required. If the proposed screening meets this section, no additional planning review is required.
e. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.
Finding: Complies with Condition. The development proposal includes construction of multiple structures. The applicant indicated that "The proposed modular building will make use of ground-mounted heat pumps that will be located to the rear of the proposed building. Landscaping will screen the heat pumps from view". The response did not clearly demonstrate how each of the structures being proposed or modified would comply with this criterion although staff finds that the site is large enough to allow for appropriate screening of all ground-mounted mechanical equipment. Prior to issuance of a permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the standards for screening mechanical equipment identified in OCMC 17.62.050.A.20 for all new and altered structures onsite.
Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 19.

17.62.050.A.21. *Building Materials.*
17.62.050.A.21.a. *Preferred building materials. Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the city's desired traditional character are as follows:*
i. Brick.
ii. Basalt stone or basalt veneer.
iii. Right-of-way horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.

iv. Board and baton siding.
v. Other materials subject to approval by the community development director.
vi. Plywood with battens or fiber/composite panels with concealed fasteners and contagious aluminum sections at each joint that are either horizontally or vertically aligned.
vii. Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.
Finding: Complies as Proposed. The applicant has proposed the following building materials:

- Proposed Office Building (Front of the Site): Composition roof, lap siding, cedar trim, cedar shake gable ends, and cultured stone veneer.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): Cedar shake, cedar trim, lap siding and lattice panels.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): Cedar shake and horizontal siding.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): Metal roof, horizontal siding and black vinyl chain link gates.
- Proposed Dormitory Building (Rear of the Site): Composition roof, cedar shake gable ends, lap siding and cedar trim.

All of the building materials are identified as preferred, or are not identified as prohibited or a special material.

17.62.050.A.21.b*. Prohibited materials. The following materials shall be prohibited in visible locations unless an exception is granted by the community development director based on the integration of the material into the overall design of the structure.*
i. Vinyl or plywood siding (including T-111 or similar plywood).
ii. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.
iii. Corrugated fiberglass.
iv. Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).
[v.] Crushed colored rock/crushed tumbled glass.
[vi.] Non-corrugated and highly reflective sheet metal.
Finding: Please refer to the analysis in OCMC 17.62.050.A.21.a.

17.62.050.A.21.c*. Special material standards: The following materials are allowed if they comply with the requirements found below:*
1. Concrete block. When used for the front facade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.
2. Metal siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level).
3. Exterior Insulation and Finish System (EIFS) and similar toweled finishes shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.
4. Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.
Finding: Please refer to the analysis in OCMC 17.62.050.A.21.a.

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

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

17.62.055 *- Institutional and commercial building standards.*

17.62.055.B. *Applicability. In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.*
Finding: Applicable. The applicant proposed to construct an institutional use.

17.62.055.C. *Relationship between zoning district design standards and requirements of this section.*
17.62.055.C.1. *Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.*
Finding: Complies with Conditions. As demonstrated within this report, the applicant's design is compliant with the design standards and material requirements of the Oregon City Municipal Code with conditions of approval. The subject site is surrounded by one and two story single-family dwellings and duplexes with yards. The proposed structures include a one story office building fronting Warner Parrott that will be clad with lap siding, cedar shingles and stonework that is compatible with the surrounding one story residential structures. Behind the office, the one story existing church building will be expanded and the entire structure covered in new horizontal lap siding, again matching the proposed office building as well as the neighborhood. The two-story dormitory will be located to the rear of the property and will largely be hidden from view by the church and office buildings. These materials will provide a residential character despite the uses of the facilities. The applicant proposed a lot coverage less than the 40% maximum allowed within the zoning designation in order to maintain landscaping and open space. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.62.055.C.2 *A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.*
Finding: Complies with Conditions. As demonstrated within this report, the applicant's design is compliant with the design standards and material requirements of the Oregon City Municipal Code with conditions of approval. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.62.055.C.3. *In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.*
Finding: Complies with Conditions. The proposed new construction complies with the current design and material standards of the Oregon City Municipal Code and the General Commercial District with conditions of approval. The two new buildings and the remodeling and addition of the church building will share the same materials, design components and architectural detailing forming a cohesive whole within the community. The proposed structures are consistent with the residential character of the surrounding neighborhood and each other in terms of scale (single and two stories) as well as roof pitch and exterior building materials. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.62.055.C.4 *With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.*
Finding: Complies as Proposed. Per this section the minimum front yard setback of 20 feet and minimum front porch setback of 15 feet identified in the "R-10" Single-Family Dwelling District is replaced by the maximum setback identified in this chapter.

17.62.055.C.5 *On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055.D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055.D.*
Finding: Complies with Condition. The subject property fronts on Warner Parrott Road for a distance of approximately 143 feet. The site currently does not have any structure adjacent to the front property line. The proposed office building is located adjacent to this frontage and extends for a distance of 80 feet or 55.9% of the frontage.

The proposed office building is setback less than 20 feet from the Warner Parrott frontage. The applicant utilized OCMC 17.62.055.D.1 to allow an additional 15 feet to the maximum setback of 5 feet by implementing the following: a plaza seating area facing Warner Parrott (17.62.055.D.1.a), landscaping along the perimeter of the seating area (17.62.055.D.1.f) and patterned/enhanced concrete (17.62.055.D.1.b).

Details regarding the plaza seating were not provided in the plan set. Prior to issuance of a permit associated with the proposed development the applicant shall submit documentation demonstrating details of the outdoor seating area fronting Warner Parrott Road. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 20.**

17.62.055.D.1 *Relationship of Buildings to Streets and Parking.*
Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:
a. Tables, benches or other approved seating area.
b. Cobbled, patterned or paved stone or enhanced concrete.
c. Pedestrian scale lighting.
d. Sculpture/public art.
e. Fountains/Water feature.
f. At least twenty square feet of landscaping or planter boxes for each tenant facade fronting on the activity area.
g. Outdoor café.
h. Enhanced landscaping or additional landscaping.
i. Other elements, as approved by the community development director that can meet the intent of this section.
Finding: Complies with Condition. The proposed office building is setback less than 20 feet from the Warner Parrott frontage. The applicant utilized OCMC 17.62.055.D.1 to allow an additional 15 feet to the maximum setback of 5 feet by implementing the following: a plaza seating area facing Warner Parrott (17.62.055.D.1.a), landscaping along the perimeter of the seating area (17.62.055.D.1.f) and patterned/enhanced concrete (17.62.055.D.1.b).

Details regarding the plaza seating were not provided in the plan set. Prior to issuance of a permit associated with the proposed development the applicant shall submit documentation demonstrating details of the outdoor seating area fronting Warner Parrott Road. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 20.**

17.62.055.D.2 *The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.*
Finding: Complies as Proposed. The proposed office and dormitory structures are oriented towards Warner Parrott Road and are connected with the existing structure by a pedestrian access way which extends to the Warner Parrott public right-of-way. The existing structure has a series of windows facing Warner Parrott, but there is no main entranceway and the applicant has not proposed to significantly alter the exterior of the existing building. The street facing façade of the office building entails variation in massing, building projections, a variety of building materials, a series of windows and an entrance with a sheltering porch roof resulting in the most architecturally significant elevation. The street facing façade of the dormitory building entails variation in massing, building projections, a variety of building materials, a series of windows and an entrance with a sheltering porch roof resulting in the most architecturally significant elevation.

17.62.055.D.3 *Entryways. The primary entranceway for each commercial or retail establishment shall face the major street. The entrance may be recessed behind the property line a maximum of five feet unless a larger setback is approved pursuant to Section 17.62.055.D.1 and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined, highly visible and recessed or framed by a sheltering element including at least four of the following elements, listed below.*
a. Canopies or porticos;
b. Overhangs;
c. Recesses/projections;
d. Arcades;
e. Raised corniced parapets over the door;
f. Peaked roof forms;
g. Arches;
h. Outdoor patios;
i. Display windows;
j. Architectural details such as tile work and moldings which are integrated into the building structure and design;
k. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
l. Planter boxes and street furniture placed in the right-of-way shall be approved for use according to materials, scale and type.
Finding: Not Applicable. The proposed institutional use is not a commercial or retail establishment.

17.62.055.D.4 *Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements.*
Finding: Not Applicable. The proposed site is not a large retail establishment.

17.62.055.D.5 *Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.*
Finding: Not Applicable. The applicant has not proposed to construct a trellis, canopy or awning within the public right-of-way.

17.62.055.E *Corner Lots.*
For buildings located at the corner of intersections, the primary entrance of the building shall be located at the corner of the building or within twenty-five feet of the corner of the building. Additionally, one of the following treatments shall be required:
1. Incorporate prominent architectural elements, such as increased building height or massing, cupola, turrets, or pitched roof, at the corner of the building or within twenty-five feet of the corner of the building.
2. Chamfer the corner of the building (i.e. cut the corner at a forty-five-degree angle and a minimum of ten feet from the corner) and incorporate extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the chamfered area.
Finding: Not Applicable. The subject site is not located at the corner of an intersection.

17.62.055.F *Commercial First Floor Frontage.*
In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.
Finding: Not Applicable. The subject site is within the "R-10" Single-Family District and is not within a mixed use or neighborhood commercial district.

17.62.055.G.1 *Variation in Massing.*
A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.
Finding: Complies as Proposed. The proposed structures do not have a single, large, dominant building mass as they comply with all of the design and massing requirements identified in this section. The largest wall length proposed is 123 feet on the front and rear of the proposed dormitory. The massing of the elevation is broken into smaller portions with projections in the wall, porches, exterior building materials, a repeating pattern of windows and multiple roof pitches.

17.62.055.G.2 *Horizontal masses shall not exceed a height: width ratio of one-to-three without substantial variation in massing that includes a change in height and projecting or recessed elements.*
Finding: Complies as Proposed. The proposed structures comply with the height to width ratio.

- Proposed Office Building (Front of the Site): The proposed office building is 18 feet in total height, requiring a substantial variation in massing every 54 feet (18*3 = 54). The front elevation is 80 feet in length and includes a series of 5 projections extending a minimum of 4 feet. The forward most projection is lowered to 13.5 feet in height. The rear elevation of the structure is also 80 feet in length and includes a 3 projections extending a minimum of 3.5 feet within the middle of the structure for 41.5 feet of the façade and a cross gable to provide visual relief within the roof structure. The sides of the structure are 44 feet in length and do not require a variation in massing.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The applicant proposed to construct a walk in cooler/freezer on the right side of the structure which would increase the length of the structure on the rear facades by 12 feet to 81, however the applicant proposed to add a covered patio which would extend 10 feet from the façade for a width of 10 feet. The applicant has not proposed to alter the massing of the left side and front façade.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): The proposed shed/grill terrace building is 18.5 feet in total height, requiring a substantial variation in massing every 55.5 feet (18.5*3 = 55.5). The front and rear elevations are 32 feet in length while the side elevations include a 16 foot wide

structure and an associated canopy which extends to a total of 32 feet. No elevation of the structure is long enough to require substantial variation in massing.

- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): The proposed refuse and recycling area building is 10 feet in total height, requiring a substantial variation in massing every 30 feet (10*3 = 30). The front and rear elevations are 18 feet in length while the side elevations are 11 feet in length. No elevation of the structure is long enough to require substantial variation in massing.
- Proposed Dormitory Building (Rear of the Site): The proposed dormitory building is 28 feet in total height, requiring a substantial variation in massing every 84 feet (28*3 = 84). The front elevation is 123 feet in length and includes a covered porch and patio area with interior space on the second story which projects 10 feet from the structure to create a main entranceway in the middle of the structure. The furthermost projection is for a covered porch which is 12 feet in height. The rear of the structure is also 123 feet in length and includes a 5 foot projection of the building within the middle of the structure for 64 feet of the façade with a separate roof pitch at an alternate height.

17.62.055.G.3 *Changes in mass shall be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect.*
Finding: Complies as Proposed. The changes in mass associated with the proposed structures are integral to the buildings and not merely for cosmetic effect.

17.62.055.H *Minimum Wall Articulation.*
17.62.055.H.1 *Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:*
i. Change in plane,
ii. Change in texture or masonry pattern or color,
iii. Windows, treillage with landscaping appropriate for establishment on a trellis.
iv. An equivalent element that subdivides the wall into human scale proportions.
Finding: Complies as Proposed. The proposed development complies with this criterion.

- Proposed Office Building (Front of the Site): The front façade of the proposed office building façade is divided into sections by changes in plane of a minimum of 4 feet. The longest wall facade without a change in plane measures 25 feet. All planes include window elements and there are no blank walls. The left façade of the structure faces a pedestrian walkway and includes a pattern of windows and two 14 foot projections.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The proposed addition of a walk in cooler/freezer in not located on a façade which faces the street or connecting walkway.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): The proposed grill/terrace faces an interior pedestrian access way and is 32 feet in width. The structure contains a canopy which extends across the entire building and projects 16 feet to create a covered patio.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): The proposed refuse and recycling area is 18 by 11 feet in size, less than the 30 feet minimum for this criterion.
- Proposed Dormitory Building (Rear of the Site): The front façade of the dormitory faces the public right-of-way and a pedestrian walkway. The façade does not have any blank, uninterrupted walls exceeding 30' in length and each 30 foot segment includes a pattern of repeating windows and changes in the wall plane by a minimum of a foot.

17.62.055.H.2 *Facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending*

at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet.

Finding: Complies as Proposed. The proposed development complies with this criterion.

- Proposed Office Building (Front of the Site): The structure does not exceed 100 feet so these provisions do not apply.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The applicant proposed to construct a walk in cooler/freezer on the side of the structure which would increase the length of the structure on the rear facades by 12 feet to 81.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): The structure does not exceed 100 feet so these provisions do not apply.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): The structure does not exceed 100 feet so these provisions do not apply.
- Proposed Dormitory Building (Rear of the Site): The proposed dormitory building is 123' in length requiring projections of at least 3.69 feet (123*0.03= 3.69 feet) for 24.6 feet (123*0.2=24.6 feet). The front of the structure is has projections of 10 feet for 25 feet of the façade and the rear of the structure has a projection of 5 feet for 64 feet in length. The side of the structure is 68 feet in length and the provisions do not apply.

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

Finding: Complies as Proposed. The ground floor facades of the development will comply with this standard.

- Proposed Office Building (Front of the Site): The front façade of the proposed office building measures 80 feet in length, requiring 48 feet of windows (80*0.6=48 feet) at the pedestrian level. The applicant has proposed 48 feet of windows at pedestrian level on the front façade.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The applicant has not proposed to alter the Warner Parrott façade of the existing structure.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Dormitory Building (Rear of the Site): The front façade of the proposed dormitory building measures 123 feet in length, requiring 73.8 feet of windows awnings, etc on the first floor (123*0.6=73.8 feet). The façade of the front of the structure contains 74 feet of windows and covered area from the projecting porch and courtyard.

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

a. Color change;

b. Texture change;

c. Material module change.

Finding: Complies as Proposed.

- Proposed Office Building (Front of the Site): The façades of the office building incorporates repeating elements of window groupings, lap and cedar shake siding, and stonework.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): No change to the façade of the existing church building is proposed other than the addition of the screened porch for the cooler unit, alterations to windows and doors (including the addition of six 4 foot by 5 foot windows on the rear of the structure) and a covered porch on the rear of the structure.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.

- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Dormitory Building (Rear of the Site): The dormitory building includes repeating window treatments incorporating shake detailing, lap siding, and shake siding roof gables.

17.62.055.H.5 *Facades shall have an expression of architectural or structural bays through a change in plane no less than twelve inches in width, such as an offset, reveal or projecting rib.*
Finding: Complies as Proposed.
- Proposed Office Building (Front of the Site): The structure contains changes in plane greater than 12 inches in width.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The applicant proposed to construct a change in plane on the right elevation with the addition of a walk in cooler/freezer as well as a change in plane on the rear façade with a porch which extends 10 feet from the existing structure.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Dormitory Building (Rear of the Site): Both the office and dormitory buildings include multiple changes in wall planes of twelve or more inches, as shown on the building elevation drawings.

17.62.055.H.6 *Facades shall have at least one of elements subsections H.4. or H.5. of this section repeat horizontally. All elements shall repeat at intervals of no more than thirty feet, either horizontally or vertically.*
Finding: Complies as Proposed.
- Proposed Office Building (Front of the Site): The single-story structure contains a pattern of material changes including shakes on the top of the structure, horizontal siding within the middle of the structure and stone on the bottom of the structure.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The applicant did not propose changes to this element of the structure.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Dormitory Building (Rear of the Site): The applicant proposed a repeating pattern of material changes with shake siding and horizontal siding.

17.62.055.I.1 *Facade Transparency.*
Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent windows or transparency on all corner-side facades. All other side elevations shall provide at least thirty percent transparency. The transparency is measured in lineal fashion. For example, a one hundred-foot long building elevation shall have at least sixty feet (sixty percent of one hundred feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.
Finding: Complies with Condition. As demonstrated below, the subject site complies with the standard.

- Proposed Office Building (Front of the Site): The front façade of the proposed office building measures 80 feet in length, requiring 48 feet of windows (80*0.6=48 feet) at the pedestrian level. The applicant has proposed 48 feet of windows at pedestrian level on the front façade. The side façades of the proposed office building measure 44 feet in length, requiring 13 feet and 2.4 inches of windows (44*0.3=13.2 feet) at the pedestrian level. The applicant has proposed 14 feet of windows at pedestrian level on the left side façade and 14 feet of windows at pedestrian level on the right side façade.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): No changes are proposed to the front façade of the existing structure. The applicant submitted conflicting plans for the left side elevation, one in which a solid door is being filled in and another where it is being replaced with a window. Prior to issuance of permits associated with the proposed development the applicant shall submit a revised building elevation for the left side of the existing structure demonstrating that the door being removed is replaced with a window. The applicant proposed to install a walk in cooler/freezer on the right side of the structure which would be screened by lattice. The location of the walk in cooler/freezer currently has no transparency and thus the lattice is increasing the transparency onsite. The applicant proposed to remove three solid doors as well as a 2 foot wide window on the rear façade and install six 4 foot by 5 foot windows and French doors, increasing the transparency on the rear of the existing structure.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Dormitory Building (Rear of the Site): The front façade of the proposed dormitory building measures 123 feet in length, requiring 73.8 feet of windows (123*0.6=73.8 feet) at the pedestrian level. The first floor façade of the front of the structure contains 67 feet of windows, less than the required amount. The sides of the structures are 48 feet in length, requiring 14 feet and 4.8 inches (48*0.3=14.4 feet) of windows at the pedestrian level. The left façade has 2 feet of windows at the pedestrian level (the window in the door) with an additional 6 feet of windows at 6 feet in height while the right façade has 0 feet of windows at the pedestrian level with an additional 10 feet of windows at 6 feet in height, both less than the required amount. The standard identifies windows at a pedestrian level and a majority of the windows proposed on the sides of the dormitory are 6 feet in height at their lowest point, a height which a majority of pedestrians do not reach. Prior to issuance of permits associated with the proposed development the applicant shall submit revised building elevations for the front and side facades of the proposed dormitory structure demonstrating compliance with the transparency standards identified in OCMC 17.62.055.I.1.

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

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

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

17.62.055.J.1 *Roof Treatments.*

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

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

b. Sloping roof with overhangs and brackets; or

c. Stepped parapets;

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

- Proposed Office Building (Front of the Site): The proposed design includes a sloping roof with overhangs to create a recognizable "top" consistent with this standard.
- Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site): The proposed design maintains the existing sloping roof with overhangs and continues the structure over the proposed addition as well as constructing a cross gable to accommodate a covered porch in the rear of the site. The roof provides a recognizable "top" consistent with this standard.
- Proposed Shed / Grill Terrace (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Refuse and Recycling Area (Adjacent to Rear of Existing Structure): This standard is not intended to be applied to minor ancillary structures.
- Proposed Dormitory Building (Rear of the Site): The proposed design includes a sloping roof with overhangs to create a recognizable "top" consistent with this standard.

17.62.055.J.2 *Mixed use buildings: For flat roofs or facades with a horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of wall). The maximum length of any continuous roofline shall be seventy-five feet.*
Finding: Not Applicable. The proposed structures are not mixed use buildings and are not within a mixed use zoning district.

17.62.055.J.3 *Other roof forms consistent with the design standards herein may satisfy this standard if the individual segments of the roof with no change in slope or discontinuity are less than forty feet in width (measured horizontally).*
Finding Not Applicable. No other roof forms are proposed.

17.62.055.K Drive-through facilities shall:
1. Be located at the side or rear of the building.
2. Be designed to maximize queue storage on site.
Finding: Not Applicable. The applicant has not proposed a drive thru.

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

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

17.62.065.C *General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.*
Finding: Refer to the analysis under OCMC 17.62.065.D within this report.

17.62.065.D *Design and Illumination Standards.*
General Outdoor Lighting Standard and Glare Prohibition.
17.62.065 .D.1 *Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:*
Finding: Complies with Condition. The site is currently constructed with three pole-mounted lights as well as exterior lighting on an existing structure. The applicant proposed to remove the pole-mounted lights and install recessed "can" lights located at all porches and entryways and pole-mounted lights throughout the parking lot. A photometric plan was submitted for the site to demonstrate compliance with the luminosity standards in OCMC 17.62.065, but the plan did not account for the existing lighting levels onsite (such as lighting from an adjacent street light). Due to the location and scale of the proposed development, it is likely that the proposed development will comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 6.**

17.62.065 .D.2 *Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.*
Finding: Complies as Proposed. The applicant proposed to install recessed "can" lighting as well as new pole-mounted fixtures. The pole-mounted fixtures will be fully top-shielded while, the cans will be concealed under the soffits and under the roof overhangs. All lamps will be compact fluorescent or metal halide and will have a color rendition index above 70.

17.62.065 .D.3 *The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.*
Finding: Not Applicable. The applicant did not propose multi-family residential development.

17.62.065 .D.4 *Lighting levels:*
Table 1-17.62.065. Foot-candle Levels

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

Finding: Complies with Condition. The site is currently constructed with three pole-mounted lights as well as exterior lighting on an existing structure. The applicant proposed to remove the pole-mounted lights and install recessed "can" lights located at all porches and entryways and pole-mounted lights throughout the parking lot. A photometric plan was submitted for the site to demonstrate compliance with the luminosity standards in OCMC 17.62.065, but the plan did not account for the existing lighting levels onsite (such as lighting from an adjacent street light). Due to the location and scale of the proposed development, it is likely that the proposed development will comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 6.**

17.62.065.D.5 *Parking lots and other background spaces shall be illuminated as unobstrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.*
Finding: Complies with Condition. The site is currently constructed with three pole-mounted lights as well as exterior lighting on an existing structure. The applicant proposed to remove the pole-mounted lights and install recessed "can" lights located at all porches and entryways and pole-mounted lights throughout the parking lot. A photometric plan was submitted for the site to demonstrate compliance with the luminosity standards in OCMC 17.62.065, but the plan did not account for the existing lighting levels onsite (such as lighting from an adjacent street light). Due to the location and scale of the proposed development, it is likely that the proposed development will comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 6.**

17.62.065.D.6 *Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.*
Finding: Complies with Condition. The site is currently constructed with three pole-mounted lights as well as exterior lighting on an existing structure. The applicant proposed to remove the pole-mounted lights and install recessed "can" lights located at all porches and entryways and pole-mounted lights throughout the parking lot. A photometric plan was submitted for the site to demonstrate compliance with the luminosity standards in OCMC 17.62.065, but the plan did not account for the existing lighting levels onsite (such as lighting from an adjacent street light). Due to the location and scale of the proposed development, it is likely that the proposed development will comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 6.**

17.62.065.D.7 *Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.*
Finding: Complies with Condition. The site is currently constructed with three pole-mounted lights as well as exterior lighting on an existing structure. The applicant proposed to remove the pole-mounted lights and install recessed "can" lights located at all porches and entryways and pole-mounted lights throughout the parking lot.

A photometric plan was submitted for the site to demonstrate compliance with the luminosity standards in OCMC 17.62.065, but the plan did not account for the existing lighting levels onsite (such as lighting from an adjacent street light). Due to the location and scale of the proposed development, it is likely that the proposed development will comply with this standard. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the proposed development. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 6.**

17.62.065 .D.8 *Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.*
Finding: Not Applicable. The applicant noted that floodlights are not proposed with this development.

17.62.065 .D.9 *Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*
Finding: Not Applicable. The applicant indicated that no lighting within an outdoor canopy is proposed.

17.62.065 .D.10 *The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.*
Finding: Complies as Proposed. The applicant submitted drawings of the proposed light fixtures demonstrating they are consistent with the Oregon City Municipal Code and with the proposed architecture.

17.62.065 .D.11 *In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.*
Finding: Please refer to the analysis in chapter 17.62.065.D.1 of this report.

17.62.065 .D .12 *All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.*
Finding: Complies as Proposed. The applicant indicated that all outdoor lighting is intended for security purposes as the proposed lighting system will include methods for turning off general lighting during non-business hours.

17.62.065 .D.13 *Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a right-of-way cone beam of light that will not extend beyond the illuminated object.*
Finding: Not Applicable. The applicant indicated that the only upward directed lighting proposed is the retention of existing lights which illuminate both sides of the monument sign. Though the sign will be replaced, the lighting will be retained. The light will not cast lighting above the roofline of the buildings.

17.62.065 .D.14 *For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.*
Finding: Complies as Proposed. The applicant indicated that the only upward directed lighting proposed is the retention of existing lights which illuminate both sides of the monument sign. Though the sign will be replaced, the lighting will be retained. The light will not cast lighting above the roofline of the buildings.

17.62.065 .D.15 *No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.*
Finding: Complies as Proposed. No flickering or flashing lights are proposed with this development.

17.62.065 .D.16 *Wireless Sites. Unless required by the Federal Aviation Administration or the Oregon Aeronautics Division, artificial lighting of wireless communication towers and antennas shall be prohibited. Strobe lighting of wireless communication facilities is prohibited unless required by the Federal Aviation Administration. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary*
Finding: Not Applicable. The applicant has not proposed a wireless site.

17.62.065 .D .17 *Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:*
i. Maximum permitted light post height: eighty feet.
ii . Maximum permitted illumination at the property line: 0.5 foot-candles
Finding: Not Applicable. The proposed development does not involve an outdoor recreation site.

17.62.080 *Special development standards along transit streets.*
Finding: Not Applicable. The abutting portion of Warner Parrott Road is not a transit street.

17.62.085 *Refuse and Recycling Standards for commercial, industrial and multi-family developments*
The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure.
A Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
B Designed with sturdy materials, which are compatible to the primary structure(s);
C *Fully enclosed and visually screened;*
D *Located in a manner easily and safely accessible by collection vehicles;*
E *Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;*
F *On a level, hard surface designed to discharge surface water runoff and avoid ponding;*
G *Maintained by the property owner;*
H *Used only for purposes of storing solid waste and recyclable materials;*
I Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and City adopted policies.
Finding: Complies with Condition. The applicant has proposed to construct a 10 foot by 18 foot enclosed trash and recycling center located near the rear of the existing structure onsite so as to not hinder an automobile lane. The facility is fully enclosed with a metal roof and siding to match the new structures as well as a black chain link gate. The applicant indicated the refuse and recycling area would be accessed by a gravel drive and located on a hard, level surface but did not identify the type of surface. Per the chapter 17.58 of the Oregon City Municipal Code, the applicant is required to upgrade the existing gravel portions onsite and per OCMC 17.52.030.B, access aisles shall have paved surfaces. Prior to final of permits associated with the proposed development the applicant shall assure that for ease of collection and to create a hard surface, that the drive aisle and the associated refuse and recycling area is paved. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

CHAPTER 17.54 – SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS;
17.54.100 *Fence, Setback and Height Limitations.*
A. Generally. Fence, hedge, or wall.
1. Fences and walls—Fences and walls over forty-two inches shall not be located in front of the front faced or within forty feet of the public right-of-way, whichever is less. All other fences (including fences along the side and rear of a property) shall not exceed six feet in total height unless as permitted Section 17.54.100B.

2. Hedges shall not be more than forty-two inches in the underlying front yard setback.
3. Property owners shall ensure compliance with the Traffic Sight Obstruction requirements in Chapter 10.32 of the Oregon City Municipal Code.
4. It is unlawful for any person to erect any electric fence or any fence constructed in whole or in part of barbed wire or to use barbed wire, except as erected in connection with security installations at a minimum height of six feet, providing further that prior written approval has been granted by the city Manager.
B. Exception. Fence, hedge, wall, or other obstructing vegetation on retaining wall. When a fence, hedge, wall, or other obstructing vegetation is built on a retaining wall or an artificial berm that is not adjacent to or abutting a public right-of-way, the following standards shall apply:
1. When the retaining wall or artificial berm is 30 inches or less in height from the finished grade, the maximum fence or wall height on top of the retaining wall shall be six feet.
2. When the retaining wall or earth berm is greater than thirty inches in height, the combined height of the retaining wall and fence or, wall from finished grade shall not exceed eight and one-half feet.
3. Fences, hedges or walls located on top of retaining walls or earth berms in excess of eight and one-half feet in height shall be setback a minimum of two feet from the edge of the retaining wall or earth berm below and shall not exceed a combined height of eight and one-half feet.
4. An alternative height or location requirement may be approved within a land use process for all non-single-family and two-family residential properties. The fence, hedge or wall shall be compatible with the adjacent neighborhood and achieve the same intent of the zoning designation and applicable site plan and design review process. In no case may the fence, hedge or wall exceed eight feet in height without approval of a variance.
Finding: Complies as Proposed. The applicant proposed to construct a 6-foot tall wood fence around the rear and side perimeters of the site. No fences are proposed in front of the front face of the proposed office building or adjacent to the Shore Pine right-of-way.

CHAPTER 17.52 OFF-STREET PARKING AND LOADING

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

Use	Square Feet/ Beds/ Seats	Parking Required Per 1,000 sq. ft. gross leasable	
		Minimum	Maximum
Senior housing, including congregate care, residential care and assisted living Facilities; nursing homes and other types of group homes;	60 Beds	1 per 7 beds (9 stalls)	1 per 5 beds (12 stalls)
Office	2,367 sq. ft.	2.70 (6 stalls)	3.33 (7 stalls)
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater	160 seats	0.25 per seat (40 stalls)	0.5 per seat (80 stalls)
	Total	55 stalls	99 stalls

Finding: Complies as Proposed. The total parking requirements for the uses proposed on this site range from a minimum of 55 spaces to a maximum of 99 spaces. The site plan provides parking for a total of 63 cars, within the minimum and maximum number of parking stalls permitted.

17.52.020.A.1 *Multiple Uses. In the event several uses occupy a single structure or Parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*
Finding: Complies as Proposed. The applicant utilized multiple uses for the sum of the parking demand.

17.52.020.A.2.
Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.
Finding: Not Applicable. The proposed uses of the site were identified in the Oregon City Municipal Code.

17.52.020.A.3.
Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.
Finding: Complies as Proposed. Rounding techniques identified in this Chapter were utilized.

17.52.020.A.4.
The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.
Finding: Complies with Condition. The applicant did not respond to this section. Prior to final approval of a building permit associated with the development proposal the applicant shall submit documentation assuring the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 22.**

17.52.020.A.5.
A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building or new construction in the district are required to meet the minimum parking requirements in Table 17.52.020.
Finding: Not Applicable. The proposed development is not within the MUD zoning designation.

17.52.020.B.1 *Reduction of the Number of Automobile Spaces Required.*
Transit Oriented Development. The community development director may reduce the required number of parking stalls up to ten percent when it is determined that a commercial business center or multi-family project is adjacent to or within one thousand feet of an existing or planned public transit. Also, if a commercial center is within one thousand feet of a multi-family project, with over eighty units and pedestrian access, the parking requirements may be reduced by ten percent.
Finding: Not Applicable. The applicant did not request a reduction in the minimum number of parking stalls required.

17.52.020.B.2.
Transportation Demand Management. The community development director may reduce the required number of parking stalls up to ten percent when a parking-traffic study prepared by a traffic engineer demonstrates:
a. Alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and minimum city parking requirements.

b. A Transportation Demand Management (TDM) Program has been developed for approval by the city engineer. The plan will contain strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the city determines the plan is not successful, the plan may be revised. If the city determines that no good-faith effort has been made to implement the plan, the city may take enforcement actions.
Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transportation demand management.

17.52.020.B.3*.*
Shared Parking. The community development director may reduce the required number of parking stalls up to fifty percent for:
a. Mixed uses. If more than one type of land use occupies a single structure or Parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the community development director.
b. Shared parking. Required parking facilities for two or more uses, structures, or Parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlay (e.g., uses primarily of a daytime versus nighttime nature), that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.
Finding: Not Applicable. The applicant did not propose a reduction in the minimum number of parking stalls required.

17.52.020.B.4*.*
Reduction in Parking for Tree Preservation. The community development director may grant an adjustment to any standard provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction can be determined only after taking into consideration any unique site conditions and the impact of the reduction on parking needs for the use, and must be approved by the community development director. This reduction is discretionary and subject to the approval of the community development director.
Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to tree preservation.

17.52.020.B.5*.*
On-Street Parking. On-street parking for commercial, multifamily, industrial and institutional, uses shall conform to the following standards:
1. Dimensions. The following constitutes one on-street parking space:
a. Parallel parking, each [twenty-two] feet of uninterrupted and available curb;
b. [Forty-five/sixty] degree diagonal, each with [twelve] feet of curb;
c. Ninety degree (perpendicular) parking, each with [twelve] feet of curb.
2. Location. Parking may be counted toward the minimum standards in the Parking Requirement Table below when it is on the block abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it must not violate any law or street standard.
3. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.
Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to on-street parking.

17.52.030 - Design review.

17.52.030.A. Access. *Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.*
Finding: Complies with Condition. The applicant submitted a Traffic Impact Study (TIS) prepared by Todd E. Mobley, PE of Lancaster Engineering (Exhibit 2). The City's Transportation Consultant, John Replinger, P.E., of Replinger and Associates reviewed the report and agreed that the proposed site access is appropriate (Exhibit 5).

Currently, there are two driveway access points from the property onto Warner Parrot Road. The applicant has proposed to reduce the access points to one driveway, which is in line with design standards. The design ensures that there will be no backing or other maneuvering within a street right-of-way. The driveway approach is level, well under the 15% maximum standard.

Shore Pine Place currently extends to the side of the subject site. The street extension supported the subdivision layout of Sophia Gardens while allowing for a subdivision to be constructed on the subject site. As the applicant has proposed to utilize the site with a Conditional Use, the need to continue the street through the subject site is not needed and thus the applicant has proposed to not continue Shore Pine Place through the subject site and instead, plans to use the end of the street exclusively for emergency access to the subject site. Prior to final of permits associated with the proposed development the applicant shall receive approval from the Clackamas County Fire District and the City Engineer for the design of the emergency access located at the end of Shore Pine Place. By not continuing the street through the subject site, the traffic impacts to the adjacent Sophia Gardens subdivision are lessened as the subject site will be accessed only from Warner Parrott (except in emergencies). **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

17.52.030.B. Surfacing*. Required off street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's storm water and low impact development design standards are encouraged.*
Finding: Complies with Condition. The proposed parking lot would be paved and include provisions for stormwater detention and water quality treatment, but did not propose to pave the drive aisle leading to the refuse and recycling area. Prior to final of permits associated with the proposed development the applicant shall assure that the drive aisle leading to the refuse and recycling area is paved. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

17.52.030.C. *Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works storm water and grading design standards.*
Finding: Please refer to 17.62.050.A.6 of this report.

17.52.030.D. Dimensional Requirements.
1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all weather surface to a street or alley. Parking stalls in compliance with the American[s] with

Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this Chapter.
2. Alternative parking/landscaping plan. The city understands the physical constraints imposed upon small parking lots and encourages alternative designs for parking lots of less than ten parking stalls. The community development director may approve an alternative parking lot/landscaping plan with variations to the parking angle or space dimensions and landscaping standards for off street parking. The alternative shall be consistent with the intent of this Chapter and shall create a safe space for automobiles and pedestrians while retaining landscaping to the quantity and quality found within parking lot landscaping requirements.

A Parking Angle		B Stall Width	C Stall to Curb	D Aisle Width	E Curb Length	F Overhang
0 degrees		8.5	9.0	12	20	0
30 degrees	Standard Compact	9’ 8’	17.3’ 14.9’	11’ 11’	18’ 16’	
45 degrees	Standard Compact	8.5 8.5	19.8’ 17.0’	13’ 13’	12.7’ 11.3’	1.4
60 degrees	Standard Compact	9’ 8’	21’ 17.9’	18’ 16’	10.4’ 9.2’	1.7
90 degrees	Standard Compact	9’ 8’	19.0’ 16.0’	24’ 22’	9’ 8’	1.5

Finding: Complies with Condition. The site plan did not show the size of the proposed parking spaces. The site plan submitted did not provide enough clarity to measure the stalls with enough precision to determine compliance with this standard. A preliminary review revealed that not all of the parking stalls proposed complied with the dimensional standards identified above. Prior to issuance of permits, the applicant shall submit plans demonstrating that all parking stalls and driveways meet the size standards in 17.52.030. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

17.52.030.E Carpool and vanpool parking.
New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."
Finding: Not Applicable. The proposed development will contain 63 parking stalls, less than 75 identified for compliance with this standard.

17.52.040 *Bicycle parking*
17.52.040.A *Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.*
Finding: Applicable. The proposed development is subject to the bicycle parking standards in OCMC 17.52.040.

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

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

Finding: Complies as Proposed. The number of bicycle parking stalls required for the proposed development is based upon the number of automobile parking stalls required for the proposed structure. The proposed 63 parking stalls require a minimum of 3 parking stalls. The applicant proposed to install 4 bicycle parking stalls with the development.

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

Finding: Complies with Condition. The bicycle parking is proposed to be placed adjacent to the entranceway of the dormitories at the rear of the site. As identified in this criterion, the bicycle parking shall be spread throughout the site to serve all three structures. Prior to issuance of permits associated with the proposed development the applicant shall submit a revised site plan relocating the bicycle parking stalls throughout the site in compliance with OCMC 17.52.040. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

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

Finding: Complies with Condition. The bicycle parking is proposed to be placed adjacent to the entranceway of the dormitories at the rear of the site, and would not be visible from the Warner Parrott right-of-way as the view would be obstructed by the existing building as well as the office building. Prior to issuance of permits associated with the proposed development the applicant shall submit a revised site plan relocating the bicycle parking throughout the site in compliance with OCMC 17.52.040. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

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

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

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

Finding: Complies with Condition. The bicycle parking is proposed to be placed adjacent to the entranceway of the dormitories at the rear of the site. As identified above, the bicycle parking is required to be spread throughout the site to serve all three structures. Prior to issuance of permits associated with the proposed development the applicant shall submit a revised site plan relocating the bicycle parking stalls throughout the site in compliance with OCMC 17.52.040. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

17.52.040.C.4 *Accessibility.*
a .Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walks.
b. Outdoor bicycle parking areas shall have direct access to a public right-of-way.
Finding: Complies with Condition. The bicycle parking is proposed to be placed adjacent to the entranceway of the dormitories at the rear of the site. As identified above, the bicycle parking is required to be spread throughout the site to serve all three structures. Prior to issuance of permits associated with the proposed development the applicant shall submit a revised site plan relocating the bicycle parking stalls throughout the site in compliance with OCMC 17.52.040. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue convenience.
Finding: Complies as Proposed. The bicycle parking is in the form of permanent post anchored to concrete pads which bicycles may be locked to.

17.52.060 Parking lot landscaping.

17.52.060.A.1 *The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*
Finding: Complies as Proposed. The applicant proposed to install landscaping around the proposed site.

17.52.060.A.2*. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*
Finding: Complies with Condition. The landscape plan includes striping adjacent to parking stall 58. The striped area is not used for parking, maneuvering or circulation and is not landscaped. All other locations within the parking lot comply with this criterion. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a revised site plan demonstrating that the striped area adjacent to parking stall 58 is landscaped in accordance with the interior parking lot landscaping standards in OCMC 17.52.060.D. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

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

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

Finding: Complies with Condition. The landscaping plan was prepared by Brian E. Bainnson, registered landscape architect. None of the trees were identified on the Oregon City Nuisance Plant List. Sheet L2 of the landscaping plan identifies the size of all proposed trees onsite. The caliper of each of the trees was not identified and some were below the 2-inch minimum requirement. The plans identified that landscaping would be planted per the American Standard for Nursery Stock. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit documentation identifying that all of the proposed parking lot trees are a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper). **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

17.52.060.A.5*. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;*
Finding: Complies with Condition. The applicant did not respond to this criterion although staff finds that compliance is feasible. Prior to issuance of a permit associated with the proposed development the applicant shall submit documentation demonstrating that landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

17.52.060.A.6*. All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.*
Finding: Complies as Proposed. The landscaping plan was prepared by Brian E. Bainnson, landscape architect and did not include any species specifically identified on the Oregon City Nuisance List.

17.52.060.A.7*. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.*
Finding: Complies as Proposed. The applicant submitted a Transportation Impact Study (TIS) dated May13, 2013, by Todd Mobley of Lancaster Engineering (Exhibit 2). John Replinger of Replinger and Associates, a transportation consultant for the City reviewed the analysis and stated "The engineer measured sight distance at the proposed site access. He measured sight distance to be in excess of 700 feet to the west and 385 feet to the east. Both measurements are in excess of 335 feet, the distance appropriate for a 30 mph collector street. He did not recommend mitigation and I concur."

17.52.060.A.8*. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*
Finding: Please refer to the analysis in Chapter 13.12 of this report.

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

a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;
b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.
Finding: Complies with Condition. The proposed development includes a minimum of a 5 foot landscaping buffer between the parking lot and the right-of-way and adjacent properties. The landscaped area includes trees spaced no more than 35 feet apart as well as an evergreen hedge or shrubs spaced no more than 4 feet apart. The plan includes ground cover but does not specify that the ground cover is spaced a maximum of 16 inches on center covering one hundred percent of the exposed ground within three years and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of a permit associated with the proposed development the applicant shall submit documentation demonstrating that that the ground cover is spaced a maximum of 16 inches on center covering one hundred percent of the exposed ground within three years and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

17.52.060.C *Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:*
1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:
a. Trees spaced a maximum of thirty-five feet apart;
b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or
2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.
Finding: Complies with Condition. Buffer landscaping for the new dormitory complies with this standard. The landscaping buffer adjacent to the rear of the proposed office structure does not appear to contain trees spaced a maximum of 35 feet apart. Further, the landscaping plan shows buffer landscaping on the south (front) and east (left) facades of the existing building, but it only includes shrubs and ground cover. Prior to issuance of permits, the applicant shall submit a revised landscaping plan demonstrating a parking area/building buffer which complies with OCMC 17.52.060.C for the front (south) and left (east) façade of the existing building as well the northern (rear) façade of the proposed office structure. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

17.52.060.D *Interior Parking Lot Landscaping. Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by*

the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:
a*. A minimum of one tree per six parking spaces.*
b *Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.*
c*. Shrubs spaced no more than four feet apart on average.*
d *No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between right-of-ways of parking shall be a minimum of six feet in width and a minimum of ten feet in length.*
e*. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or*
Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
Finding: Complies with Conditions. The applicant proposed an interior parking lot landscaping plan that generally appears to meet these requirements with exceptions. The applicant has proposed 9 contiguous parking spaces without landscaping (identified as stalls 46-54), and there are locations (such as adjacent to parking stall 58) in which landscaping is proposed on sheet L.1 but not shown on the landscaping plan sheet L.2. In addition the area and percentage of landscaping is not provided. Prior to issuance of permits associated with the proposed development, the applicant shall submit a revised landscaping plan and associated documentation that verifies that a minimum of ten percent of the interior parking lot area is landscaped and that the interior parking lot landscaping standards identified in OCMC 17.52.060.D are met. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 5.**

17.52.060.E *Installation.*
1. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.
2. The site, soils and proposed irrigation systems shall be appropriate for the healthy and long-term maintenance of the proposed plant species.
3. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city, such as the posting of a surety.
Finding: Complies as Proposed. The applicant's landscaping plan indicated compliance with the criteria.

17.52.070 *Alternative landscaping plan.*
Any applicant may propose an alternative landscaping plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. Alternative plans may include the use of low impact development techniques and minimized landscaping requirements. In such situations, the community development director may approve variations to the landscaping standards of section 17.52.060.
A. General Review Standard. The alternative shall be meet or exceed the intent of this Chapter and shall create a safe space for automobiles and pedestrians. The alternative landscaping plan shall be prepared by a licensed landscape architect.
B. Credit for Pervious/Low Impact Development. The community development director may count up to fifty percent of the square footage of any pervious hardscaped landscape material within a parking lot that is designed and approved pursuant to the city's adopted stormwater and low impact development design standards toward minimum landscaping requirements for the site. (This includes porous pavement detention, open celled block pavers, porous asphalt, porous concrete pavement, porous turf, porous gravel, etc).

Finding: Not Applicable. The applicant did not propose an alternative landscaping plan.

17.52.080 *Maintenance The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.*
All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:
a. It will not interfere with the maintenance or repair of any public utility;
b. It will not restrict pedestrian or vehicular access; and
c. It will not constitute a traffic hazard due to reduced visibility.
Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to final of a permit associated with the proposed development the applicant shall submit a statement to the City indicating adequate means to ensure continued maintenance in accordance with OCMC 17.62.050.A.10 and 17.52.080.
Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 24.

CHAPTER 17.58 – NONCONFORMING USES, STRUCTURES AND LOTS
Nonconforming situations are created when the application of zoning district to a site changes or the zoning regulations change. As part of the change, existing uses, density, or development might no longer be allowed or are further restricted. Nonconforming uses, structures and lots are those uses, structures and lots that were lawfully established but do not conform to the provisions of this title or the provisions of the zoning district in which the use, structure or lot is located. The intent of these provisions is not to force all nonconforming situations immediately to be brought into conformance. Instead, the intent is to guide nonconforming situations in a new direction consistent with city policy, and, eventually, bring them into conformance.

17.58.040.C.2. *An expansion of a nonconforming structure with alterations that exceed the threshold of Subparagraph C.2.a below shall comply with the development standards listed in Subparagraph C.2.b. The value of the alterations and improvements is based on the entire project and not individual building permits.*
Findings: Applicable. The worship services building was constructed before the adoption of this zoning code and does not meet a variety of criteria including design, landscaping or parking lot standards, etc. Expansion of the non-conforming worship services building requires compliance with OCMC 17.58.040.C.2.

17.58.040.C.2.a *Thresholds triggering compliance. The standards of Subparagraph C.2.b below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the Community Development Director, is more then $75,000. The following alterations and improvements shall not be included in the threshold calculation:*
(1) Proposed alterations to meet approved fire and life safety agreements;
(2) Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;
(3) Alterations required to meet Seismic Design Requirements; and
(4) Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.
Findings: Applicable. The applicant indicated the project cost more than $75,000, requiring improvements in association with OCMC 17.52.040.C.2.a. Therefore, the applicant must comply with the requirements set forth in OCMC 17.58.040.C.2.b.

17.58.040.C.2.b *Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.*

(1) Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;
(2) Minimum perimeter parking lot landscaping;
(3) Minimum interior parking lot landscaping;
(4) Minimum site landscaping requirements;
(5) Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 17.52 Off-Street Parking and Loading;
(6) Screening; and
(7) Paving of surface parking and exterior storage and display areas.

Findings: Complies with Condition. The applicant proposed a variety of improvements in compliance with this section.

- *Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;*

The applicant proposed to upgrade the pedestrian circulation of the site to conform to the Oregon City Municipal Code.

- *Minimum perimeter parking lot landscaping;*

The applicant proposed and is conditioned upgrade the perimeter parking lot landscaping to comply with the standards in the Oregon City Municipal Code.

- *Minimum interior parking lot landscaping;*

The applicant proposes to provide interior parking lot landscaping per the requirements of the Oregon City Municipal Code.

- *Minimum site landscaping requirements;*

The proposed landscape plan provides for approximately 36,500 sq. ft. of the total site area (96,930 sq. ft). The minimum standard for institutional uses is15% and the proposed amount is in excess of 37%.

- *Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 17.52 Off-Street Parking and Loading;*

The applicant proposed and is conditioned to install bicycle parking which comply with the Oregon City Municipal Code.

- *Screening; and*

  The applicant proposed a new refuse and recycling area with proper screening.

- *Paving of surface parking and exterior storage and display areas.*

There are no exterior storage or display areas onsite. The applicant proposed and is conditioned to pave all parking areas. The applicant indicated the refuse and recycling area would be accessed by a gravel drive. Prior to final of permits associated with the proposed development the applicant shall assure that the drive aisle and the associated refuse and recycling area is paved. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

17.58.040.C.2.c *Area of required improvements.*
(1)Generally. Except as provided in C.2.c(2) below, required improvements shall be made for the entire site.
(2) *Exception for sites with ground leases.*

Findings: Complies as Proposed. The proposed improvements are throughout the entire site.

17.58.040.C.2.d. *Timing and cost of required improvements. The applicant may choose one of the two following options for making the required improvements:*
(1) Option 1. Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the standards that shall be met, identified in Subparagraph C.2.b above, is limited to 10% of the value of the proposed alterations. It is the responsibility of the applicant to document to the Community Development Director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal. When all required improvements are not being made, the priority for the improvements shall be as listed in Subparagraph C.2.b above.

(2) Option 2. Required improvements may be made over several years, based on the compliance period identified in Table 17.58 – 1 below.
Findings: Complies as Proposed. The applicant proposed to upgrade all nonconforming portions of the site as required in this chapter.

Chapter 12.04 – STREETS, SIDEWALKS AND PUBLIC PLACES

12.04.005 *Jurisdiction and management of the public rights-of-way*
A. The city has jurisdiction and exercises regulatory management over all public rights-of-way within the city under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.
B. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways or areas, including the subsurface under and air space over these areas.
C. The city has jurisdiction and exercises regulatory management over each public right-of-way whether the city has a fee, easement, or other legal interest in the right-of-way. The city has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.
D. No person may occupy or encroach on a public right-of-way without the permission of the city. The city grants permission to use rights-of-way by franchises and permits.
E. The exercise of jurisdiction and regulatory management of a public right-of-way by the city is not official acceptance of the right-of-way, and does not obligate the city to maintain or repair any part of the right-of-way.
Finding: Complies with Conditions. The subject site is adjacent to Warner Parrott Road and Shore Pine Place, rights-of-way regulated by the City. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 3 and 4.**

12.04.010 *Construction specifications – improved streets*
All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.
Finding: Complies with Conditions. The subject site is currently constructed with an existing curb along Warner Parrott Road. Warner Parrott Road is designated as a minor arterial in the Transportation System Plan which requires a minimum right-of-way width of 64 feet to accommodate a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott is currently constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street. The abutting right-of-way is currently constructed with a travel lane. Prior to final of permits associated with the proposed development the applicant is required to install a 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 2, 3, 7 and 9.**

12.04.020 *Construction specification – unimproved streets*

Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.
Finding: Not Applicable. The site does not abut an unimproved street.

***12.04.025** Street design – Curb cuts*
A. To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized to minimize the number and size of curb cuts (including driveways) as far as practicable where any of the following conditions are necessary:
1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4.To assure that adequate sight distance requirements are met.
Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development, driveway curb cuts shall be limited to those widths as approved by the public works street standard drawings. Shared residential driveways shall be limited to twenty-four feet in width adjacent to the sidewalk and property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements. Non-residential development driveway curb cuts in these situations shall be limited to those widths as approved by the public works street standard drawings or as approved by the city engineer upon review of the vehicle turning radii based on a professional engineer's design submittal.
B. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.
C. It shall be a code violation to drive vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach. Damages caused by such action shall be corrected by the adjoining property owner.
D. It shall be a code violation to place soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway. Damages caused by such action shall be corrected by the adjoining property owner.
E. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.
F. Exceptions. The public works director reserves the right to waive this policy in certain instances, if it is determined through written findings, that it is in the best interest of the public to do so. Examples of allowable exceptions include:
1. Corner properties or properties adjacent to more than one street frontage provided at least one on-street parking space on each frontage remains available after the installation of a second driveway.
2. Special needs for disabled access.
3. When the size of the lot or the length of the street frontage is adequate to support more than one driveway, the installation of a driveway will result in the loss of no more than one on-street parking space and there is no shortage of on-street parking available for neighboring property.
In no case shall more than two driveways be allowed on any single family residential property.
G. Appeals. Decisions made by the public works director are final unless appealed in writing to the transportation advisory committee for review and recommendation to the city commission.
H. Failure to Comply. Failure to meet the intent of this section shall be a violation of this Code and enforceable as a civil infraction.

Finding: Complies with Condition. The applicant has proposed to reduce the number of ingress/egress onsite along the Warner Parrott frontage from to one. Emergency access will be provided from Shore Pine Place. Prior to final of permits associated with the proposed development the applicant shall receive approval from the Clackamas County Fire District and the City Engineer for the design of the emergency access located at the end of Shore Pine Place. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

12.04.030 *– Maintenance and repair*
The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.
Finding: Complies as Proposed. The applicant is responsible for maintaining said sidewalk and abutting curb.

12.04.031 *Liability for sidewalk injuries*
A. The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.
B. If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section.
Finding: Not Applicable. This is not a criterion for this development**.**

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

12.04.033 *City may do work*
If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.
Finding: Not Applicable. This criterion is not applicable as no sidewalk repair is required or proposed. The applicant will be installing a new sidewalk onsite.

12.04.034 *Assessment of costs*

Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.
Finding: Not Applicable. This criterion is not applicable as no sidewalk repair is required or proposed. The applicant will be installing a new sidewalk onsite.

12.04.040 *Streets - Enforcement*
Any person whose duty it is to maintain and repair any sidewalk, as provided by this Chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Not Applicable. This is not a criterion for this development.

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

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

Type of Street
Finding: Not Applicable. The subject site does not abut a constrained street.

12.04.050 Retaining walls - Required
Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.
Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

12.04.060 *Retaining walls- Maintenance*
When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

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

12.04.080 - Excavations—Permit required.
It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.
Finding: Complies with Conditions. The subject site is adjacent to Warner Parrott Road and Shore Pine Place, rights-of-way regulated by the City. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 3 and 4.**

***12.04.090** - Excavations—Permit restrictions.*
The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.
Finding: Not Applicable. The City shall review a permit upon submittal.

12.04.095 - *Street Design—Curb Cuts.*
To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized to minimize the number and size of curb cuts (including driveways) as far as practicable where any of the following conditions are necessary:
A. To provide adequate space for on-street parking;
B. To facilitate street tree planting requirements;
C. To assure pedestrian and vehicular safety by limiting vehicular access points; and
D. To assure that adequate sight distance requirements are met.
Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development, single residential driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk and property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements. Shared residential driveways shall be limited to twenty-four feet in width adjacent to the sidewalk and property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements. Non-residential development driveway curb cuts in these situations shall be limited to the minimum required widths based on vehicle turning radii based on a professional engineer's design submittal and as approved by the decision maker.
Finding: Complies with Conditions. The applicant has proposed to reduce the number of ingress/egress onsite along the Warner Parrott frontage from to one. Emergency access will be provided from Shore Pine Place**.** Prior to final of permits associated with the proposed development the applicant shall receive approval from the Clackamas County Fire District and the City Engineer for the design of the emergency access located at the end of Shore Pine Place. Curb replacement matching the existing curb shall be required. **Staff has determined it is**

possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 2 and 23.

12.04.100 *- Excavations—Restoration of pavement.*
Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.
Finding: Not Applicable. No new street pavement excavation is anticipated with the proposed development.

12.04.110 - *Excavations—Nuisance—Penalty.*
Any excavation in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Complies with Conditions. All excavations will comply with this Chapter via the conditions of approval. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the condition of approval.**

12.04.120 *- Obstructions—Permit required.*
Finding: Complies with Condition. The applicant has not proposed an obstruction with this application, however once right-of-way dedication is provided along the Warner Parrott frontage, a portion of the location of the existing sign may be within the public right-of-way. Prior to final of permits associated with the proposed development the applicant shall either have obtained a permit from the City for the obstruction or remove and relocate the sign so that it is located outside of the right-of-way. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 25.**

12.04.130 *- Obstructions—Sidewalk sales.*
A. It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.
B. The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.
Finding: Not Applicable. The applicant has not proposed a sidewalk sale with this application.

12.04.140 - *Obstructions—Nuisance—Penalty.*
Any act or omission in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.150 *- Street and alley vacations—Cost.*
At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by city commission resolution shall be paid to the city.
Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

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

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

12.04.170 *- Street design—Purpose and general provisions.*
All development shall be in conformance with the policies and design standards established by this Chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.
Finding: Complies with Conditions. All street improvements shall be installed in accordance with the standards identified in Chapter 12.04 of the Oregon City Municipal Code. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

12.04.175 *- Street design—Generally.*
The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:
A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent Parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.
Finding: Complies with Condition. Warner Parrott Road is designated as a minor arterial in the Transportation System Plan which requires a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 2.**

12.04.180 *- Street design—Minimum right-of-way.*
All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:
A. Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian

System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.

Table 12.04.020 STREET DESIGN STANDARDS		
Type of Street	*Maximum Right-of-way Width*	*Pavement Width*
Major arterial	*124 feet*	*98 feet*
Minor arterial	*114 feet*	*88 feet*
Collector street	*86 feet*	*62 feet*
Neighborhood Collector street	*81 feet*	*59 feet*
Local street	*54 feet*	*32 feet*
Alley	*20 feet*	*16 feet*

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

Finding: Complies with Condition. Warner Parrott Road is designated as a minor arterial in the Transportation System Plan which requires a minimum right-of-way and amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The abutting portion of Warner Parrott is constructed with a sidewalk, parking lane, bike lane and travel lane on the opposing side of the street and a travel lane on the subject site's side of the center travel lane divider. The applicant proposed and is required to provide dedication to accommodate the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 7.**

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

A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.

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

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

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

Finding: Not Applicable. No access control is required with this development application.

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

The centerline of streets shall be:

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

B. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.
Finding: Not Applicable. The applicant has not proposed a street alignment with this application.

***12.04.195** - Minimum street intersection spacing standards.*
Finding: Not Applicable. The applicant has not proposed and is not required to install a new intersection with this development.

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

Table 12.04.045

STREET DESIGN STANDARDS FOR LOCAL CONSTRAINED STREETS

	Minimum	*Required*
Type of Street	*Right-of-way*	*Pavement Width*
Constrained local street	*30 to 40 feet*	*20 to less than 32 feet*

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

***12.04.205** - Intersection level of service standards.*
When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:
A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.
B. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.
C. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.
Finding: Complies as Proposed. The applicant submitted a Traffic Impact Study (TIS) prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering, dated May 13, 2013 (Exhibit 2). The City's Transportation Consultant, John Replinger, P.E., reviewed the report and found that the TIS provides an adequate basis upon which the proposal can be evaluated for transportation impacts. Upon review of the applicant's TIS, Mr. Replinger concurs with the applicant's traffic engineer that the proposed facility will result in relatively little new traffic and that there are no transportation-related issues associated with this development proposal requiring mitigation (Exhibit 5).

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

12.04.215 *- Street design—Off-site street improvements.*
During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.
Finding: Not Applicable. Off-site street improvements are not proposed or required.

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

12.04.225 *- Street design—Cul-de-sacs and dead-end streets.*
The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as unstable soils, wetland, natural or historic resource areas, dedicated open space, existing development patterns, or arterial access restrictions. When permitted, cul-de-sacs and permanent dead-end streets shall have a maximum length of three hundred fifty feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face, and include pedestrian/bicycle accessways as provided in Section 17.90.220 of this code and Chapter 12.24. This section is not intended to preclude the use of curvilinear eyebright-of-way widening of a street where needed to provide adequate lot coverage.
Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with Fire District and City adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

Finding: Complies with Condition. Shore Pine Place currently extends to the side of the subject site. The street extension supported the subdivision layout of Sophia Gardens while allowing for a subdivision to be constructed on the subject site. As the applicant has proposed to utilize the site with a Conditional Use, the need to continue the street through the subject site is not needed and thus the applicant has proposed to not continue Shore Pine Place through the subject site and use the end of the street exclusively for emergency access to the subject site. Prior to final of permits associated with the proposed development the applicant shall receive approval from the Clackamas County Fire District and the City Engineer for the design of the emergency access located at the end of Shore Pine Place. By not continuing the street through the subject site, the traffic impacts to the adjacent Sophia Gardens subdivision are lessened as the subject site will be accessed only from Warner Parrott (except in emergencies). **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 23.**

12.04.230 *- Street design—Street names.*
Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the city and shall be subject to the approval of the city.
Finding: Not Applicable. A new street is not proposed or existing with the proposed development.

12.04.235 *- Street design—Grades and curves.*
Grades and center line radii shall conform to the standards in the city's street design standards and specifications.
Finding: Not Applicable. The applicant did not propose to alter the design of any street.

12.04.240 *- Street design—Development abutting arterial or collector street.*
Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.
Finding: Complies as Proposed. The subject site abuts an arterial street, though no access control, screen planting or wall is proposed or required.

12.04.245 *- Street design—Pedestrian and bicycle safety.*
Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.
All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.
Finding: Not Applicable. There are no new streets proposed or required.

12.04.255 - *Street design—Alleys.*

Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. The corners of alley intersections shall have a radius of not less than ten feet.
Finding: Not Applicable. The applicant has not proposed and is not required to install a new alley with this application.

12.04.260 *- Street design—Transit.*
Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with Tri-Met where the application impacts transit streets as identified on Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan. Pedestrian/bicycle access ways shall be provided as necessary in conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.
Finding: Not Applicable. The abutting portion of Warner Parrott is not on a transit street.

12.04.265 *- Street design—Planter strips.*
All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper right-of-way and reduce potential damage to sidewalks, curbs and gutters.
To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.
Finding: Not Applicable. Warner Parrott Road is designated as a minor arterial in the Transportation System Plan which requires a minimum amount of improvements including a 1-foot utility strip, 7-foot sidewalk, 6-foot bike lane, and 12-foot travel lane on both sides of the street. The applicant has not proposed and is not required to install a planter strip. As demonstrated in Chapter 12.08 of this report, the applicant is required to place street trees within an easement on the subject site.

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

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

CHAPTER 12.08 - PUBLIC AND STREET TREES

12.08.015 - Street tree planting and maintenance requirements.
All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.
Finding: Complies with Condition. The applicant proposed to install street trees behind a sidewalk within an easement onsite. A landscaping plan was prepared by Brian E. Bainnson which identified five (5) 2.5 inch caliper tulip trees along the Warner Parrott frontage. Prior to final of permits associated with the proposed development the applicant shall submit documentation demonstrating that an easement has been recorded identifying the street trees on private property and subject to the standards in chapter 12.08 of the Oregon City Municipal Code. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 26.**

12.08.015.A *One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.*
Finding: Complies as Proposed. The subject site has approximately 143 feet of frontage, requiring four street trees (143' frontage / 35 = 4.09). The applicant submitted a landscaping plan providing five street trees along the Warner Parrott frontage of the site.

The Shore Pine Place frontage extends 54 feet along the northern portion of the site and provides access into the parking lot for emergency service vehicles. The configuration of the relatively small Shore Pine frontage does not require a street tree.

12.08.015.B *The following clearance distances shall be maintained when planting trees:*
1. *Fifteen feet from streetlights;*
2. *Five feet from fire hydrants;*
3. *Twenty feet from intersections;*
4. *A minimum of five feet (at mature height) below power lines.*

Finding: Complies with Condition. The applicant has proposed to install street trees behind the Warner Parrott sidewalk, within an easement on the subject site. Prior to issuance of permits associated with the proposed development the applicant shall submit documentation demonstrating the street trees comply with the clearance requirements identified in OCMC 12.08.015.B. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 26.**

12.08.015.C *All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.*
Finding: Complies as Proposed. The applicant proposed to install 2.5 inch caliper street trees, in excess of the 2 in minimum caliper.

12.08.015.D *All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.*
Finding: Not Applicable. The there are no existing street trees to be pruned with this development.

12.08.020 *- Street tree species selection.*
The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.
Finding: Complies as Proposed. A registered landscape architect proposed a street tree species to be planted on the subject site which is not listed on the Oregon City Nuisance Plant List.

12.08.025 *- General tree maintenance.*
Abutting property owners shall be responsible for the maintenance of street trees and planting strips. Topping of trees is permitted only under recommendation of a certified arborist, or other qualified professional, if required by city staff. Trees shall be trimmed appropriately. Maintenance shall include trimming to remove dead branches, dangerous limbs and to maintain a minimum seven-foot clearance above all sidewalks and ten-foot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash.
Finding: Not Applicable. This standard is not an approval criterion.

12.08.030 *- Public property tree maintenance.*
The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.
Finding: Not Applicable. This standard is not an approval criterion.

12.08.035 *- Public tree removal.*
Existing street trees shall be retained and protected during construction unless removal is specified as part of a land use approval or in conjunction with a public facilities construction project, as approved by the community development director. A diseased or hazardous street tree, as determined by a registered arborist and verified by the City, may be removed if replaced. A non-diseased, non-hazardous street tree that is removed shall be replaced in accordance with the Table 12.08.035.
All new street trees will have a minimum two-inch caliper trunk measured six inches above the root crown. The community development director may approve off-site installation of replacement trees where necessary due to planting constraints. The community development director may additionally allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City in accordance with Oregon City Municipal Code 12.08.
Finding: Not Applicable. The applicant did not propose and is not required to remove any street trees with this application. The applicant shall submit an application for street tree removal if any street trees are required to be removed to accommodate the proposed construction or conditions of approval.

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

12.08.045 *- Gifts and funding.*

The City of Oregon City may accept gifts, which are specifically designated for the purpose of planting or maintaining trees within the city. the community development director may allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City. The community development director may determine the type, caliper and species of the trees purchased with the fund. The cost of each tree may be adjusted annually based upon current market prices for materials and labor as calculated by the community development director. A separate fund shall be established and maintained for revenues and expenditures created by activities specified in this Chapter. The natural resources committee shall have authority on behalf of the city to seek grants and alternative funding for tree projects. Funds from such grant awards shall be administered by the city pursuant to this section.
Finding: Not Applicable. The applicant has not proposed and the City has not required any gift or funding for street trees.

***12.08.050** - Violation—Penalty.*
The violation of any provision of this Chapter shall be constitute a civil infraction, subject to code enforcement procedures of Chapter 1.16 and/or Chapter 1.20.
Finding: Not Applicable. This application does not include a violation.

CHAPTER 13.12 STORMWATER CONVEYANCE, QUANTITY AND QUALITY
***13.12.050** Pursuant to each of the subsections below, proposed activities may be required to meet the performance standards for stormwater conveyance, stormwater quantity or stormwater quality.*
A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:
1. The conveyance facilities are located entirely on one privately owned parcel;
2. The conveyance facilities are privately maintained; and
3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.
Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.
Finding: Please refer to section 17.62.050.A6 of this report for a discussion of storm water. All the conveyance facilities are entirely on private property.

***13.12.050.B.** Stormwater Quantity Control. The stormwater quantity control requirements of this chapter shall apply to the following proposed activities, uses or developments:*
***13.12.050.B.1**. Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given seven-year period;*
Finding: Not Applicable. The development is not in a Natural Resource Overlay District.

***13.12.050.B.2** Activities that create more than two thousand square feet of impervious surface, cumulated over any given seven year period; or*
Finding: Please refer to section 17.62.050.A6 of this report for a discussion of storm water. Storm water quantity control is required as there will be more than 2,000 square feet of new impervious area.

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

Finding: Not Applicable. Storm water quantity control is required. Refer to section 17.62.050.A6 of this report for a discussion of storm water.

13.12.050.B.4 *An exemption to the stormwater quantity control requirements of this chapter will be granted in the following circumstances:*
a. The development site discharges to a stormwater quantity control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater, or,
b. The development site discharges to one of the following receiving bodies of water: Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42
Finding: Not Applicable. Exemption not required.

13.12.050.C. *Stormwater Quality Control. The stormwater quality control requirements of this chapter shall apply to the following proposed activities, uses or developments:*
13.12.050.C.1. *Category A. Activities subject to general water quality requirements of this chapter:*
a. The construction of four or more single-family residences;
b. Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given seven year period; or
c. Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;
d. An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.
Finding: Please refer to section 17.62.050.A6 of this report for a discussion of storm water. Storm water quality control is required as there will be more than 8,000 square feet of new impervious area.

13.12.050.C.2 *Category B. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices as contained in the Public Works Stormwater and Grading Design Standards:*
a. Fuel dispensing facilities;
b. Bulk petroleum storage in multiple stationary tanks;
c. Solid waste storage areas for commercial, industrial or multi-family uses;
d. Loading and unloading docks for commercial or industrial uses; or
e. Covered vehicle parking for commercial or industrial uses.
Finding: Not Applicable. The proposed work does not include these elements.

13.12.050.C.3 *Category C. Clackamas River Watershed. In addition to any other applicable requirements of this chapter, any development that creates new waste discharges and whose stormwater runoff may directly or indirectly flow into the Clackamas River is subject to additional requirements associated with Oregon Administrative Rules (OAR) 340-41-470 (Thee Basin Rule).*
Finding: Not Applicable. No new waste discharges or new stormwater flow will occur with this development.

CHAPTER 15.48 – GRADING, FILLING AND EXCAVATING

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

Prior to final of permits associated with the proposed development, the applicant shall adopt erosion control measures that meet the City's erosion control provisions per OCMC Chapter 17.47. The applicant shall provide a separate Erosion Prevention and Sedimentation Control Plan to the City's Erosion Control Officer for approval and obtain an erosion control permit and field installation approval prior to start of construction. There shall be no more than a maximum grade differential of two (2) feet at all boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. Prior to building permit issuance, the applicant shall submit and obtain a fill permit from Public Works/Development Services for the site, driveway and parking lot grading, paving and stormwater facilities.

Prior to the issuance of a building permit associated with the proposed development the applicant shall submit a grading plan to the Development Services Department, accompanied by all applicable permits supporting the plan. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 3, 8 and 9.**

CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 *Tree Protection – Applicability.*
Finding: Applicable. This Site Plan and Design Review application requires compliance with OCMC 17.41.

17.41.040 – *Tree Protection – Exemptions.*
These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. Additionally, these standards are not intended to regulate farm and forest practices as those practices,
Finding: Not Applicable. The applicant has not proposed to remove any trees within the Natural Resource Overlay District.

17.41.050-125 *Tree Removal*
Finding: Not Applicable. There are no existing trees on the subject property. The applicant has not proposed to remove any trees onsite.

17.41.130. *Regulated Tree Protection Procedures During Construction.*
Finding: Not Applicable. There are no improvements planned around the perimeter of the project that would interfere with trees growing off-site.

CHAPTER 16.20 PROPERTY LINE ADJUSTMENTS AND ABANDONMENT PROCESS AND STANDARDS

16.20.020 Adjustment/abandonment submission requirements.
An application for a property line adjustment or abandonment shall include two copies of the following documents submitted to the Community Development Director:
A. A completed application, on a form as provided by the Planning Division;
B. A boundary survey prepared by an Oregon professional land surveyor in accordance with ORS 92.060(7)

except where the application proposes the relocation of a currently monumented common boundary of a lot in a subdivision or a parcel in a partition when the adjusted property line is a distance of even width along the common boundary. The survey shall include in its title the following: "Proposed Property Line Adjustment Survey," shall identify the city planning file number and approval date immediately below the title block with space for signature and date by the Community Development Director;

C. Legal descriptions of the parent parcels to be adjusted and the resulting parcels to be created;

D. A current deed report for the subject property(ies)

E. A receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year.

Finding: Complies with Condition. The applicant did not submit:

- *A* boundary survey prepared by an Oregon professional land surveyor in accordance with ORS 92.060(7) except where the application proposes the relocation of a currently monumented common boundary of a lot in a subdivision or a parcel in a partition when the adjusted property line is a distance of even width along the common boundary. The survey shall include in its title the following: "Proposed Property Line Adjustment Survey," shall identify the city planning file number and approval date immediately below the title block with space for signature and date by the Community Development Director. If a boundary survey is not needed because the application proposes the relocation of a currently monumented common boundary of a lot in a subdivision or a parcel in a partition when the adjusted property line is a distance of even width along the common boundary, the applicant shall submit sufficient documentation demonstrating such.
- A receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year. If the taxes are not required to be paid the applicant shall provide sufficient documentation demonstrating such.

Prior to issuance of permits associated with the proposed development the applicant shall submit a boundary survey and a receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year. If either is not needed (because they are not required for the site) sufficient documentation shall be submitted identifying why as indicated in OCMC 16.20.20. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 27.**

16.20.040 Adjustment/abandonment approval standards.

All parcels created through a lot line adjustment or abandonments shall conform to the applicable requirements of this title (including the standards within the zoning designation (lot width, depth, lot coverage, etc) as well as access and frontage requirements of OCMC Chapter 16.16, ORS 92.010 to ORS 92.160, and any other applicable city or state law. The Community Development Director shall determine if the applicant's submission complies with these standards, and issue to the applicant a notice of decision consistent with Section 17.50.120. The Community Development Director decision is final and not appealable to any other decision-maker within the city.

Finding: Please refer to the analysis within Chapter 17.08 of this report.

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES

Finding: Complies as Proposed. Consistent with the requirements of this section, this application for a Conditional Use Permit and Site Plan and Design Review is processed through a Type III process. A pre-application conference was held on March 13, 2013, prior to the submission of this application (PA 13-09). As required by OCMC 17.50.055, the applicant contacted the Neighborhood Association and provided the associated notes as part of its application.

The City provided appropriate notice pursuant to OCMC 17.50.090 and the applicant posted signs on the property consistent with OCMC 17.50.100. Notice of the public hearings for the proposal was mailed to property owners within 300 feet of the subject site on December 4, 2013, and to the South End Neighborhood Association. The notice was advertised in the Clackamas Review for one week, 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. Prior to the release of this staff report, the following public comments were submitted (Exhibit 6):

In a letter dated January 2, 2014, Gayle Scalf of Oregon City expressed a concern for safety when walking in the neighborhood caused by the proposed use and that the proposal is a business and the area is residential.

In a series of comments Anthony Ron Paola of Oregon City commented that treatment facilities should not be in a residential area. He is concerned about the safety of women and children in the neighborhood. He expressed concern about the men at the facility asking for tobacco, running around the property and using inappropriate language. He indicated that he needs to feel safe in his home and does not at this time. He noted the value of his home has fallen since it was purchased and it will be reduced further with the proposed development. He noted that he would take legal action against the City, Clackamas County and the Men's Center if anything happens and if this proceeds, legal action will be taken against the City of Oregon City, Clackamas County for the loss in home value. He also indicated that the use of the dormitory does not meet the definition of religious institution and is not considered a group homes because it is not providing medical treatment. Lastly, he stated that the large size of the building is not compatible with the character of the single-family neighborhood and the noise from the site currently boarders on impairment for the neighbors.

In a series of comments Brandon Boyd of Oregon City expressed concern about the safety of the neighborhood due to the proposed development. He also indicated that the use of the dormitory does not meet the definition of religious institution and is not considered a group homes because it is not providing medical treatment. Lastly, he stated that the large size of the building is not compatible with the character of the single-family neighborhood and the noise from the site currently boarders on impairment for the neighbors.

In a series of comments Luke Lopez of Oregon City expressed concern for changes to the neighborhood resulting from the proposed development. He identified safety concerns about the proposed development and the proximity of the proposal to families, schools, bus stops and parks within the quiet, family-oriented area. He expressed concern of the unknown history of the residents onsite. A concern was identified about increased automobile and foot traffic to the site. He noted that the site is currently noisy and the proposed development would increase the noise level. In addition, a concern was raised for decreased home value caused by the proposed development. He noted he is appreciative of the Teen Challenge message but that the proposed location is not appropriate.

In a series of comments Mary Lopez of Oregon City expressed concern for the proposed development. She indicated that the existing facility is loud and is concerned about further noise with the proposed development. She noted an existing concern for safety due to the proximity of the facility to schools, parks, bus stops, families and her home. A concern was raised that there is not enough staff for the number of students at night and that staff whom were not medically trained would administer medication. A concern was also raised regarding decreased home values caused by the proposed

development. Lastly, questions regarding the approval process were asked and responded to by City staff.

In a letter from Mr. and Mrs. Dornan of Oregon City they expressed concern for the proposed project. A concern was raised about poor drainage in the area and the traffic impacts of the proposed development on Warner Parrott Road. They indicated that the site is currently noisy and expressed concern about increased noise associated with the proposed development and the construction of the development. A concern about the number of people proposed with the facility was expressed. Concerns about a negative perception of the area were raised and a decreased desirability to live in the area, as well as decreased property values. The letter asked how many structures would be built onsite, where would they be located, where would parking be located and how the facility would be supervised. Lastly, the letter asked if other metro sites were reviewed.

In a letter from Donald M. Selby of Oregon City he stated he is appreciative of Teen Challenge but does not support the proposed development. He stated that the existing facility has not been an ideal neighbor as people come and go early in the morning and late at night and there are loud voices, foul language, vulgar behavior while the men exercise outside, doors slamming, headlights and car horns. The letter identified conflicting statements by the applicant related to medical treatment. He described that the application materials indicated that there is no medical treatment while the applicant stated at the South End Neighborhood Association that medications prescribed by physicians are controlled by the facility and dispensed to students. A concern was raised about residents whom have been arrested or reported for violent or sexual crimes, the ratio of staff to students and the lack of accountability to the state and local government. The letter indicated that the program is not a traditional church because it is not open to the public, not a school as the applicant indicated at the South End Neighborhood Association and not a group home because there are no nurses or state oversight. A concern was also expressed that children could not play outside due to the proximity of the facility.

A letter was received from Mackenzie Nelson of Oregon City whom expressed concern for the proposed project. The letter indicated that the existing facility is not an ideal neighbor due to noise, loud voices, van doors slamming, reports of men from the facility smoking in the neighborhood, and that men running laps around the church building can see into nearby homes. Concerns were also raised about increased traffic associated with the proposed development and safety associated with a treatment center for drug and alcohol addicted men with misdemeanors or mental health problems. A concern was also raised about administering medicine to the students without state oversight, whether the facility can treat a student's mental health, and whether there is enough staffing to respond to an emergency during the night. Concerns were raised about the safety of the neighbors if a student leaves the facility and if the staff has the power to stop the student or an alarm will sound. She expressed a concern about the history of the students and an inability to sell her home with the proposed facility nearby.

An email was received from Erica Nochlin of KATU requesting information regarding the facility and City staff provided a response.

A letter in support of the application was submitted by Laurie Mix. She stated that her son is currently in the program and that the program has saved many lives, and if neighbors took time to talk to the men they would be far less intimidated. She noted the men are seeking a personal religious relationship, are sincere in their efforts to overcome addition and are not a threat to anyone in the

neighborhood. She asks whether there have been complaints of unlawful or dangerous behavior, and what arguments there are there to oppose the development. The letter asked if those opposing the development are aware of how many people in their neighborhood are alcoholics or drug users that are not seeking help and indicated that at the facility the men are trying to put their lives back together, are closely supervised, drug tested routinely and are seeking a religious relationship. She concludes that the proposed development would allow the facility to help more men and would thus foster a safer community.

In Mandy Clevenger of Oregon City submitted an e-mail that expressed concern about the proposed development. She provided background information on herself and identified a concern about the existing facility including noise, the man running around the building (exercising), smoking, playing basketball, and yelling profanities. She stated the proposed location is not appropriate for the size of development proposed. In addition, she stated that the dormitory use does not qualify as a religious institution, asked if the facility is a school or not and stated that the dormitory does not qualify as a group home because the facility is not providing medical treatment. A concern was expressed about a lack of City and State oversight. In addition, she stated that the large square footage of the structure proposed is not compatible with the surrounding homes and would alter the character of the neighborhood and expressed concern about increased noise associated with the proposal.

Robert Clevenger of Oregon City submitted an email that expressed concern about the proposed development. He provided background information on himself and identified a concern about the existing facility including noise, the man running around the building (exercising), smoking, and yelling profanities. He stated the proposed location is not appropriate for the size of development proposed. In addition, he stated that the dormitory use does not qualify as a religious institution, asked if the facility is a school or not and stated that the dormitory does not qualify as a group home because the facility is not providing medical treatment. A concern was expressed about a lack of City and State oversight. In addition, he stated that the large square footage of the structure proposed is not compatible with the surrounding homes and would alter the character of the neighborhood and expressed concern about increased noise associated with the proposal.

A letter along with a petition was submitted by a variety of people opposed to the proposed development. The letter stated that the large size of the proposed development would alter the character of the area compared to the sizes of the nearby homes and would change the density of the neighborhood. A concern was expressed that children could no longer utilize Chapin Park due to the close proximity of the proposed development. The letter indicates that calls were made to two police departments where other Teen Challenge Men's facilities are located and identified the general call history associated with the locations and stated that the facility does not pay taxes to support the police services. Last, a concern was also raised about the men leaving the facility and that impact to the neighborhood. A petition signed by 158 people was also submitted with the heading statement that the undersigned demand that "no unlicensed drug rehabilitation programs be allowed within this City/County" and identifies that the proposal is avoiding regulation and is harmful to the clients and the community. Additional comments are provided within the petition regarding location of the facility, the type of facility proposed, safety concerns, impacts to property values, and licensing of the facility. A second petition submitted by two people was submitted with the same statement language but also included a petition background section which provided details of the proposed development, and stated concern for safety, reduced property values, noise and congestion.

An email was submitted from Matt Nelson of Oregon City. The email indicated that the proposed dormitory does not qualify as a religious institution per the Municipal Code, does not qualify as a group home because it does not have a license from DHS and does not qualify as a school because it does not have proper licensing. He suggested a condition that requires the applicant to obtain the proper licensing to be considered a group home or private school.

All comments addressing approval criteria are identified within the findings of the staff report above.

III. SUMMARY OF COMPLIANCE WITH APPLICABLE CRITERIA

Staff has reviewed the criteria for files CU 13-01: Conditional Use, SP 13-11: Site Plan and Design Review and LL 13-04: Lot Consolidation and provided findings to determine a recommendation of if the criteria have been met or can be met with conditions of approval. As demonstrated within this report, staff has determined that each criterion is or can be met with the attached conditions of approval and recommends the Planning Commission approve the application with the conditions identified within this report. The Planning Commission may choose to agree or disagree with the findings and revise the findings and/or conditions of approval as needed.

IV. EXHIBITS

The following exhibits are attached to this staff report.

1. Vicinity Map
2. Applicant's Submittal
   A. Current Application Materials
   B. Current Site Plans and Building Elevations
   C. Outdated Application Materials (These have been Updated and Replaced by A and B)
3. Planning File CU 80-04
4. City Attorney's Memorandum to the Planning Commission
5. Comments Submitted by John Replinger of Replinger and Associates
6. Public Comments Received prior to January 30, 2014
7. Letter from Diana Long of Oregon City Business Licenses

IV. Recommended Conditions of Approval

CU 13-01: Conditional Use, SP 13-11: Site Plan and Design Review and LL 13-04: Lot Consolidation

1. In order to assure that the Conditional Use maintains compatibility with the surrounding neighborhood the applicant shall create a good neighbor agreement with the South End Neighborhood Association. The document is intended to identify sustainable and meaningful communication between the site and the neighborhood and may provide a basis to resolve any problems that may arise. The good neighbor agreement shall contain, at a minimum, the following items:
   e. A primary contact person for both organizations to facilitate timely communications.
   f. A yearly meeting with the South End Neighborhood Association and property owners within 300 feet of the subject property is encouraged to discuss any concerns they may have with the use.
   g. An information sheet to be provided to all of the applicant's staff and residents indicating that the Portland Metro Men's Center is a Conditional Use within a Residential District. The letter shall also explain that the South End Neighborhood Association will be monitoring the site to ensure it is compatible with the surrounding residences as part of the Conditional Use approval.
   h. If the South End Neighborhood Association fails to work with the applicant in good faith, to complete the agreement within 180 days of a final city decision, the agreement will no longer be required as part of the Conditional Use Approval. If the Director of Community Development makes a finding of failure

to work in good faith, the Director shall give notice of such finding to the applicant and the Chair of the South End Neighborhood Association. Either party may request review of such finding before the City Commission and such proceeding shall be treated as a Type III proceeding. (P)

2. Prior to final of building permits associated with the proposed development the applicant shall construct the following improvements along the Warner Parrott frontage of the subject site: a 12-foot travel lane, 6-foot bike lane, 7-foot sidewalk and a 1-foot utility strip on the applicant's side of the center of the travel lane divider. Curb replacement matching the existing curb shall be required. (DS)
3. The applicant is responsible for this project's compliance with Engineering Policy 00-01. The applicant shall participate in a pre-design meeting with the City prior to beginning design of the public improvements. (DS)
4. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way. (DS)
5. Prior to issuance of building permits associated with the proposed development the applicant shall submit a revised landscaping plan with the following:
   a. A landscaped buffer between the stairways and the adjacent property boundary which complies with the standards for perimeter parking lot landscaping in OCMC 17.52.060.
   b. Assurance that within three years ground cover is located on one hundred percent of the exposed; and that and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees.
   c. The striped area adjacent to parking stall 58 is landscaped in accordance with the interior parking lot landscaping standards in OCMC 17.52.060.D.
   d. The proposed parking lot trees are a minimum two-inch caliper size.
   e. Landscaped areas shall include irrigation systems unless an alternate plan is submitted with adequate maintenance accounted for, and approved by the community development director.
   f. Documentation demonstrating that that the ground cover is spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years; and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
   g. A parking area/building buffer which complies with OCMC 17.52.060.C for the southern and east façades of the existing building as well the northern façade of the proposed office structure.
   h. A minimum of ten percent of the interior parking lot area is landscaped and that the interior parking lot landscaping standards identified in OCMC 17.52.060.D are met. (P)
6. Prior to issuance of building permits associated with the proposed development the applicant shall submit a revised photometric plan that accounts for existing lighting levels onsite and demonstrate compliance with the lighting standards in OCMC 17.62.065. (P)
7. Prior to issuance of building permits associated with the proposed development the applicant shall dedicate right-of-way along the property frontage of Warner Parrott Road to accommodate the street improvements identified in condition of approval 2. (DS)
8. Prior to issuance of building permits associated with the proposed development, the applicant shall adopt erosion control measures that meet the City's erosion control provisions per OCMC Chapter 17.47. The applicant shall provide a separate Erosion Prevention and Sedimentation Control Plan to the City's Erosion Control Officer for approval and obtain an erosion control permit and field installation approval prior to start of construction. There shall be no more than a maximum grade differential of two (2) feet at all boundaries. Grading shall in no way create any water traps, or create other ponding situations. The plan shall show the existing and proposed swales. Prior to building permit issuance, the applicant shall submit and obtain a fill permit from Public Works/Development Services for the site, driveway and parking lot grading, paving and stormwater facilities. (DS)
9. Prior to the issuance of building permits associated with the proposed development the applicant shall submit a grading plan to the Development Services Department, accompanied by all applicable permit

applications supporting the plan. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. (DS)

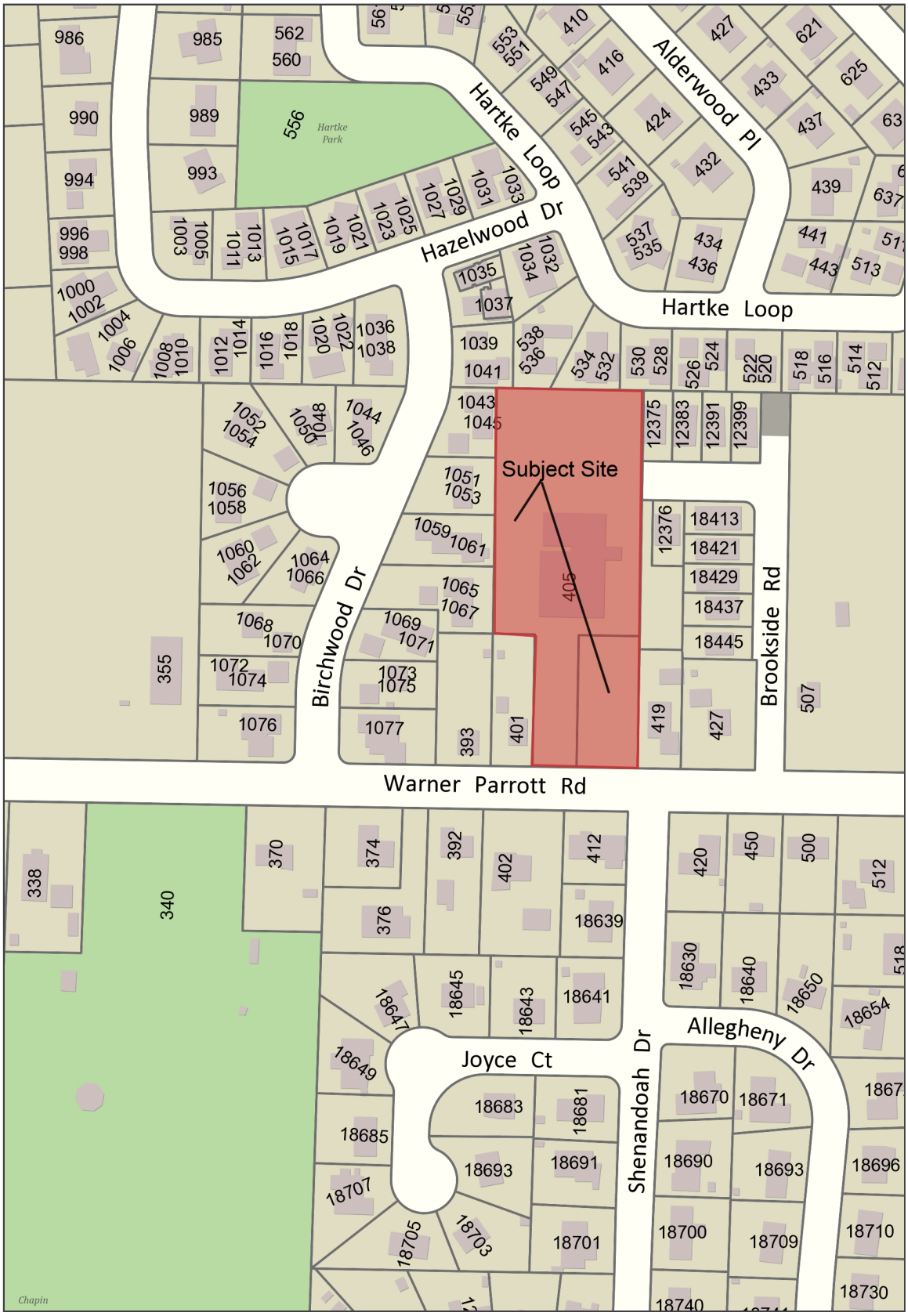
10. Prior to issuance of building permits associated with the proposed development and prior to discharge to the existing public sanitary sewer system located in Warner Parrott Road, the applicant shall provide on-site storm water detention and treatment meeting the city design standards. (DS)
11. Prior to issuance of building permits associated with the proposed development the applicant shall provide a final storm water report as part of the design. (DS)
12. Prior to issuance of building permits associated with the proposed development the applicant shall submit a revised site plan and associated documentation demonstrating:
    a. The surface material will visually contrast adjoining material; and that when bordering parking spaces other than spaces for parallel parking, pedestrian walkways are a minimum of seven feet in width unless curb stops are provided.
    b. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel.
    c. The drive aisle and the associated refuse and recycling area are paved.
    d. All parking stalls and driveways meet the size standards identified in OCMC 17.52.030.
    e. Relocate the bicycle parking stalls so they are accessible throughout the site and not from a single location; and all bicycle stalls shall comply with OCMC 17.52.040. (P)
13. The applicant shall sign a Non-Remonstrance Agreement for the subject property for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)
14. The applicant shall verify the additional water demand for the use and verify that the service line is adequately sized, and modify the size as needed as part of the building permits. (DS)
15. The applicant shall verify the amount of additional sanitary sewer flow and verify that the service line is adequately sized, and modify the size as needed as part of the building permits. (DS)
16. Prior to final of building permits associated with the proposed development the applicant shall include a grease trap for the kitchen. (DS)
17. Ten-foot public utility easements along all street frontages and all easements are required for the final engineering plans and shall be dedicated to the public on the final plat. All existing and proposed utilities and easements shall be indicated on the construction plans. (DS)
18. The applicant shall submit the proposed plans to the Building Division for review. The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application and applicant shall comply with all Building Division requirements prior to building permit approval. (B)
19. Prior to issuance of building permits associated with the proposed development the applicant shall submit documentation demonstrating compliance with the standards for screening mechanical equipment identified in OCMC 17.62.050.A.20 for all new and altered structures onsite. (P)
20. Prior to issuance of building permits associated with the proposed development the applicant shall submit documentation demonstrating details of the outdoor seating area fronting Warner Parrott Road. (P)
21. Prior to issuance of building permits associated with the proposed development the applicant shall submit the following revised building elevations/plans:
    a. Existing Dining Hall / Worship Services / Ceremony Building (Middle of the Site):
        i. The left side of the existing structure shall be revised to reflect that the door being removed is replaced with a window.
    b. Proposed Dormitory Building (Rear of the Site):

i. The east (left) and west (right) side of the proposed dormitory structure demonstrating that the doorways and associated stairways are enclosed and utilized for emergency use only.
ii. The front and side facades of the proposed dormitory structure shall be revised to demonstrate compliance with the transparency standards identified in OCMC 17.62.055.I.1.
iii. The current plans for the dormitory appear to include beds for 64 students, 2 staff members and 2 interns, despite the applicant's narrative request and associated traffic study describing 60 students and 2 staff members. The proposed dormitory plans shall be revised to accommodate a total of 62 people overnight including a minimum of 2 staff members.

22. Prior to final approval of a building permit associated with the development proposal the applicant shall submit documentation assuring the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used as storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (P)
23. Prior to final of building permits associated with the proposed development the applicant shall receive approval from the Clackamas County Fire District and the City Engineer for the design of the emergency only access located at the end of Shore Pine Place.
24. Prior to final of building permits associated with the proposed development the applicant shall submit a statement to the City indicating adequate means to ensure continued maintenance of those items identified in OCMC 17.62.050.A.10 and 17.52.080, and in accordance with the standards therein. (P)
25. A portion of the existing sign may be an obstruction within the public right-of-way. Prior to final of building permits associated with the proposed development the applicant shall either have obtained a permit from the City for the obstruction or remove and relocate the sign to locate it outside of the public right-of-way. (P)
26. Prior to final of building permits associated with the proposed development the applicant shall submit documentation demonstrating that an easement has been recorded that identifies the street trees on private property and subject to the standards identified in OCMC Chapter 12.08. In addition, the applicant shall submit documentation demonstrating the street trees comply with the clearance requirements identified in OCMC 12.08.015.B. (P)
27. Prior to issuance of building permits associated with the proposed development the applicant shall submit a boundary survey and a receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year. If either is not needed (because it is not required for the site) sufficient documentation shall be submitted identifying why as indicated in OCMC 16.20.020. In addition, prior to the issuance of building permits, the applicant shall record a revised property description consolidating the lots. (P)
28. The Portland Metro Men's Center shall be limited to a dormitory that houses a maximum of sixty-two (62) people, including a minimum of two (2) staff members with the remainder comprised of Portland Metro Men's Center students. The Portland Metro Men's Center shall have no more than ten (10) staff members on site. (P)

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

CU 13-01, SP 13-11 & LL 13-04

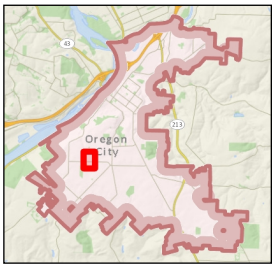


Legend

- Taxlots
- Taxlots (Outside UGB)
- Unimproved ROW
- McLoughlin Conservation Distr
- 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

0 204 Feet

1: 2,449

City of Oregon City
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www.orcity.org

Map created 12/3/2013

CITY OF OREGON CITY
LAND USE APPLICATION

City of Oregon City, Community Development Department, 221 Molalla Ave., Ste. 200, P.O. Box 3040, Oregon City, OR 97045, (503) 722-3789

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
☐ Nonconforming Use review	☐ Detailed Development Review	☐ Code Interpretation / Similar Use
☐ Water Resources Exemption	☐ Geotechnical Hazards	☐ Concept Development Plan
	☐ Minor Partition	☒ Conditional Use (modification)
	☐ Minor Site Plan & Design Review	☐ Comprehensive Plan Amendment (Text/Map)
	☐ Nonconforming Use Review	☐ Detailed Development Plan
	☒ Site Plan and Design Review	☐ Historic Review
	☐ Subdivision	☐ Oregon City Municipal Code Amendment
	☐ Minor Variance	☐ Variance
	☐ Water Resource Review	☐ Zone Change

RECEIVED JUN 26 2013 1:51 PM CITY OF OREGON CITY

Application Number: CU 13-01 + SP 13-11 + LL 13-04

Proposed Land Use or Activity: Conditional use, Site and Design Review, and lot consolidation for construction of a dormitory and office facility for a faith-based drug and alcohol recovery program. Interior remodel of existing church also will occur.

Project Name: Portland Metro Men's Center Number of Lots Proposed (If Applicable): None

Physical Address of Site: 405 Warner Parrott Rd.

Clackamas County Map and Tax Lot Number(s): 3 2E 06CA 01700 & 01800

Applicant(s):

Applicant(s) Signature: Garry Wallace

Applicant(s) Name Printed: Garry Wallace for Portland Metro Men's Center Date: June 20, 2013

Mailing Address: 405 Warner Parrott Rd., Oregon City, OR 97045

Phone: (971) 275-3341 Fax: _____ Email: garry.wallace@teenchallengepnw.com

Property Owner(s):

Property Owner(s) Signature: Same as Applicant

Property Owner(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Rick Givens Date: June 20, 2013

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

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

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

Portland Metro Men's Center
Conditional Use Permit/Site and Design Review
Application Narrative

Project Information:

Applicant/Owner:	Teen Challenge International, Pacific Northwest Centers Attn: Garry Wallace 405 Warner Parrott Rd. Oregon City, Oregon 97045 (971) 275-3341
Planning Consultant:	Rick Givens 18680 Sunblaze Dr. Oregon City, OR 97045 (503) 479-0097
Project Architect:	J.E. Krause, Architect 15259 SE 82nd Drive, Suite 202 Clackamas, Oregon 97015 (503) 656-4111
Project Engineer:	Troy Lyver, P.E. Lyver Engineering & Design, LLC. 7950 SE 106th Ave Portland, Oregon 97266 (503) 705-5283
Landscape Architect:	Brian Bainnson Quatrefoil, Inc. 404 SE 80th Ave Portland, OR 97215 (503) 256-8955
Traffic Engineer:	Lancaster Engineering, Inc. Todd Mobley, PE, PTOE 321 SW 4th Avenue, Suite 400 Portland, OR 97204 (503) 248-0313trans
Request:	Conditional Use Permit, Site Design Review for a church and associated Christian recovery program, including dormitory facilities.
Location:	The property is located at 405 Warner Parrott Rd. in Oregon City, OR.
Legal Description:	3 2E 06CA 01700 & 01800
Site Area:	2.13 Acres
Zoning:	R-10 Single-family Residential District.

Introduction:

This application requests conditional use permit approval for a religious institution and associated Christian recovery program, including dormitory facilities for up to 60 students enrolled in the program. The application also requests site plan and design review approval for the project.

Portland Metro Men's Center is owned by Teen Challenge International Pacific Northwest Centers (TCIPNC), a nonprofit religious institution operating under Section 501(c)(3) of the Internal Revenue Code. Portland Metro Men's Center operates a Christian recovery program to help people with drug and alcohol addiction issues overcome these problems and begin new lives. The program began in New York City in 1958 under the direction of Rev. David Wilkerson. Today there are over 200 centers in the United States and over 1,000 worldwide in some 90 countries.

Proposed Use

Portland Metro Men's Center provides a religious-based drug and alcohol recovery program. It does not provide any medical treatment and, therefore, is not licensed by the State of Oregon. The subject property is located on the site of the former Assembly of God church located at 405 Warner Parrott Road in Oregon City. The existing church building is presently being used by the applicant for operation of the recovery program, including counseling, religious training and worship services. At the present time, the students enrolled in the program are brought to the site from existing residence facilities in Portland. They are also transported to off-site stores operated by TCIPNC to receive occupational training included in the recovery program. Students are not permitted to drive.

Prior to enrollment in the program, applicants are carefully screened. The program at the subject site is limited to adult men. Individuals with criminal histories involving violence or sexual crimes are not permitted to enroll in the program. No alcohol or illegal drugs of any kind are permitted and students are tested regularly to ensure that there is no abuse of these substances. Prescription medications are monitored and provided to students in accordance with the doctor's instructions.

This project proposes the construction of a 10,590 square foot dormitory on the rear of the subject property to house the students and approximately 2 staff. At the present time, there are approximately 28 students enrolled in the program. There are 7 staff members on-site to run the program. At full operation, housing would be provided for up to 60 students and enrollment would be limited to this number. The program will include 10 staff members at full operation, 2 of whom will be housed in the dormitory.

The existing church sanctuary is used for worship services for students and staff and for graduation ceremonies and similar events. The kitchen and dining facilities are proposed to be remodeled and will provide for the feeding of students enrolled in the program.

A new office building is proposed to be constructed on the front of the subject property, adjacent to Warner Parrott Road. This office space will be used by the staff of Portland Metro Men's Centers exclusively, not by TCIPNC. TCIPNC has its offices located in Lebanon, Oregon.

Existing Site Conditions

The project site is located on Warner Parrott Road between Brookside Road and Birchwood Drive. The former Assembly of God church building is sited centrally on the subject property. The existing church building measures 10,831 square feet and includes a sanctuary, office space, a kitchen and dining area. A parking lot for approximately 41 cars is situated in front and along the east side of the church. The site is fairly level, with a slight slope towards Warner Parrott Road.



Vicinity Map


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Compliance with Chapter 17.12 - R-10 SINGLE-FAMILY DWELLING DISTRICT

Section 17.08.030(I) establishes religious institutions as a conditional use that may be permitted in the R-10 zone when authorized as subject to the provisions of Chapter 17.56.

17.12.040 - Dimensional standards.

Dimensional standards in the R-10 district are:

A. Minimum lot areas, ten thousand square feet;
B. Minimum lot width, sixty-five feet;
C. Minimum lot depth, eighty feet;
D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
E. Minimum required setbacks:
  1. Front yard, twenty feet minimum setback,
  2. Front porch, fifteen feet minimum setback,
  3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.
  4. Interior side yard, ten feet minimum setback for at least one side yard; eight feet minimum setback for the other side yard,
  5. Corner side yard, fifteen feet minimum setback,
  6. Rear yard, twenty feet minimum setback,
  7. Rear porch, fifteen feet minimum setback.
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.

Applicant Response:

A. The subject property measures 2.13 acres (92,783 square feet) in area, exceeding the minimum 10,000 sq. ft. standard.
B. The site has a lot width of approximately 143 feet in the front portion of the property, expanding to 200 feet wide in the rear area, well exceeding the 65 foot minimum.
C. The property has a lot depth of approximately 544 feet, exceeding the 80 foot minimum.
D. Both the existing building and the proposed buildings are less than 35 feet or 2.5 stories in height.
E. As shown on the site plan, all existing and proposed buildings conform to the setback standards of the R-10 zone.
F. Not applicable. The site does not contain any garage structures.
G. The existing church building has a foot print of approximately 10,700 square feet. A covered and screened porch to house a free-standing cooler unit is proposed to be added to this structure, bringing the total footprint to approximately 10,844 sq. ft. Additionally, a new office building covering 2,367 sq. ft. and a dormitory covering 5,370 sq. ft. are proposed. The total building footprint coverage would be approximately 18,581sq. ft., or 20 percent of the total site area.

Chapter 17.50 Administration and Procedures

Applicant Response: Consistent with the requirements of this section, this application for a Conditional Use Permit and Site Plan and Design Review will be processed through a Type III process. This process will provide for notice to property owners within 300 feet of the site, and a review of the application by the Planning Commission at a public hearing. A pre-application conference was held on March 13, 2013 (PA 13-09) prior to the submission of this application. As required by Section 17.50.055, the applicant contacted the South End Neighborhood Association and attended a meeting with that group on March 21, 2013. Notes are attached that reflect the discussion with that group. A City Land Use application form has been completed and is included with the submittal package. All of the information required for submittal as listed in Section 17.50.080 and on the application checklist is also included. The City will provide appropriate notice pursuant to Section 17.50.090 and the applicant will post signs on the property consistent with Section 17.50.100.

Chapter 17.56 Conditional Uses

17.56.010 - Permit—Authorization—Standards—Conditions.

A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require planning commission approval of a modification to the original conditional use permit.

A. The following conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the planning commission after due notice and public hearing, according to procedure as provided in Chapter 17.50. The planning commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:

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

Applicant Response: Religious Institutions are listed as a conditional use in OCMC 17.08.030.I. The definition of "religious institutions" provided in Section 17.04.1014 is:

"A church or place of worship or religious assembly with related facilities such as the following in any combination: rectory or convent, private school, meeting hall, offices for administration of the institution, licensed child or adult daycare, playground or cemetery".

This application is being requested by Portland Metro Men's Center, which is owned and operated by Teen Challenge International Pacific Northwest Centers. TCIPNC is a Christian 501(c)(3) non-profit religious organization. It provides religious training, holds regular Christian worship services, and provides faith-based counseling to students enrolled in its Christian recovery program. The educational component of the program is consistent with the private school element under this land use category. Convents and rectories, as well as some private schools, provide living quarters in conjunction with religious institutions. We also note,

however, that group homes for more than 15 people are permitted as a conditional use in this zoning district under OCMC 17.08.030.J. The dormitory portion of the use may also be authorized under this category.

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

Applicant Response: The subject property measures 2.13 acres (92,783 square feet) in area and is presently developed with a church building and parking lot. As shown on the site plan, the proposed dormitory building and offices fit on the site in conformance with setback and lot coverage standards. The site is free of any known natural hazards and is level in topography. There are no physical limitations to the use of the property and its characteristics are suited to the proposed use.

3. *The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;*

Applicant Response: Sewer, water and storm drainage utilities are present and adequate to service the proposed uses, as indicated on the site plan and the attached storm water report. The site is located on Warner Parrott Road, which is designated as a Minor Arterial by the Oregon City Transportation System Plan. The attached Transportation Impact Assessment prepared by Lancaster Engineering demonstrates that the transportation system is adequate to serve the proposed expanded school enrollment. For these reasons, the proposed use is timely.

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

Applicant Response: The Transportation Impact Assessment prepared by Lancaster Engineering demonstrates that the transportation system is adequate to serve the increased school size. For these reasons, the proposed uses will not limit or impair the use of surrounding properties.

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

Applicant Response: The following Comprehensive Plan policies were identified as being relevant to this application:

> *Policy 1.1.1*
> *Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*
>
> Applicant Response: In accordance with this policy, the applicant attended a meeting of the South End Neighborhood Association to discuss the project prior to the submission of this application. A summary of the comments from the meeting are attached.

Policy 5.4.13
Adopt and/or establish standards for all new development that promote the use of pervious surfaces and prevent negative ecological effects of urban stormwater runoff on streams, creeks and rivers.

Applicant Response: The project includes provisions for stormwater detention and treatment in the design of the site plan. These measures will serve to meet the requirements of this policy to prevent negative ecological effects on area waterways.

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.

Applicant Response: As discussed above, the plans for this project include measures for treatment and detention of stormwater, consistent with this policy.

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

Applicant Response: The lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties.

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

Applicant Response: The project provides for full development of an existing underdeveloped property. There is considerable vacant land on this site and the proposed development makes for more efficient use of the site and existing public facilities and services.

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

Applicant Response: The proposed expansion of use of this site is consistent with this policy in that it enhances efficiency of use of existing public facilities serving this site.

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

Applicant Response: As shown on the plans submitted and the preliminary storm drainage calculations with this application, provisions have been made to mitigate stormwater impacts consistent with this policy and City standards.

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

Applicant Response: Please refer to the preliminary storm drainage calculations submitted with this application. The proposed detention and treatment facilities included in the design of the project will comply with this policy and City engineering standards.

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

Applicant Response: The applicant recognizes the authority of the city to impose reasonable conditions of approval pursuant to this section. The proposed locations of the new buildings comply with the setback standards of the R-10 zone. We will review and reserve the right to comment upon such conditions as may be proposed by staff or the Planning Commission through the public hearing process.

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

Applicant Response: As discussed above in comments relating to the R-10 district standards, the proposed locations of the new buildings conform to all required dimensional standards.

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

Applicant Response: As discussed above, the proposed new structure and the existing church building conform to required dimensional standards.

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

Applicant Response: Not applicable to this proposal.

17.56.040 - Criteria and standards for conditional uses.

In addition to the standards listed herein in Section 17.56.010, which are to be considered in the approval of all conditional uses and the standards of the zone in which the conditional use is located, the following additional standards shall be applicable:

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

   Applicant Response: There are exit doors on the rear and side elevations of the proposed dormitory building that will be located within 50 feet of residential properties. The lighting associated with these exits would be normal porch lighting consistent with residential uses and would not be excessive or obtrusive on the residential properties. Please refer to the lighting plan. No openings on the office building would be located within 50' of a residential property. No new openings are proposed for the existing church building within 50' of a residential property.

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

   Applicant Response: According to the pre-application conference notes, Warner Parrott Road is a minor arterial street and requires a minimum right-of-way width of 64 feet. A preliminary review of the Clackamas County Assessor's map for this area and survey records indicate that the existing right-of-way is 60 feet in width. Consistent with providing for 32' of right-of-way from centerline, a two foot dedication will be required along the property frontage. The street is improved to a width of 40' with curbs on both sides, consistent with City standards, but the existing 6' curb-tight sidewalk needs to be upgraded to a 7' width. This is shown on the site plan, as are new street trees to be planted within an easement behind the sidewalk.

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

   Applicant Response: Not applicable. No such facilities are proposed.

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

Applicant Response: Not applicable. The proposed use is not a school.

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

Applicant Response: Not applicable. No helicopter landing facility is proposed.

F. Residential Care Facilities.

Applicant Response: Not applicable. No residential care facilities are proposed.

G. Bed and Breakfast Inns. Upon approval of a conditional use application for a bed and breakfast inn, the planning commission shall include the following as additional standards and criteria:

Applicant Response: Not applicable. No such use is proposed.

17.62 SITE PLAN AND DESIGN REVIEW CRITERIA:

Site plan and design review is required by Section 17.62.030 for all development that requires conditional use approval. In compliance with that requirement, this application includes the plans and information required for site plan and design review. As required by Section 17.62.020, a pre-application conference was held with city staff on October 9, 2012. The application exceeds the scale of development that would be allowed under the Minor site plan and design review provisions of Section 17.62.035, so that section is not applicable to this application.

17.62.040 – Plans required.

Applicant Response: As required by this section, this application includes a site plan containing the information specified in subsection 17.62.040(A), a landscaping plan, architectural drawings showing floor plans, elevations, and exterior materials, a materials board, an erosion and sediment control plan, the legal description of the property, a lighting plan, and a traffic impact analysis.

17.62.050 – Standards

A. All development shall comply with the following standards:

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

Applicant Response: The total site contains 92,783 sq. ft. The amount of landscaped area is approximately 36,000 sq. ft., or in excess of 38 percent of the total site area, well in excess of the 15% standard.

The subject property is not located within a Natural Resource Overlay District, nor is it within the Downtown Design District, so provisions of this section that address such areas are not applicable.

2. *Vehicular Access and Connectivity.*

Applicant Response: The parking lot design will provide ample parking to provide for the proposed use. The local street serving the residential neighborhood to the north, Shore Pine Lane, is stubbed to the property line of the subject site. There is no viable option to connect this street through the subject property because of the location of the existing church building and because existing properties to the south and west are fully developed without street stubs to this site. A gate will be provided at the end of this street to provide a secondary emergency vehicle access point. The proposed parking lot is located behind the new office building location. No parking garages, alleyways, or buildings containing above-grade structured parking are proposed. Please see discussion below relating to other parking standards.

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

    a. *Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark …*

    Applicant Response: The proposed design of the new office and dormitory building are complementary to the surrounding residential development. The buildings are similar in height and in the proposed construction materials to the homes in residential neighborhoods that abut the property. The site is not located in any of the city's historic districts.

    b. *In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning…*

    Applicant Response: Not applicable. The site is not within a historic area.

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

    Applicant Response: The proposed grading plan has been designed in accordance with Chapter 15.48 and other applicable standards. Please refer to discussion of that chapter below in this narrative.

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

    Applicant Response: Not applicable. The site is not located within the Geologic Hazard overlay district.

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

Applicant Response: Site drainage from the new construction has been designed in accordance with Chapter 13.12. Please see discussion of that section below, as well as the plans and storm drainage report submitted with this application.

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

   Applicant Response: Please see discussion of Chapter 17.52 below.

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

   Applicant Response: The existing sidewalk along Warner Parrott Road will be upgraded to 7' in width to conform to City standards. Curbs are already installed along the street.

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

   Applicant Response: The proposed site plan provides for a system of walkways from parking areas to the school entrances. The walkway system connects all main building entrances and provides for access through the site to the public sidewalk along Warner Parrott Road. All walkways will be hard-surfaced and will be a minimum of 5' in width.

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

    Applicant Response: No common facilities are proposed. All facilities on the site are owned and maintained by Portland Metro Men's Center.

11. *Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.*

    Applicant Response: Please see discussion of Chapter 17.41 below in this narrative.

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

    Applicant Response: There are no water resource areas or habitat conservation areas on the subject property or within close proximity to the site. Chapter 17.49 does not apply.

13. *All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference…*

Applicant Response: Neither the existing church facility nor the proposed office or dormitory building will generate or have any significant impact upon air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference.

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

    Applicant Response: A 12-inch city water line is located in Warner Parrott Road and an 8-inch line is located in Shore Pine Place. Eight-inch sanitary sewer lines are installed in Warner Parrott Road and Shore Pine Place. Water connections to the existing church are installed, but will be reviewed at the time of building permit application for potential needs to upgrade services for the new buildings. A grease trap will be installed to accommodate the upgraded kitchen that will serve the 60 residents in the program. There is an existing 12-inch storm sewer line along the eastern property line, a 6-inch line along a portion of the west property line, and a 30-inch storm line in Warner Parrott Road. The sewer, water, and storm sewer utilities all have adequate capacity to serve the proposed use and no new public utilities are proposed. On-site mitigation measures will be provided to assure compliance with City storm detention and treatment requirements, as shown on plans submitted with this application.

15. *Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation.*

    When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:

    a. *For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.*
    b. *For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.*

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

Applicant Response: Please refer to the attached Transportation Impact Analysis for discussion of compliance with these standards.

16. *If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.*

Applicant Response: Tri-Met service is provided on Warner Parrott Road at its intersection with Linn Avenue, approximately .45 mile east of the subject property. There is no need for a bus stop, bus shelter, turnout lane or other transit facility at this location as there is no bus service along the project's street frontage.

17. *All utility lines shall be placed underground.*

Applicant Response: All new utility lines will be placed underground, as shown on the utility plan.

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

Applicant Response: As shown on the site plan, the pedestrian walkways serving will be designed to provide for access by physically handicapped people.

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

Applicant Response: Not applicable. The proposed development does not include residential construction.

20. *Screening of Mechanical Equipment:*

Applicant Response: The proposed modular building will make use of ground-mounted heat pumps that will be located to the rear of the proposed building. Landscaping will screen the heat pumps from view.

21. *Building Materials.*

Applicant Response: Exterior building materials consist of fiber cement lap siding, cedar shingles, and (on the office building) stonework. Roofing is architectural grade asphalt shingles. No materials listed as "prohibited" are proposed to be used, nor are any materials subject to special material standards.

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

    Applicant Response: The applicant understands that the city may impose reasonable conditions of approval for this project.

17.62.055 - Institutional and commercial building standards.

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

Applicant Response: The proposed use is an institutional use and this project is subject to the provisions of this section.

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

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

Applicant Response: The scale of the proposed building and the materials used are commonly used in residential construction in the R-10 district.

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

Applicant Response: Not applicable.

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

Applicant Response: The proposed office and dormitory buildings are consistent with the residential character of the surrounding neighborhood in terms of scale, being one and two story buildings, and roof pitch. They also share common exterior materials with typical residences found in this area.

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

Applicant Response: We are not aware of any such conflicts.

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

site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.

Applicant Response: The subject property fronts on Warner Parrott Road for a distance of 143 feet. The proposed office building is located along this frontage and a setback of approximately 18 feet is proposed. This greater setback distance is warranted due to the inclusion of additional design features provided under Section 17.62.055D, as discussed below.

D. Relationship of Buildings to Streets and Parking.

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

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

Applicant Response: The office building setback area includes an entry plaza that incorporates outdoor seating, enhanced landscaping, and patterned/enhanced concrete. The inclusion of these features warrants an additional 15 feet of setback, for a total allowed setback distance of 20'. The site plan complies with this setback distance.

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

Applicant Response: Both new buildings have their most architecturally significant façade oriented towards Warner Parrott Road. The primary entrances are all clearly defined and have sheltering porch roofs. The existing church building pre-dates this requirement and its main entrance is oriented to the east. The interior remodeling of this structure takes place within the existing footprint of the church building with the exception of the addition of a covered porch on the rear elevation of the building to house a free-standing cooler unit. None of the remodeling will change the orientation of the main entrance to this building.

3. Entryways. The primary entranceway for each commercial or retail establishment shall face the major street…

Applicant Response: While the proposed office building is not a commercial or retail use, and these provisions therefore are not applicable, it does face the major street frontage on Warner Parrott Road.

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

   Applicant Response: Not applicable. The proposed development does not include commercial or retail uses.

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

   Applicant Response: Not applicable. No trellises, canopies, or fabric awnings are proposed.

E. Corner Lots.

Applicant Response: Not applicable. The subject property is not located on a corner lot.

F. Commercial First Floor Frontage.

Applicant Response: Not applicable. The proposed development does not include commercial or retail uses.

G. Variation in Massing.

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

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

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

Applicant Response: Both new buildings have variations in massing and comply with these standards. The office building is 80 feet long and 18 feet high. It has 6 changes in projecting/recessing wall planes. The longest horizontal mass without a change in wall plane or roof height is 14', well within the one-to-three ratio. The changes in elevation massing are not simply for cosmetic effect, but relate to the entrance location and interior work space layout. The proposed dormitory building is 123 feet in length and is 28 feet high. The front elevation provides for changes in height of the building as well as for projecting and recessed elements. These variations relate to the design of the floor plan and are not simply for cosmetic effect. No change to the exterior massing of the existing church building is proposed other than the addition of a screened, covered porch for the placement of a free-standing cooler unit. The screened porch does provide for a change in the roofline, which provides for a change in mass.

H. Minimum Wall Articulation.

1. *Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:*
   i. Change in plane,
   ii. Change in texture or masonry pattern or color,
   iii. Windows, treillage with landscaping appropriate for establishment on a trellis.
   iv. An equivalent element that subdivides the wall into human scale proportions.

   Applicant Response: The proposed office building façade is divided into sections by changes in plane. The longest wall facade without a change in plane measures 25'. All planes include window elements and there are no blank walls. Similarly, the dormitory building's front elevation does not have any blank, uninterrupted walls exceeding 30' in length. There are windows on all wall planes on the front elevation. The wall articulation of the existing church building will not be changed except that the lattice panels used to screen the cooler porch will provide for a change in texture, thereby accomplishing the purpose of this section.

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

   Applicant Response: The office building does not exceed 100 feet so these provisions do not apply to that structure. The proposed dormitory building is 123' in length. Wall plane projections and recesses are incorporated into the design. Three percent of the building's length would require that the recesses/projections be at least 3.6' deep. The projection of the front porch/second story lounge is 10 feet. Twenty percent of the 123' length would require that the projection be at least 24.6' long. The projection measures 25 feet. No uninterrupted facades exceeding 100 feet are proposed. The rear (north) elevation of the existing church building will be extended from its existing 81' length by the addition of a 12' covered porch. The total length of that elevation will be 93', which is under the 100' maximum that would require a change in wall plane.

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

   Applicant Response: The ground floor façade of the dormitory building has 70' of doors and windows. Excluding the stairs at both ends of the building, the front façade measures approximately 115' in length. The display windows equal approximately 61% of its length. Structural roof overhangs provide coverage similar to awnings over the windows on the side wings of the building.

   The office building measures 80 feet in length and has 49 feet of display windows and doors, which equates to 61 percent of the horizontal length.

   No change to the street-facing façade of the existing church building is proposed.

4. *Building facades must include a repeating pattern that includes any one or more of the following elements:*
   a. *Color change;*
   b. *Texture change;*
   c. *Material module change.*

   Applicant Response: The façade of the office building incorporates repeating elements of window groupings, lap and cedar shake siding, and stonework. The dormitory building includes repeating window treatments incorporating shake detailing, lap siding, and shake siding roof gables. No change to the façade of the existing church building is proposed other than the addition of the screened porch for the cooler unit.

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

   Applicant Response:

   Both the office and dormitory buildings include multiple changes in wall planes of twelve or more inches, as shown on the building elevation drawings. No change to the façade of the existing church building is proposed other than the addition of the screened porch for the cooler unit. The existing building does incorporate several changes in plane, as shown on the elevations submitted with this application.

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

   Applicant Response: The window treatments and wall projections repeat at intervals of less than 30 feet. The existing church building predates this requirement and does not include changes to the exterior structure with the exception of the replacement of covered porch and the new windows and doors on the north elevation.

I. Facade Transparency.

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

   Applicant Response: The front elevation of the office 80 feet in length. Glazing on the front elevation measures 49 feet in length, or 61%. The rear elevation also is 80 feet long, but it has 37 feet of windows and door glazing, or 46%. Windows on the side elevations measure

14 lineal feet each and the facades measure 44 feet in length, thus providing 31% transparency.

The front façade of the proposed dormitory building measures 115' in length, excluding the stairs. Seventy linear feet of window glazing is provided on the pedestrian level (61%). The rear elevation measures 123' in length and 38 feet of windows are provided (31%). The end walls measure 42' in length and provide 13 lineal feet of glazing (31%).

No changes are proposed to the north elevation of the existing church. The east elevation calls for the replacement of one solid door with a window, thereby increasing the glazing of that elevation. The north elevation presently measures 81 feet in length and has two 4' windows and one 3' window (14% glazing). The total length of this elevation is being increased to 93' through the construction of the covered and screened porch for the cooler unit. Glazing is being increased, however, with the replacement of the existing windows with six 4' windows and one 6' French door. The total glazing will measure 30 feet, or approximately 33% of the total 93' length, thereby bringing this elevation into conformance with respect to glazing. The west elevation of the dining hall wing, where the cooler porch is being constructed, presently has one 4' window, which will remain following remodeling. This elevation will see an increase in glazing with the installation of a 3' door with a glass panel.

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

   Applicant Response: Not applicable. No false windows or door openings are proposed.

J. Roof Treatments.

1. *All facades shall have a recognizable "top" consisting of, but not limited to:*
   a. *Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or*
   b. *Sloping roof with overhangs and brackets; or*
   c. *Stepped parapets;*
   d. *Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk.*

   Applicant Response: The proposed designs for the roofs on both new buildings are sloping with overhangs, which provide a recognizable "top" consistent with this standard. No change to the roof of the existing church building is proposed.

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

   Applicant Response: Not applicable. No mixed use buildings with flat roofs are proposed.

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

   Applicant Response: Not applicable. No other roof forms are proposed.

K. Drive-through facilities shall:

Applicant Response: Not applicable. No drive-through facilities are proposed.

17.62.056 - Additional standards for large retail establishments.

Applicant Response: Not applicable. No retail uses are proposed.

17.62.057 - Multi-family standards.

Applicant Response: Not applicable. No multi-family development is proposed.

17.62.059 - Cottage housing.

Applicant Response: Not applicable. No cottage housing is proposed.

17.62.065 - Outdoor lighting.

B. Applicability.

1. *General.*
   a. *All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.*
   b. *The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.*

2. *Lighting Plan Requirement.*
   All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.

   Applicant Response: At the present time, the site has three pole-mounted area lights. These lights will be removed. The proposed plan for outdoor lighting consists of recessed "can" lights for all porches and entryways and pole-mounted lights for the parking lot areas. The lighting plan submitted with this application depicts the location and photometric information for the entry lights and for lighting in the parking lot areas. Please refer to the photometric plan for demonstration of compliance with illumination standards.

17.62.065 .D Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

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

Applicant Response: Outdoor lighting is proposed in the form of pole-mounted parking lot lights and on-building "can" lights at porches for the proposed buildings. Preliminary photometrics have been presented to demonstrate that illumination requirements will be met. The final design of these lights to be submitted with the building permit application will ensure that offsite impacts do not exceed a measurement of 0.5 footcandles.

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

Applicant Response: New pole light fixtures will be fully top-shielded, the cans will be concealed under the soffits and under the roof overhangs. All lamps will be compact fluorescent or metal halide and will have a color rendition index above 70.

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

Applicant Response: Not Applicable. The project is not multi-family residential development.

17.62.065 .D.4 Lighting levels:

Table 1-17.62.065. Foot-candle Levels

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

Applicant Response: Preliminary photometric plans have been submitted that show that the project will provide for adequate lighting levels per the requirements of Table 1-17.62.065. In the final design of the project a detailed photometric plan will be submitted based upon the specific lights

selected and will be reviewed prior to issuance of building permits. The applicant will accept a condition of approval to this effect.

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

Applicant Response: The preliminary photometrics plan demonstrates that pole-mounted parking lot lights and on-building lighting will provide for lighting levels in compliance with Table 1.

17.62.065.D.7 Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.

Applicant Response: Not applicable. No pedestrian accessways are proposed.

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

Applicant Response: Not applicable. No floodlights are proposed.

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

Applicant Response: Not applicable. An outdoor canopy is not proposed.

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

Applicant Response: The new pole fixtures are proposed to be the Cimarron" model by Hubbel Lighting, Inc. These lights are consistent with the design and character of the proposed institutional use and are of a scale that will be compatible with surrounding residential uses. The new building mounted lighting will consist of recessed cans in the soffits, which is unobtrusive and consistent with the character of the buildings.

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

Applicant Response: The proposed lighting design will conform to this requirement.

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

Applicant Response: The proposed lighting system will include methods of turning off general lighting during non-operating business hours. Exterior, security lighting will be provided through the use of a limited number of recessed can fixtures in the soffits.

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

Applicant Response: Not Applicable. The existing monument sign is illuminated by small flood lights on both sides that illuminate only the sign face. This lighting will be retained for the new sign in the same location.

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

Applicant Response: The only upward directed lighting is that for the monument sign that will not cast lighting above the roofline of the buildings.

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

Applicant Response: No flickering or flashing lights are proposed with this development.

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

Applicant Response: Not Applicable. This section relates to wireless sites, and does not apply.

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

i. Maximum permitted light post height: eighty feet.

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

Applicant Response: Not Applicable. This application does not involve outdoor recreation sites, and this section does not apply.

17.62.080 - Special development standards along transit streets.

Applicant Response: Not applicable. The site is not located along a transit street.

17.62.085 - Refuse and recycling standards for commercial, industrial, and multi-family developments.

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

A. Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
B. Designed with sturdy materials, which are compatible to the primary structure(s);
C. Fully enclosed and visually screened;
D. Located in a manner easily and safely accessible by collection vehicles;
E. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
F. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
G. Maintained by the property owner;
H. Used only for purposes of storing solid waste and recyclable materials;
I. Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.

Applicant Response: The area designated for refuse and recycling is shown on the site plan and is located to the rear of the kitchen area. It is fully enclosed and visually screened, as required by this section, and is located on a level, hard surface. It is accessible via the existing driveway located to the rear of the existing church building. Final construction plans will be submitted at time of building permit application to show compliance with Chapter 8.20.

Chapter 17.52 Off-Street Parking and Loading

17.52.020 - Number of automobile spaces required.

Applicant Response: Table 17.52.020 sets the parking requirements for the three different use elements contained in this proposed development: The dormitory falls under the category for group homes and must provide a minimum of 1 per 7 beds and a maximum of 1 per 5 beds. The facility provides for 60 beds, generating a minimum requirement of 9 spaces and a maximum of 12 parking spaces. Office uses are required to provide a minimum of 2.7 parking spaces per 1,000 sq. ft. of floor area and a maximum of 3.3 parking spaces. The proposed office building will contain 2,367 sq. ft. of floor area, generating a minimum parking requirement of 6 spaces and a maximum of 7. The parking requirements for a religious assembly building are based on permissible range or .25 to .5 parking spaces per seat in the sanctuary. The pews in the existing church seat approximately 160 people, which would generate an acceptable range of 40 to 80 parking spaces. Thus, the total parking requirements for the uses proposed on this site range from a minimum of 55 spaces to a maximum of 99 spaces. The site plan provides parking for a total of 63 cars, which falls within the acceptable range.

17.52.030. Standards for automobile parking

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

Applicant Response: The access point onto Warner Parrott Road is presently split into an entry driveway and an exit driveway. The revised design provides for a more safe, single entry/exit design. The design ensures that there will be no backing or other maneuvering within a street right-of-way. The driveway approach is level and well under the 15% maximum standard.

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

Applicant Response: The proposed parking lot will be paved and will include provisions for storm water detention and water quality treatment consistent with City standards. Please see the site plan and storm report submitted with this application.

C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city Public Works Stormwater and Grading Design Standards.

Applicant Response: The parking lot will be designed in conformance with these provisions. Preliminary plans are shown on the site plan and a storm drainage report is attached. Final plans will be reviewed by City engineering staff to ensure compliance with these standards.

D. Dimensional Requirements.

Applicant Response: The proposed parking lot has been designed to conform to the City's parking dimensional standards, as noted on the site plan.

17.52.040 – Bicycle Parking

Applicant Response: The provisions of this section require a minimum of one bicycle space per 20 automobile spaces. There are 63 automobile spaces proposed, so a minimum of 4 bicycle spaces is required. As shown on the site plan, 4 spaces are proposed to be provided in front of the dormitory building and an additional rack for 4 bicycles will be provided to the rear of the office building. The bicycle parking will be clearly marked and is to be located in an area visible from the building and street. The proposed locations will not interfere with pedestrian or vehicular movement. The racks will be appropriately anchored to the concrete pads so that bicycles can be securely locked to them.

17.52.060 - Parking lot landscaping.

A. Development Standards.

1. *The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*
2. *All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*
3. *Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.*
4. *Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;*
5. *Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;*

6. *All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.*
7. *The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.*
8. *Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*

Applicant Response: The preliminary landscape plan submitted with this application shows plans for parking lot landscaping. The plan has been designed to conform to the above standards.

B. *Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.*
   1. *The perimeter parking lot are[a] shall include:*
      a. *Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;*
      b. *Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
      c. *An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.*

Applicant Response: A buffer is provided along all perimeter parking areas. Trees are shown on the plan spaced closer than the 35’ maximum distance standard. Ground cover plantings are depicted, as is a hedge.

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

1. *Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:*
    a. *Trees spaced a maximum of thirty-five feet apart;*
    b. *Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
    c. *An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*
2. *Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.*

Applicant Response: The required landscape plantings for the buffers between parking areas and the parking lot are depicted on the landscape plan. Plantings include both trees and ground covers.

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

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

    Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Applicant Response: Interior parking lot landscaping is depicted on the landscape plan and complies with the planting requirements.

E. Installation.

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

Applicant Response: Installation specifications are listed on the second sheet of the landscape plan and conform to the above criteria.

Chapter 12.04 – Streets, Sidewalks and Public Places

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

Comment: The subject property is adjacent to Warner-Parrot Road, a right-of-way regulated by the City of Oregon City. The applicant will obtain all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way.

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

Comment: The subject site is currently developed with curb, but no sidewalk, along its frontage on Warner-Parrott Road. A new seven-foot wide walk will be constructed in conjunction with this project, in compliance with City standards.

12.04.020 *Construction specification – unimproved streets*

Comment: Not applicable. No unimproved streets exist in the project area.

12.04.025 *Street design – Curb cuts*
A. To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized to minimize the number and size of curb cuts (including driveways) as far as practicable where any of the following conditions are necessary:
1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.
Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development, driveway curb cuts shall be limited to those widths as approved by the public works street standard drawings. Shared residential driveways shall be limited to twenty-four feet in width adjacent to the sidewalk and property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements. Non-

residential development driveway curb cuts in these situations shall be limited to those widths as approved by the public works street standard drawings or as approved by the city engineer upon review of the vehicle turning radii based on a professional engineer's design submittal.
B. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.
C. It shall be a code violation to drive vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach. Damages caused by such action shall be corrected by the adjoining property owner.
D. It shall be a code violation to place soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway. Damages caused by such action shall be corrected by the adjoining property owner.
E. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.
F. Exceptions. The public works director reserves the right to waive this policy in certain instances, if it is determined through written findings, that it is in the best interest of the public to do so. Examples of allowable exceptions include:
1. Corner properties or properties adjacent to more than one street frontage provided at least one on-street parking space on each frontage remains available after the installation of a second driveway.
2. Special needs for disabled access.
3. When the size of the lot or the length of the street frontage is adequate to support more than one driveway, the installation of a driveway will result in the loss of no more than one on-street parking space and there is no shortage of on-street parking available for neighboring property. In no case shall more than two driveways be allowed on any single family residential property.
G. Appeals. Decisions made by the public works director are final unless appealed in writing to the transportation advisory committee for review and recommendation to the city commission.
H. Failure to Comply. Failure to meet the intent of this section shall be a violation of this Code and enforceable as a civil infraction.

Comment: The existing parking lot is served by two curb cuts from Warner Parrott Road. The site plan calls for these existing curb cuts to be consolidated into a single access point. This is consistent with the above provisions in that it limits vehicular access points. Sight distance at the proposed driveway location is unrestricted. The driveway approach will be paved in concrete, consistent with City standards and all required permits will be obtained from the City of Oregon City prior to construction of the driveway approach.

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

Comment: The applicant will be responsible for maintaining the sidewalk and curb abutting the subject property.

***12.04.031** Liability for sidewalk injuries*

Comment: This section is not an approval criterion for this project.

12.04.032 *Required sidewalk repair*

Comment: Not applicable. No sidewalk repair is proposed. The existing sidewalk will be replaced in its entirety as a part of the proposed project.

12.04.033 *City may do work*

Comment: Not applicable. This is not a criterion for this development because no sidewalk repair is required.

12.04.034 *Assessment of costs*

Comment: Not Applicable. This is not a criterion for this development because no sidewalk repair is required.

12.04.040 *Streets - Enforcement*

Comment: Not Applicable. This is not a criterion for this development.

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

Comment: Not applicable. The subject property abuts Warner-Parrott Road. No constrained streets exist in the project area and none are proposed.

12.04.050 *Retaining walls – Required*

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

Comment: Not applicable. The site is level and no retaining walls are needed to accommodate a grade change.

12.04.060 *Retaining walls- Maintenance*

Comment: Not applicable. No retaining walls are proposed in the public right-of-way.

12.04.070*- Removal of sliding dirt.*

Comment: Not applicable. There is no sliding dirt situation relating to the subject property. No such removal is proposed and none is required.

12.04.080 *- Excavations—Permit required.*

Comment: The applicant will obtain required permits for all work within the public right-of-way

12.04.095 - *Street Design—Curb Cuts.*

Comment: Please refer to the discussion above regarding OCMC 12.04.025.

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

Comment: Not Applicable. No new street pavement excavation is anticipated with the proposed development.

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

Comment: All excavations will comply with this Chapter via the conditions of approval.

12.04.120 *- Obstructions—Permit required.*

Comment: The applicant has not proposed an obstruction with this application.

12.04.130 *- Obstructions—Sidewalk sales.*
A. It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.
B. The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.

Comment: The applicant has not proposed a sidewalk sale with this application.

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

Comment: The applicant is subject to compliance with OCMC Chapter 12.04.

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

Comment: The applicant has not proposed a street or alley vacation with this application.

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

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

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

Comment: The applicant is not proposing any street work for the subject site.

12.04.175 *- Street design—Generally.*
The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:
A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent Parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.

Comment: Not Applicable. The applicant is not proposing any street work with the proposed development and none is required.

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

Comment: Consistent with City street standards and the provisions of 12.04.180 Street design—Minimum right-of-way and as specified in the pre-application conference notes for this project, an

additional 2 feet of right-of-way will be dedicated along the frontage of the subject property to bring the total width to 32 feet from centerline.

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

Comment: Not Applicable. No half-streets or street stubs will be created in conjunction with this application and, therefore, no access control is required.

***12.04.190** - Street design—Alignment.*
The centerline of streets shall be:
A. Aligned with existing streets by continuation of the centerlines; or
A. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

Comment: Not Applicable. The applicant has not proposed a street alignment with this application.

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

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

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

Comment: Not Applicable. No constrained local streets are proposed and none exist in the project area.

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

Comment: Not Applicable. The applicant has not proposed any new intersections or to alter the design of any existing intersection.

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

Comment: Not Applicable. No off-site improvements are proposed or required.

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

Comment: Not Applicable. No half streets are proposed and none exist adjacent to the site.

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

The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as unstable soils, wetland, natural or historic resource areas, dedicated open space, existing development patterns, or arterial access restrictions. When permitted, cul-de-sacs and permanent dead-end streets shall have a maximum length of three hundred fifty feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face, and include pedestrian/bicycle accessways as provided in Section 17.90.220 of this code and Chapter 12.24. This section is not intended to preclude the use of curvilinear eyebright-of-way widening of a street where needed to provide adequate lot coverage. Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with Fire District and City adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

Comment: The applicant is not proposing any cul-de-sac or dead-end street. However, in the development of the subdivision to the north of the subject site, Shore Pine Lane was extended to the property line of the subject property and is a dead-end road. We do not know why this design was approved as the subject property was already developed with a church and all abutting properties beyond the church site are fully developed in such a manner that there is no opportunity for a local street connection through the church site to be developed. The configuration of the street in the adjacent development provides for a fish-tail type turn-around movement. Additionally, a locked emergency gate will be provided between the church parking lot and the adjacent street to provide for emergency vehicle access should it become necessary.

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

Comment: Not applicable. No new streets are proposed.

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

Comment: Not applicable. No new streets are proposed.

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

frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Comment: The subject site abuts an arterial street, but because of the nature of the institutional development, no access control, screen planting or wall is proposed or required.

***12.04.245** - Street design—Pedestrian and bicycle safety.*
Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.
All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.

Comment: The subject site abuts Warner-Parrott Road. A new sidewalk is proposed to be provided to improve pedestrian safety.

***12.04.255 -** Street design—Alleys.*

Comment: Not applicable. No alleys are proposed.

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

Comment: Not applicable. The site is not on a transit street.

***12.04.265** - Street design—Planter strips.*
All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper right-of-way and reduce potential damage to sidewalks, curbs and gutters.
To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and

vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.

Comment: Warner-Parrott Road is developed with intermittent existing curb-tight sidewalks along the entire section of the roadway in the vicinity of the subject property. Discussions with City staff in the pre-application conference did not indicate the need for a planter strip in this area given the existing development pattern.

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

Comment: The only improvement proposed in the public right-of-way is the new sidewalk. This improvement will be completed in accordance with all applicable standards, as specified in this section.

Chapter 12.08 – Public and Street Trees

Section 12.08.015 requires that all new development provide for the planting of street trees adjacent to all street frontages. Consistent with these requirements, the Landscaping Plan shows the planting of a total of five 2 ½" caliper Tulip Trees along the Warner-Parrott Road frontage. Subsection 12.08.015A requires a minimum of one tree per 35 feet of frontage be planted. The frontage of the subject property measures 143 feet in length, so the proposed number of trees is consistent with this standard. The required clearances from intersections, fire hydrants, streetlights and power lines will be maintained. The proposed tree size exceeds the minimum 2" caliper specified in the code. The street trees will be maintained by the applicant, as required by this chapter.

Chapter 12.24 – Pedestrian/Bicycle Accessways

Comment: No pedestrian/bicycle accessways are proposed.

Chapter 13.12 – Stormwater Management

13.12.050 - Applicability and exemptions.

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

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

Comment: The proposed construction is subject to the stormwater management provisions of this chapter. Stormwater management for the project is depicted on the preliminary utility plan and is discussed in a memorandum from Sisul Engineering that addresses stormwater management and compliance with city standards.

13.12.080 - Submittal requirements.

A. Timing and Scope of Required Submittal.

1. Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.

2. Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.

3. Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.

4. Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.

B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Comment: A storm drainage report and preliminary storm drainage plan have been prepared for this proposed project and are included in the application submittal package. These documents have been prepared in accordance with city standards.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

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

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;
B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020
C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
    1. Do not exceed the capacity of receiving drainage conveyance facilities;
    2. Do not increase the potential for streambank erosion; and
    3. Do not add volume to an off-site closed depression without providing for mitigation.

Applicant Response: Please refer to the attached Preliminary Utility Plan and storm report from Sisul Engineering.

D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
    1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and
    2. Stormwater quality control facilities which:
        a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;
        b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and
        c. Minimize any increase in nonpoint source pollution.

Comment: Plans for accommodating stormwater quality and control are specified in the storm report from Sisul Engineering.

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

Comment: As shown on the Preliminary Utility Plan, the storm drainage system will provide for collection of all storm water from the parking lot and from roofs and footings associated with this project. Please refer to the discussion of the proposed design in the storm report prepared by Sisul Engineering.

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

Comment: Not applicable. The storm sewer system does not discharge to an open channel or stream.

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

Comment: Portland Metro Men's Center will maintain the private storm drainage facilities on the subject property.

Chapter 15.48 – Grading, Filling and Excavating

This site is presently developed with a church and parking lot facilities. The property is level and the plans call for no significant grading activities on the property other than excavation for foundations. Final engineering plans will be provided prior to issuance of building permits.

Chapter 17.41 – Tree Protection Standards

17.41.020 - Tree protection—Applicability.

Comment: There are no existing trees on the subject property. There are no improvements planned around the perimeter of the project that would interfere with trees growing off-site.

Chapter 17.54 – Supplemental Zoning Regulations and Exceptions

As shown on the Landscape Plan, fencing is proposed on the perimeter of the site. The fencing is subject to the standards set forth in Chapter 17.54.100. The proposed fence will be constructed of wood and will not exceed 6 feet in height. No fences are proposed in front of the front face of the proposed office building or within 40 feet of the public right-of-way, so the limitation of 42 inches in height for fences in such locations does not apply.

Chapter 17.58 – Nonconforming Uses, Structures and Lots

Nonconforming situations are created when the application of zoning district to a site changes or the zoning regulations change. As part of the change, existing uses, density, or development might no longer be allowed or are further restricted. Nonconforming uses, structures and lots are those uses, structures and lots that were lawfully established but do not conform to the provisions of this title or the provisions of the zoning district in which the use, structure or lot is located. The intent of these provisions is not to force all nonconforming situations immediately to be brought into conformance. Instead, the intent is to guide nonconforming situations in a new direction consistent with city policy, and, eventually, bring them into conformance.

Comment: The site is currently nonconforming as it was constructed prior to adoption of the standards identified in the Oregon City Municipal Code for parking lot landscaping, pedestrian accessway, etc. Per OCMC Chapter 17.58.040.C.2.a, the applicant will upgrade nonconforming portions of the existing site with the proposed development.

17.58.040.C.2. *An expansion of a nonconforming structure with alterations that exceed the threshold of Subparagraph C.2.a below shall comply with the development standards listed in Subparagraph C.2.b. The value of the alterations and improvements is based on the entire project and not individual building permit..*
Comment: The subject site was constructed before the adoption of this zoning code and does not meet a variety of criteria including design, landscaping or parking lot standards, etc. The proposed development at the nonconforming site requires compliance with OCMC 17.58.040.C.2.

17.58.040.C.2.a *Thresholds triggering compliance. The standards of Subparagraph C.2.b below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the Community Development Director, is more than $75,000. The following alterations and improvements shall not be included in the threshold calculation:*
(1) Proposed alterations to meet approved fire and life safety agreements;
(2) Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;
(3) Alterations required to meet Seismic Design Requirements; and
(4) Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.

Comment: The project will cost more than $75,000, requiring improvements in association with OCMC 17.52.040.C.2.a.

17.58.040.C.2.b *Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.*
(1) Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;
(2) Minimum perimeter parking lot landscaping;
(3) Minimum interior parking lot landscaping;
(4) Minimum site landscaping requirements;
(5) Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 17.52 Off-Street Parking and Loading;
(6) Screening; and
(7) Paving of surface parking and exterior storage and display areas.

Comment: The applicant proposes a variety of improvements in compliance with this section:

- *Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;*
  The applicant proposes to construct a sidewalk along the property's frontage on Warner-Parrott Road.

- *Minimum perimeter parking lot landscaping;*
  The applicant proposes to upgrade the perimeter parking lot landscaping to comply with the standards in the Oregon City Municipal Code, as depicted on the Preliminary Landscape Plan.

- *Minimum interior parking lot landscaping;*

The applicant proposes to provide interior parking lot landscaping per the requirements of the Oregon City Municipal Code.

- *Minimum site landscaping requirements;*
  The proposed landscape plan provides for approximately 36,500 sq. ft. of the total site area (96,930 sq. ft). The minimum standard for institutional uses is15% and the proposed amount is in excess of 37%.

- *Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 17.52 Off-Street Parking and Loading;*
  The applicant proposes to provide bicycle parking in compliance with the Oregon City Municipal Code. Proposed bicycle racks are indicated on the site plan.

- *Screening; and*
  The applicant proposes a new refuse and recycling area with proper screening.

- *Paving of surface parking and exterior storage and display areas.*
  The applicant proposed to pave all parking areas. There are no exterior storage or display areas onsite.

17.60 – Variance Requests

Not applicable. No variances are requested or required.

Chapter 16.20 – Property Line Adjustments and Abandonment Process and Standards

This application includes a proposal to consolidate Tax Lots 1700 and 1800 into a single parcel. The approval criteria for this application are as follows:

16.20.040 Adjustment/abandonment approval standards.

All parcels created through a lot line adjustment or abandonments shall conform to the applicable requirements of this title (including the standards within the zoning designation (lot width, depth, lot coverage, etc) as well as access and frontage requirements of Oregon City Municipal Code Chapter 16.16, ORS 92.010 to ORS 92.160, and any other applicable city or state law. The community development director shall determine if the applicant's submission complies with these standards, and issue to the applicant a notice of decision consistent with Section 17.50.120. The community development director decision is final and not appealable to any other decision-maker within the city.

Comment: The subject property is zoned R-10 and the compliance of the property with the development standards of this district have been addressed above under comments on Chapter 17.12. The combined property conforms to all applicable dimensional standards of the R-10 district. The lot has 143 feet of frontage on Warner-Parrott Road, satisfying City and State standards.

From: Rick Givens
To: Laura Terway
Subject: Portland Metro Men"s Center
Date: Wednesday, November 20, 2013 3:26:29 PM

Hi Laura,

I am sending you this in response to your request for clarification regarding proposed changes to the east elevation of the dining wing of the existing church. As shown on the photograph of that elevation that was submitted earlier, the existing 3' doorway is proposed to be replaced with the same width of window. The area below the window will be framed in and sided to match the existing building siding. The steps leading up to the doorway will be removed.

Please let me know if you need any further information regarding this.

Thanks,

--
Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
Office: (503) 479-0097
Cell: (503) 351-8204

5-15-13 TEEN CHALLENGE "LOT COVERAGE"

	MAIN		PORCH	
NEW OFFICE	2367	SF	84	SF
(E) CHURCH/OFF	7510	SF	401	SF
(E) DINING	3321	SF	292	SF
NEW DORM	5340	SF	572	SF

MISC
- TOOL SHED?
- COVERED GRILL?

☆ CHECK W/ BRIAN ON AREA OF CONC., PAVING, WALKS, L.S.?

From:	Rick Givens
To:	Laura Terway
Subject:	Portland Men"s Center Storm Drainage Plan
Date:	Friday, November 15, 2013 11:22:24 AM
Attachments:	Teen Challenge - Storm Drain Redlines.pdf

Hi Laura,

Here's the new Storm Plan for the Portland Metro Men's Center project. I'll send the storm report in a separate email to keep the file size down. Please let me know if you have received this.

Rick Givens
Planning Consultant
18680 Sunblaze Drive.
Oregon City, OR 97045
PH: (503) 479-0097
Cell: (503) 351-8204
email: rickgivens@gmail.com

From: Rick Givens
To: Laura Terway
Subject: Portland Metro Men"s Center Storm Report
Date: Friday, November 15, 2013 11:22:53 AM
Attachments: PreliminaryStormWaterCalcs.pdf

Laura,

Here's the new storm report for the Portland Metro Men's Center project. Hopefully, you received my previous email with the new storm plan. Please let me know if you have received this.

Thanks,

Rick Givens
Planning Consultant
18680 Sunblaze Drive.
Oregon City, OR 97045
PH: (503) 479-0097
Cell: (503) 351-8204
email: rickgivens@gmail.com

Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, Oregon 97045

Oct. 7, 2013

Ms. Laura Terway
City of Oregon City
Community Development – Planning
221 Molalla Ave., Suite 200
Oregon City, OR 97045

RE: CU 13-01, SP 13-11 and LL 13-04 Completeness

Dear Laura:

We are submitting additional information and drawings to address the items listed in your Determination of Application Incompleteness letter regarding the Portland Metro Men's Center application. These items have been addressed as follows:

- A new application form signed by the President of Teen Challenge is attached.
- A trio is attached for purposes of verifying ownership.
- The application narrative has been revised to address the additional sections of the City Code identified in your letter.
- Teen Challenge is a nonprofit religious organization operating under Section 501(c)(3) of the Internal Revenue Code and, as such, does not pay County property taxes.
- A new Utility Plan has been prepared that meets the requirements of 17.62.040.A.
- Architectural drawings are provided showing elevations of the existing church structure and the proposed tool shed.
- Rather than submitting a materials board, we are submitting a color photograph of the Residential Home at 182 Warner Parrott Road. The applicant plans on using the same colors and substantially similar exterior siding, roofing and stone materials for the proposed Portland Metro Men's Center project.
- The new utility plan and storm report contain information to address the requirements of 17.62.040.E.
- An exterior lighting plan and photometric information has been provided.

We believe that this information will make our application complete. However, should you need anything further, please let me know as soon as possible.

Thank you for your assistance in this matter.

Sincerely yours,

Rick Givens

cc: Garry Wallace, Portland Metro Men's Center

phone: 503-479-0097 | fax: 503-479-0097 | e-mail: rickgivens@gmail.com

From:	Rick Givens
To:	Laura Terway
Subject:	Teen Challenge - Portland Metro Men"s Center
Date:	Wednesday, November 13, 2013 10:57:38 AM
Attachments:	L.2.pdf L.1.pdf Teen Challenge Narrative11-13-13.docx Dining Hall East Elevation.pdf Dining Hall N&W Elevations.pdf

---

Hi Laura,

I am sending you the following updated files for the Portland Metro Men's Center CUP/Site & Design Review application:

1. Site plan showing parking revised to comply with maximum of 8 parking stalls landscape island standard.

2. Landscape plan revised to show landscaping per updated site plan.

3. Revised narrative with corrected parking totals and transparency information.

4. Photographs of the dining wing of the existing church facades labeled to show existing transparency.

I have confirmed with the project architect that the small (8.5" x 11") elevation drawings of the existing church building are no longer relevant and should be removed from the application submittal. The elevation drawings of the dining hall wing replace these earlier drawings.

I discussed the status of the storm report with Troy Lyver and he informs me that Sisul Engineering has been retained to prepare a report in conformance with City standards. The first draft of the report has been finished and should be finalized shortly. I'll get it to you as soon as I receive it.

I will bring you 3 copies of the full-sized site and landscape drawings by tomorrow. Do you need me to reprint the application narrative or is the electronic version satisfactory?

I think that this will complete all of the items we discussed last week, but please let me know if I've missed something. Finally, since we've had problems with transmitting application materials via e-mail before, please let me know that you have received this.

Rick Givens
Planning Consultant
18680 Sunblaze Drive.
Oregon City, OR 97045
PH: (503) 479-0097
Cell: (503) 351-8204
email: rickgivens@gmail.com



Portland Metro Men's Center
South End Neighborhood Association
Meeting Notes
3/21/2013

A neighborhood meeting for the Portland Metro Men's Center (Teen Challenge) project was held at the regularly scheduled March meeting of the South End Neighborhood Association. Project Team members in attendance were: Garry Wallace (Executive Director, Portland Metro Men's Center), Rick Givens (Planning Consultant), and Joe Krause (Architect).

The project was presented by Project Team members, describing the nature of the proposed use, the buildings being proposed, the site plan, etc. After the presentation, questions were taken from audience members. Questions were as follows:

1. Are the people in the program on parole?
   Answer: Students enrolled in the program may be on parole or have criminal records, but they are screened to exclude anyone with a record for sexual crimes or crimes of violence. Mr. Wallace suggested that anyone with questions about how the program has been received in its existing neighborhood setting should contact the Laurelhurst Neighborhood Association in Portland, where PMMC has maintained a friendly and supportive relationship.

2. How is the program funded?
   Answer: The program is privately funded through donations to Teen Challenge and through sales at the project's two thrift stores, one in Salem and one on SE McLoughlin Blvd.

3. Would people enrolled in the program be allowed to walk to neighborhood stores?
   Answer: Students are monitored and must remain on-site. They are taken to their jobs at the thrift stores in PMMC vans. If they leave the site on their own they are removed from the program.

4. Is the program strictly limited to people with drugs and alcohol addictions?
   Answer: Those are the primary issues for people enrolled in the program. A few individuals who have had problems of being unable to hold a job are enrolled at times.

5. Are people enrolled in the program on medications?
   Answer: No medications are used in the program. It is solely faith-based. Medications for physical conditions that are prescribed by a physician are controlled by PMMC and dispensed to students in accordance with the prescription.

6. What is the program's success rate?
   Answer: Studies done in the '80's and '90's showed 80 to 85% success rates.

7. How does the PMMC deal with a student who wants to leave the program?
   Answer: They are processed out of the program at the office and driven to the bus station.

8. What is the age range for students?
   Answer: Students are typically in their late 20's to early 30's, but the program is open to anyone 18 years of age or older.

9. How many employees does PMMC have on site?
   Answer: Seven employees. Three live on the campus and it is staffed 24/7. The building is closed to access at approximately 9:30 pm.

10. How many students are enrolled right now?
    Answer: Approximately 30 to 35 students are enrolled at this time.

11. Is schooling a part of the program
    Answer: Not directly, but they try to plug students into educational programs as needed upon completion of the program. There is a four month follow-up period upon completion of the residency portion of the program. The student is connected with a pastor and a church in their home town.

12. Are other Teen Challenge facilities in residential areas?
    Answer: Yes. Facilities in Pasco, Missoula, and Shed are examples. Teen Challenge used to have a facility for women on Amanda in Oregon City, but it was sold and the program moved.

13. Is drug testing a part of the program?
    Answer: Yes. Students are tested upon return from any home visit and random drug testing is done.

No other questions were asked and the meeting was adjourned. Several positive comments were received and no objections were noted.

DATE:			SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NUMBERS:	
1	Kathy Hogan	STREET:	19721 S. Central Pt Rd	HOME:	
				CELL:	
		EMAIL:			
2	Betty Mumm	STREET:	OC Commission	HOME:	5056575922
				CELL:	
		EMAIL:	463 Mt. View St		
3	Pete Walter	STREET:	Oregon City Planning Division	HOME:	
				CELL:	
		EMAIL:	pwalter@orcity.org	office: (503)496-1568	
4	MARK NOLL	STREET:	10835 S. NAVAJO WAY	HOME:	503 722-2940
				CELL:	" 804-2138
		EMAIL:	MS NOLL @ Q.Com		
5	Rick Givens	STREET:	18680 Sunblaze Dr Oregon City	HOME:	503-479-0097
				CELL:	
		EMAIL:	rickgivens@gmail.com		
6	Joe Krause	STREET:	14131 SE KRAUSE LANE HAPPY VALLEY, OR	HOME:	
				CELL:	
		EMAIL:	JOE @ J E KRAUSE ARCHITECT		
7	Garry Wallace	STREET:	405 Warner Parrott	HOME:	
				CELL:	
		EMAIL:	OC garry.wallace@tcpnw.com		
8	Ingra Rickenbach	STREET:	131 Warner Parrott Rd	HOME:	
				CELL:	
		EMAIL:			
9	PENNY NOLL		10835 S. NAVAJO WAY nollpjk@Q.com	503-722-2940 503-515-9129	

DATE:			SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NUMBERS:	
1	Kathy Robertson	STREET:	210 Elmar Dr. Oregon City OR 97045	HOME:	503-557-1136
				CELL:	
		EMAIL:	Kathy-r@q.com		
2	Norris Stewart	STREET:	924 Cleanbrook Dr.	HOME:	503-656-1571
				CELL:	
		EMAIL:	OC. NRS052@efforquest.net		
3	JOHN F. WILLIAMS, JR	STREET:	1176 SUNNY LANE	HOME:	659-2568
				CELL:	
		EMAIL:	JOHNWILLIAMS38@GMAIL.COM		
4	Bill McConnell	STREET:	18797 LASSEN CT	HOME:	
				CELL:	503 860-1037
		EMAIL:			
5		STREET:		HOME:	
				CELL:	
		EMAIL:			
6		STREET:		HOME:	
				CELL:	
		EMAIL:			
7		STREET:		HOME:	
				CELL:	
		EMAIL:			
8		STREET:		HOME:	
				CELL:	
		EMAIL:			

Rick Givens

From: Mary Ann Jensen [maj241@msn.com]
Sent: Tuesday, April 02, 2013 7:00 PM
To: Rick Givens; Bill McConnel
Subject: RE: Neighborhood Meeting

From: maj241@msn.com
To: rickgivens@gmail.com; billmcconnel@yahoo.com
Subject: RE: Neighborhood Meeting
Date: Mon, 1 Apr 2013 18:40:06 -0700

I'll have to scan it - will try and do it tomorrow at work and get it off to you via email

---

From: rickgivens@gmail.com
To: billmcconnel@yahoo.com; maj241@msn.com
Subject: RE: Neighborhood Meeting
Date: Mon, 1 Apr 2013 14:32:06 -0700

Hi Bill and Mary Ann,

I hate to be a bother, but I haven't received a copy of the sign-in sheet yet. Please either send it to me as an e-mail attachment or mail it to me at:

Rick Givens
18680 Sunblaze Dr.
Oregon City, OR 97045

Thanks for your help.

Rick Givens
(503) 479-0097

> -----Original Message-----
> **From:** Bill McConnel [mailto:billmcconnel@yahoo.com]
> **Sent:** Monday, March 25, 2013 10:04 AM
> **To:** Rick Givens; Mary Jensen
> **Subject:** Re: Neighborhood Meeting
>
> Good morning Mary Ann,
>
> Please be sure to send a copy of the sign-in sheet to Mr. Givens.
>
> Thank you - Bill
>
> ---
>
> **From:** Rick Givens <rickgivens@gmail.com>
> **To:** Bill McConnel <billmcconnel@yahoo.com>

Sent: Friday, March 22, 2013 4:30 PM
Subject: RE: Neighborhood Meeting

Hi Bill,

We enjoyed meeting with the South End Neighborhood Association last night. I thought the comments and questions were thoughtful and encouraging for our application.

Please remember to send me a copy of the sign-in sheet from the meeting as the City requires this for our application submittal.

Thanks for your help,

Rick Givens

-----Original Message-----
From: Bill McConnel [mailto:billmcconnel@yahoo.com]
Sent: Wednesday, March 20, 2013 7:24 PM
To: Rick Givens
Subject: Re: Neighborhood Meeting

We're looking forward to it.

Here is the address:

Oregon City United Methodistmore info
18955 South End Road
Oregon City, OR 97045

From: Rick Givens <rickgivens@gmail.com>
To: billmcconnel@yahoo.com
Cc: Laura Terway <lterway@orcity.org>
Sent: Monday, March 18, 2013 12:06 PM
Subject: Neighborhood Meeting

Hi Bill,

Thanks for calling me back this morning. We appreciate your scheduling us for the South End Neighborhood Association meeting this Thursday to discuss the conditional use application for Teen Challenge's property on Warner Parrott Rd. We appreciate your willingness to use e-mail and telephone communication rather than the formal certified mail option.

We'll see you this Thursday night at 7:00 pm at the Methodist Church on South End Road.

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

Cell: (503) 351-8204
email: rickgivens@gmail.com

Portland Metro Men's Center

Traffic Impact Study

Oregon City, Oregon

DATE:
May 31, 2013

PREPARED FOR:
Portland Metro Men's Center
405 Warner Parrott Road
Oregon City, OR 97045

PREPARED BY:
Brian Davis
Todd Mobley, PE, PTOE



LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400 | Portland, OR 97204 | 503.248.0313 | lancasterengineering.com

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Executive Summary

1. The property at 405 Warner Parrott Road in Oregon City, Oregon is proposed for redevelopment into the Portland Metro Men's Center, a Christian adult drug and alcohol rehabilitation program. The property was previously used as a traditional church. The proposal includes remodeling the existing church building, and construction of new office and dormitory buildings, as well as other ancillary improvements.

2. Trip generation estimates show that approximately 18 new trips are expected to be generated during the morning peak hour, with 12 entering the site and 6 exiting. During the evening peak hour, 23 new trips are expected, with 10 entering and 13 exiting.

3. The site access forms the northern leg of the intersection of Warner Parrott Road at Shenandoah Drive. This intersection & access presently operates at level-of-service (LOS) B during both the morning and evening peak hours, with a volume-to-capacity (v/c) ratio of 0.13 in the morning and 0.06 in the evening. Following the development of the site and the growth of traffic volumes during the build-out period, the intersection and access will continue to operate at LOS B during both the morning and evening peak hours, with a v/c ratio of 0.16 in the morning and 0.08 in the evening.

4. Sight distance to the east of the site access was measured to be 385 feet. Sight distance to the west was measured to be in excess of 700 feet. This exceeds the recommended intersection sight distance of 335 feet for safe and efficient operation of the access.

5. The crash rate for the intersection of Warner Parrott Road at Shenandoah Drive and the church access is 0.16 crashes per million entering vehicles (MEV). Crash rates greater than 1.0 crashes/MEV are indicative of a need for further analysis, so the study intersection is well below this threshold.

6. Left-turn lane warrants for the turning movement into the site from Warner Parrott Road are not presently met, nor will they be following the development of the site. Left-turn lane warrants for the turning movement onto Shenandoah Drive from Warner Parrott Road are currently met, however installation of a left-turn lane is not recommended as the intersection is presently operating safely and the proposed site plan adds no left-turning movements on this approach.

7. The transportation system within the impacted area of the proposed subdivision is capable of safely accommodating the addition trips resulting from the proposed subdivision. No mitigations are needed or recommended.

Project Description

Introduction

The applicant is seeking a conditional use permit for the property at 405 Warner Parrott Road in Oregon City, Oregon. The property is currently the home of the Portland Metro Men's Center, a faith-based drug and alcohol rehabilitation program affiliated with Teen Challenge, which offers similar programs throughout the country. The property was previously used as a church, and men's center is currently operating in a limited capacity out of the existing 12,000 sf building. The proposal calls for construction of two new buildings: An office building of approximately 2,000 sf and a dormitory facility of approximately 10,000 sf. Additional improvements will be made to the property including construction of a covered grill area and tool shed, and a reconfiguration of on-site circulation and parking.

This report addresses the impacts of the proposed improvements to the property on the traffic and transportation conditions on the nearby street system. The analysis includes a detailed trip generation analysis and capacity and level of service calculations for the intersection of Warner Parrott Road at Shenandoah Drive, as well as an analysis of the crash history and safety of the area, to determine any mitigations that might be necessary to support the proposal.

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

Location Description

The site proposed for the Portland Metro Men's Center is located on the north side of Warner Parrott Road, with the present entrance drive just to the west of the intersection of Warner Parrott Road at Shenandoah Drive. There is an existing exit drive located approximately 75 feet to the west of the entrance drive, however the proposal would eliminate this access, and the existing entrance drive would be used for both entering and exiting movements. On the north side of the site, Shore Pine Place is proposed to provide an emergency vehicle access to the campus.

Warner Parrott Road is classified as a minor arterial by the City of Oregon City's Transportation System Plan, with a posted speed limit of 30 mph. There are bike lanes in both directions along Warner Parrott, and discontinuous sidewalks in the vicinity of the site. Of note, the existing site frontage has no sidewalk at present; however 7-foot sidewalks are planned as part of the proposed improvements. Shenandoah Drive, Shore Pine Place, and other streets in the immediate vicinity of the site are classified as local streets, with statutory speed limits of 25 mph.

The intersection of Warner Parrott Road at Shenandoah Drive is a three-legged intersection, with Warner Parrott Road approaching from the east and west, and Shenandoah drive approaching from the south. The entrance to the existing site is approximately 35 feet to the west of this intersection on the north side of Warner Parrott road.

Tri-Met bus route #33, *McLoughlin,* which runs between Portland's City Center and Clackamas Community College, provides the nearest transit service. Typical headways on weekdays range from about 20 minutes during peak periods to 40 minutes off-peak. Weekend headways range from about 20 minutes to one hour. The nearest bus stops in each direction are located approximately one half mile from the site, near the intersection of Warner Milne Road at Leland Road/Linn Avenue.

Figure 1 shows the vicinity of the site, and a copy of the project site plan is included in the Technical Appendix of this report.



Figure 1: Aerial view of the site and nearby vicinity (Image from Google Earth).

Land Uses, Trip Generation & Trip Distribution

Trip Generation

To estimate the trips generated by the proposed development, trip rates from the *Trip Generation Manual*[1] were used. In order to accurately estimate the trips generated, some discussion of the previous and proposed land uses is appropriate, as the Portland Metro Men's Center is sufficiently unique that no data is available for a precisely analogous land use.

Teen Challenge provides faith-based drug and alcohol rehabilitation program with many chapters throughout the nation. The proposed development plan will adapt the subject site to serve as headquarters of the Portland Metro Men's Center. The primary uses of the site will be to support the center's mission of rehabilitating the men enrolled in the program. The program that will be administered at the subject site consists of the following four phases:

Phase 1, *Basic Confrontational Evangelism,* involves identifying and reaching out to men who could potentially benefit from the program through "street meetings, jail and prison service, help-line, substance abuse programs, drop-in counseling, literature distribution and other outreach efforts."

Phase 2, *Short-term Residential Care, Crisis Intervention & Referral,* provides candidates for the longer-term program a place to stay in the short term while evaluating "whether they need or desire the long-term discipleship training offered by Teen Challenge."

Phase 3, *Induction*, constitutes the bulk of the center's program, and "involves three months of Bible Study and character development" during which time "[i]individuals are provided opportunities to develop new habits and attitudes."

Phase 4, *Reentry,* "involves one or more of the following: temporary housing, personal and family counseling, assistance in finding suitable employment and church fellowship.[2]"

Participants in the program are not permitted to keep personal vehicles while enrolled in the program. All transportation needs for program participants will be provided by the Portland Metro Men's Center. Most often, this will consist of taking participants to and from work at affiliated thrift stores each day. There will be two groups each day, and they will utilize vans to travel to and from the stores. Friends and family members are permitted to visit only on Sundays. All other services and activities that participants will engage in will take place on the premises.

---

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

[2] Quotations cited are from the Teen Challenge Portland Metro Men's Center website, http://www.teenchallengepnw.com/portland_mens/program, retrieved May 20, 2013.

Previously, the subject property served as a church and uses of the property were consistent with other churches. For the proposed use, the church building will be retained, however it will be used only for purposes related to supporting the Portland Metro Men's Center program. It will not support a public congregation, but will provide worship services for staff and students enrolled in the program.

In addition to the existing church building, two new buildings will be constructed on the subject site. A dormitory will be constructed to provide housing and living quarters for participants of the program. It will include 15 residential rooms, each with accommodations for up to four men, so up to 60 men could be accommodated in total. Lastly, a one story office building will be constructed to support the administration of the program, which will provide office space for seven staff members as well as three interns.

Since the existing church building will perform many of the same functions as a traditional church, including religious services, counseling, and operating as a base for outreach and evangelism, the trip generation of the proposed building, trip rates for Land Use Code #560, *Church,* are used to approximate the trip generation of the existing building following the redevelopment of the site. Similarly, trip rates for Land Use Code #710, *General Office*, are applicable to the proposed new office building. The trip rates for these uses are based on the gross floor area of the buildings.

For the proposed dormitory building, trip rates for Land Use Code #254, *Assisted Living* are used to approximate the trip generation from this improvement. The description for this land use given in *Trip Generation* is consistent with the proposed use of this building:

> *"Assisted living complexes are residential settings that provide either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. They commonly have separate living quarters for residents, and* ***services include dining, housekeeping, social and physical activities, medication administration, and transportation****…The rooms in these facilities may be private or shared accommodations, consisting of either a single room or a small apartment-style unit with a kitchenette or living space…One study reported that according to local and national data, less than 5 percent of the residents owned cars, which were rarely driven.* ***Employees, visitors, and delivery trucks make most of the trips to these facilities."*** [Emphasis added]

The trip generation for the proposed site is summarized in the Table 1. Note that these trip rates represent a conservatively high approximation for the proposed land uses, as the trip rates for *Assisted Living* facilities include many of the uses that will occur in the existing church (e.g., community space, social activities) and proposed office building (e.g., administrative tasks).

Table 1: Portland Metro Men's Center trip generation

	Morning Peak Hour			*Evening Peak Hour*		
	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips	Total Trips
Existing Church (13,000 sq. ft.)	4	3	7	3	4	7
Proposed Office Bldg. (2,000 sq. ft.)	3	0	3	1	2	3
Proposed Dormitory Bldg. (60 beds)	5	3	8	6	7	13
TOTAL	*12*	*6*	*18*	*10*	*13*	*23*

The trip generation calculations show that the proposed site plan is projected to result in 18 additional trips during the morning peak hour, with 12 entering the site and 6 exiting. During the evening peak hour, the proposed site plan is projected to generate 23 additional, with 10 entering the site and and 6 exiting. Detailed trip generation calculations are included in the technical appendix to this report.

Trip Distribution

The distribution model for new trips is based on a survey of the area surrounding the site as well as the traffic counts conducted at the study intersections. It is expected that approximately 60% of site trips will arrive from and depart toward the east toward Linn Avenue, and Warner Milne Road, with the remaining 40% arriving from and departing toward the west toward South End Road. Both directions provide approximate equidistant routes to downtown Oregon City as well as I-205 and State Route 99E. Connectivity to State Route 213 is available to the east. It is assumed that an insignificant number of trips arrive from and depart toward the south.

Operational Analysis

Existing Traffic Conditions

To determine existing traffic volumes at the impacted intersections, traffic counts were conducted at the intersection of Warner Parrott Road at Shenandoah Drive on Tuesday, April 9, 2013. Note that the northern leg of this intersection serves as the entrance driveway for the existing church. Observations were also made at the church's exit onto Warner Parrott Road, however no vehicles were observed to be exiting the church's property during either observation peak period. There were, however, two exiting movements from the church's entrance drive though this driveway is intended to be used for entering movements only.

Traffic was counted from 7:00 to 9:00 AM to obtain data for the morning peak hour and from 4:00 to 6:00 PM to obtain data for the evening peak hour. The raw data is provided in the technical appendix.

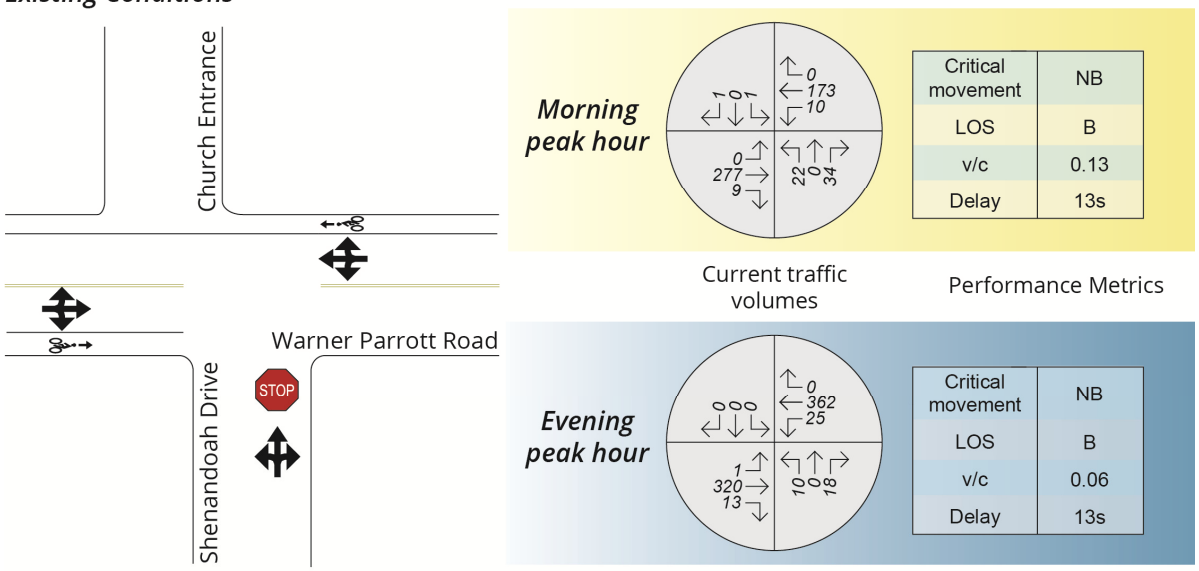
To determine the capacity and level-of-service at the study intersections, a capacity analysis was conducted. The analysis was conducted using the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*[3] published by the Transportation Research Board. Figure 2 shows the current lane and proposed future configuration at the study intersection, along with existing traffic volumes, background traffic volumes, trip assignment, and performance metrics. Background volumes are calculated assuming a two year build-out period and a 2% year-over-year increase in traffic volumes.

As shown in Figure 2, the intersection of Warner Parrott Road at Shenandoah Drive is currently operating at Level of Service (LOS) B during both the morning and evening peak hours, with a volume-to-capacity (v/c) ratio of 0.13 in the morning and 0.06 in the evening. Following the development of the subject site and the background growth of traffic volumes during the build-out period, the intersection will continue to operate at LOS B during both peak periods, with a v/c ratio of 0.16 in the morning and 0.08 in the evening. This is well within the City of Oregon City's performance standards, which require unsignalized intersections to operate at LOS D or better.

Detailed operational analysis is provided in the technical appendix.

[3] Transportation Research Board, *Highway Capacity Manual,* 5th Edition, 2010.

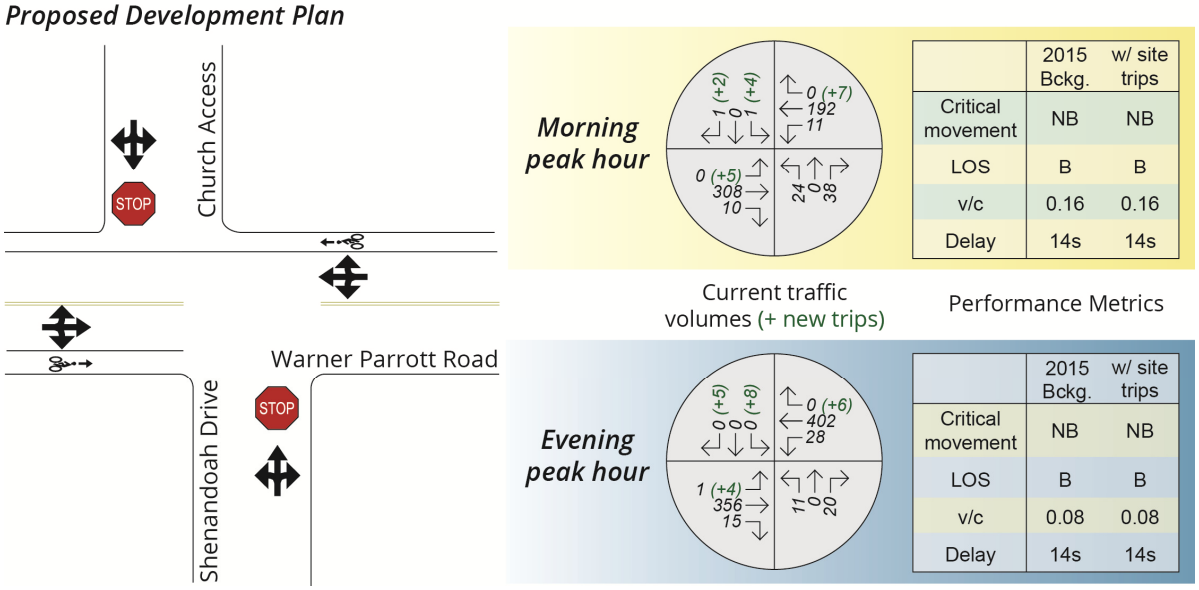
Existing Conditions



Current traffic volumes

Performance Metrics

Proposed Development Plan



Current traffic volumes (+ new trips)

Performance Metrics

Figure 2: Current and proposed lane configurations for the study intersection, and traffic volumes and performance standards for existing conditions, 2015 background conditions, and 2015 background conditions with the addition of site trips.

Safety Analysis

Sight Distance

Intersection sight distance requirements were taken from A Policy on Geometric Design of Highways and Streets[4]. Sight distance requirements are based on an approaching driver's eye height of 3.5 feet above the road and an eye height of 3.5 feet with the opposing driver's eye 15 feet behind the edge of the near-side travel lane.

Sight distance for the proposed site access on Warner Parrott Road was measured and found to be in excess of 700 feet to the west of the driveway, and approximately 385 feet to the east of the driveway. Based on Warner Parrott Road's posted speed limit of 30 mph, a minimum of 335 feet of intersection sight distance is required. Accordingly, the available sight distance for both approaches is well in excess of the minimum required for safe and efficient operation of the intersection. No mitigation is needed or recommended.

Crash Data Analysis

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (2007-2011) at the study intersections was performed. Crash rates were calculated under the common assumption that traffic counted during the PM peak period represents 10% of annual average daily traffic (AADT) at the intersection.

The intersection of Warner Parrott Road at Shenandoah Drive had two reported crashes during the analysis period. Both were rear-end crashes that were *property damage only (PDO)* in severity, with each crash caused by a driver that was following too closely. The crash rate is calculated to be 0.16 crashes per million entering vehicles (MEV).

Crash rates greater than 1.0 crashes/MEV are generally indicative of a need for further investigation and possible mitigation. Since the study intersection has a crash rate well below this threshold, there are no apparent safety deficiencies at the intersection, and on-site observations and available data suggest that the study intersection will continue to operate safely in the future.

Detailed information about crashes and crash reports for the study intersections are included in the appendix to this report.

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

Left-turn Lane Warrants

Left-turn lane warrants were examined for both approaches of the intersection of Warner Parrott Road at Shenandoah Drive and the site access using the methodology outlined in NCHRP Report #457, published by the Transportation Research Board in 2001. The analysis shows that left-turn lanes are not presently warranted on the eastbound approach, nor will they be warranted with the addition of site trips following the two-year build-out period.

For the westbound approach, left-turn lane warrants are currently met for traffic turning left from Warner Parrott Road onto Shenandoah Drive. However, it is often the case that a warrant is met for a turn lane, though in practice, the turn lane is not practical or recommended. Since the crash history shows no apparent safety deficiencies, with continuous stopping sight distance available on the westbound approach of Warner Parrott Road. Additionally, the proposed development plan adds no additional left-turn movements along this approach and only six additional advancing vehicles and four additional opposing vehicles. It is therefore expected that the intersection will continue to operate safely and efficiently with the existing lane configuration. Installation of a left-turn lane is not recommended at this approach.

Detailed analysis for the left-turn lane warrant evaluation at the intersection is provided in the appendix to this report.

Conclusions

The proposed site plan for the Portland Metro Men's Center includes the renovation of an existing church building, as well as the construction of a new office building and dormitory building. The plan will generate approximately 18 new trips during the morning peak hour, and 23 new trips during the evening peak hour.

The existing infrastructure has the capacity to safely and efficiently serve the current traffic volumes as well as the additional trips that will be created as a result of the proposed development plan. New site trips are not expected to significantly alter the operation or safety of existing transportation facilities. The intersection of Warner Parrott Road at Shenandoah Drive & the site access is projected to operate safely and well within Oregon City's operational standards, and no revisions or mitigations are needed or recommended to support the proposed development.

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

TRIP GENERATION CALCULATIONS

Land Use: Assisted Living
Land Use Code: 254
Variable: Beds
Variable Value: 60

AM PEAK HOUR

Trip Rate: 0.14

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	**5**	**3**	**8**

PM PEAK HOUR

Trip Rate: 0.22

	Enter	Exit	Total
Directional Distribution	44%	56%	
Trip Ends	**6**	**7**	**13**

WEEKDAY

Trip Rate: 2.66

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**80**	**80**	**160**

SATURDAY

Trip Rate: 2.20

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**66**	**66**	**132**

Source: TRIP GENERATION, Ninth Edition

1e

TRIP GENERATION CALCULATIONS

Land Use: Church
Land Use Code: 560
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 13

AM PEAK HOUR

Trip Rate: 0.56

	Enter	Exit	Total
Directional Distribution	62%	38%	
Trip Ends	**4**	**3**	**7**

PM PEAK HOUR

Trip Rate: 0.55

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	**3**	**4**	**7**

WEEKDAY

Trip Rate: 9.11

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**59**	**59**	**118**

SATURDAY

Trip Rate: 10.37

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**67**	**67**	**134**

SUNDAY PEAK HOUR OF GENERATOI

Trip Rate: 11.76

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**77**	**76**	**153**

SUNDAY

Trip Rate: 36.63

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**238**	**238**	**476**

Source: TRIP GENERATION, Ninth Edition

TRIP GENERATION CALCULATIONS

Land Use: General Office Building
Land Use Code: 710
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 2.0

AM PEAK HOUR

Trip Rate: 1.56

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	**3**	**0**	**3**

PM PEAK HOUR

Trip Rate: 1.49

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	**1**	**2**	**3**

WEEKDAY

Trip Rate: 11.03

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**11**	**11**	**22**

SATURDAY

Trip Rate: 2.46

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**2**	**2**	**4**

Source: TRIP GENERATION, Ninth Edition

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Brian Davis*	Intersection	*Warner Parrot & Shenandoah*
Agency/Co.	*Lancaster Engineering*	Jurisdiction	*Oregon City, OR*
Date Performed	*5/23/2013*	Analysis Year	*2013*
Analysis Time Period	*Morning Peak - Existing*		

Project Description	*Teen Challenge Pacific Northwest*
East/West Street: *Warner Parrot Road*	North/South Street: *Shenandoah Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*277*	*9*	*10*	*173*	*0*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate, HFR (veh/h)	*0*	*350*	*11*	*12*	*218*	*0*
Percent Heavy Vehicles	*2*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*22*	*0*	*34*	*1*	*0*	*1*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate, HFR (veh/h)	*27*	*0*	*43*	*1*	*0*	*1*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*0*	*12*		*70*			*2*	
C (m) (veh/h)	*1313*	*1175*		*537*			*491*	
v/c	*0.00*	*0.01*		*0.13*			*0.00*	
95% queue length	*0.00*	*0.03*		*0.45*			*0.01*	
Control Delay (s/veh)	*7.7*	*8.1*		*12.7*			*12.4*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*12.7*			*12.4*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Brian Davis*	Intersection	*Warner Parrot & Shenandoah*
Agency/Co.	*Lancaster Engineering*	Jurisdiction	*Oregon City, OR*
Date Performed	*5/23/2013*	Analysis Year	*2015*
Analysis Time Period	*Morning Peak - Background*		

Project Description	*Teen Challenge Pacific Northwest*
East/West Street: *Warner Parrot Road*	North/South Street: *Shenandoah Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*308*	*10*	*11*	*192*	*0*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate, HFR (veh/h)	*0*	*389*	*12*	*13*	*243*	*0*
Percent Heavy Vehicles	*2*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*24*	*0*	*38*	*1*	*0*	*1*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate, HFR (veh/h)	*30*	*0*	*48*	*1*	*0*	*1*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*0*	*13*		*78*			*2*	
C (m) (veh/h)	*1286*	*1135*		*497*			*447*	
v/c	*0.00*	*0.01*		*0.16*			*0.00*	
95% queue length	*0.00*	*0.03*		*0.55*			*0.01*	
Control Delay (s/veh)	*7.8*	*8.2*		*13.6*			*13.1*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*13.6*			*13.1*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Brian Davis*	Intersection	*Warner Parrot & Shenandoah*
Agency/Co.	*Lancaster Engineering*	Jurisdiction	*Oregon City, OR*
Date Performed	*5/23/2013*	Analysis Year	*2015*
Analysis Time Period	*Morning Peak - Bckg+Site*		

Project Description	*Teen Challenge Pacific Northwest*
East/West Street: *Warner Parrot Road*	North/South Street: *Shenandoah Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*308*	*17*	*11*	*192*	*0*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate, HFR (veh/h)	*6*	*389*	*21*	*13*	*243*	*0*
Percent Heavy Vehicles	*2*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*24*	*0*	*38*	*3*	*0*	*1*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate, HFR (veh/h)	*30*	*0*	*48*	*3*	*0*	*1*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*6*	*13*		*78*			*4*	
C (m) (veh/h)	*1286*	*1126*		*487*			*360*	
v/c	*0.00*	*0.01*		*0.16*			*0.01*	
95% queue length	*0.01*	*0.04*		*0.57*			*0.03*	
Control Delay (s/veh)	*7.8*	*8.2*		*13.8*			*15.1*	
LOS	*A*	*A*		*B*			*C*	
Approach Delay (s/veh)	--	--	*13.8*			*15.1*		
Approach LOS	--	--	*B*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Brian Davis*	Intersection	*Warner Parrot & Shenandoah*
Agency/Co.	*Lancaster Engineering*	Jurisdiction	*Oregon City, OR*
Date Performed	*5/23/2013*	Analysis Year	*2013*
Analysis Time Period	*Evening Peak - Existing*		

Project Description	*Teen Challenge Pacific Northwest*
East/West Street: *Warner Parrot Road*	North/South Street: *Shenandoah Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*1*	*320*	*13*	*25*	*362*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*1*	*347*	*14*	*27*	*393*	*0*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*10*	*0*	*18*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*10*	*0*	*19*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*1*	*27*		*29*			*0*	
C (m) (veh/h)	*1138*	*1201*		*469*				
v/c	*0.00*	*0.02*		*0.06*				
95% queue length	*0.00*	*0.07*		*0.20*				
Control Delay (s/veh)	*8.2*	*8.1*		*13.2*				
LOS	*A*	*A*		*B*				
Approach Delay (s/veh)	--	--	*13.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Brian Davis*	Intersection	*Warner Parrot & Shenandoah*
Agency/Co.	*Lancaster Engineering*	Jurisdiction	*Oregon City, OR*
Date Performed	*5/23/2013*	Analysis Year	*2015*
Analysis Time Period	*Evening Peak - Background*		

Project Description	*Teen Challenge Pacific Northwest*
East/West Street: *Warner Parrot Road*	North/South Street: *Shenandoah Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*1*	*356*	*14*	*28*	*402*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*1*	*386*	*15*	*30*	*436*	*0*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*	*0*	*20*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*11*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*1*	*30*		*32*			*0*	
C (m) (veh/h)	*1097*	*1161*		*424*				
v/c	*0.00*	*0.03*		*0.08*				
95% queue length	*0.00*	*0.08*		*0.24*				
Control Delay (s/veh)	*8.3*	*8.2*		*14.2*				
LOS	*A*	*A*		*B*				
Approach Delay (s/veh)	--	--	*14.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Brian Davis*	Intersection	*Warner Parrot & Shenandoah*
Agency/Co.	*Lancaster Engineering*	Jurisdiction	*Oregon City, OR*
Date Performed	*5/23/2013*	Analysis Year	*2015*
Analysis Time Period	*Evening Peak - Bckg+Site*		

Project Description	*Teen Challenge Pacific Northwest*
East/West Street: *Warner Parrot Road*	North/South Street: *Shenandoah Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*356*	*14*	*28*	*402*	*6*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*5*	*386*	*15*	*30*	*436*	*6*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*	*0*	*20*	*8*	*0*	*5*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*11*	*0*	*21*	*8*	*0*	*5*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*5*	*30*		*32*			*13*	
C (m) (veh/h)	*1091*	*1161*		*415*			*298*	
v/c	*0.00*	*0.03*		*0.08*			*0.04*	
95% queue length	*0.01*	*0.08*		*0.25*			*0.14*	
Control Delay (s/veh)	*8.3*	*8.2*		*14.4*			*17.6*	
LOS	*A*	*A*		*B*			*C*	
Approach Delay (s/veh)	--	--	*14.4*			*17.6*		
Approach LOS	--	--	*B*			*C*		

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

WARNER-PARROTT RD and SHENANDOAH DR, City of Oregon City, Clackamas County, 01/01/2007 to 12/31/2011

Total crash records: 2

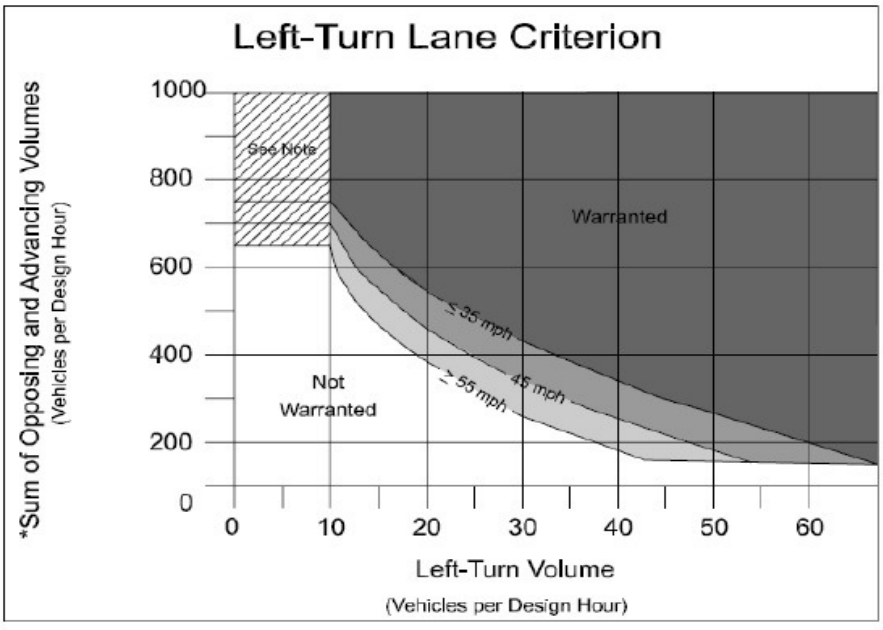
SER# / INVEST	S P E D	A	U	C	S	W O R K	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
02737	N	N	N				07/30/2011	16	WARNER-PARROTT RD	STRGHT		N	N	UNK	S-1STOP	01	NONE 0	STRGHT										07
NONE							SA	40	SHENANDOAH DR	W	(NONE)	UNKNOWN	N	UNK	REAR		PRVTE	UN-UN									000	00
							4P			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		026	000	07
											(02)													OR<25				
																02	NONE 0	STOP										
																	PRVTE	UN-UN									011	00
																	PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		000	000	00
																								OR<25				
00188	N	N	N				01/13/2008	16	WARNER-PARROTT RD	STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE							SU	50	SHENANDOAH DR	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000	00
							3P			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		026	000	07
											(02)													OR<25				
																02	NONE 0	STOP										
																	PRVTE	W -E									011	00
																	PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		000	000	00
																								OR<25				

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 requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Project: 13029 - Teen Challenge
Intersection: Warner Parrott Road at Church Access
Date: 5/24/2013
Scenario: 2015 Background + Site Trips

Speed? 35 mph

AM Peak Hour		**PM Peak Hour**	
Left-Turn Volume	5	Left-Turn Volume	5
Approaching DHV	313	Approaching DHV	376
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	210	Opposing DHV	436
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	**523**	**O+A DHV**	**812**
Lane Needed?	**No**	Lane Needed?	**No**



Source: Oregon DOT Analysis Procedures Manual 2008

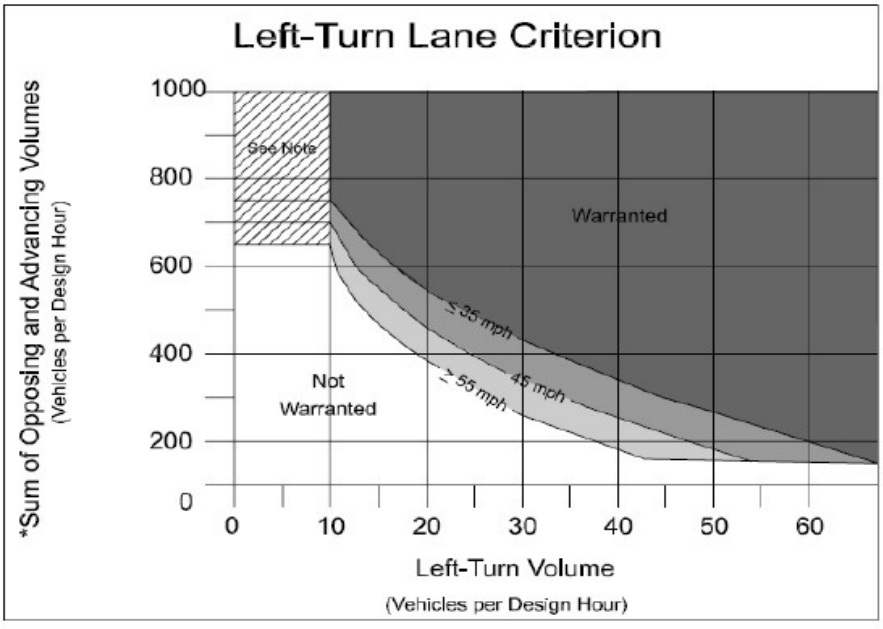
*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

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.

Project: 13029 - Teen Challenge
Intersection: Warner Parrott Road at Shenandoah
Date: 5/24/2013
Scenario: 2015 Background + Site Trips

Speed? 35 mph

AM Peak Hour		**PM Peak Hour**	
Left-Turn Volume	11	Left-Turn Volume	28
Approaching DHV	210	Approaching DHV	436
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	313	Opposing DHV	376
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	**523**	**O+A DHV**	**812**
Lane Needed?	**No**	Lane Needed?	**No**



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.

First American

First American Title Company of Oregon
121 SW Morrison St, FL 3
Portland, OR 97204
Phn - (503)222-3651 (800)929-3651
Fax - (877)242-3513

INITIAL HERE

READ & APPROVED

Order No.: 7072-1978773
October 25, 2012

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:
KELLY PERKINS, Escrow Officer/Closer
Phone: (503)659-0069 - Fax: (866)902-9870- Email:kelperkins@firstam.com
First American Title Company of Oregon
9200 SE Sunnybrook Blvd., Ste 400, Clackamas, OR 97015

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:
Michelle Laine Johnson, Title Officer
Toll Free: (800)929-3651 - Direct: (503)790-1822 - Fax: (877)242-2396 - Email: mjohnson@firstam.com

Supplemental Preliminary Title Report

County Tax Roll Situs Address: 405 Warner Parrott Road, Oregon City, OR

Proposed Insured Lender: TBD

2006 ALTA Owners Standard Coverage	Liability $	TBD	Premium $		TBD
2006 ALTA Owners Extended Coverage	Liability $		Premium $		
2006 ALTA Lenders Standard Coverage	Liability $		Premium $		
2006 ALTA Lenders Extended Coverage	Liability $	TBD	Premium $		TBD
Endorsement 9, 22 & 8.1			Premium $		100.00
Govt Service Charge			Cost $		
City Lien/Service District Search			Cost $		
Other			Cost $		

We are prepared to issue Title Insurance Policy or Policies in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of October 10, 2012 at 8:00 a.m., title to the fee simple estate is vested in:

Assemblies of God, Oregon District, Inc., a religious non-profit corporation

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.

3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.

5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

A. Survey or alternative acceptable to the company
B. Affidavit regarding possession
C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
   i. Satisfactory evidence that no construction liens will be filed; or
   ii. Adequate security to protect against actual or potential construction liens;
   iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon

6. Taxes, including the current fiscal year, not assessed because of Religious Exemption. If the exempt status is terminated an additional tax may be levied. Account No. 00857068 and 00857059.

7. City liens, if any, of the City of Oregon City.

   Note: There are no liens as of October 09, 2012. All outstanding utility and user fees are not liens and therefore are excluded from coverage.

8. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

9. Easement, including terms and provisions contained therein:

Recording Information:	April 5, 1962 in Book 601, page 371
In Favor of:	Northwest Natural Gas Company, a corporation of the State of Oregon
For:	Right of way and to lay, maintain and operate a gas service line and appurtenances
Affects:	East 10 feet of Parcel I

10. Deed of Trust and the terms and conditions thereof.

Grantor/Trustor:	Assembly of God of Oregon City, a OR Corporation
Grantee/Beneficiary:	Assemblies of God Financial Services Group, a Missouri not for profit corporation
Trustee:	First American Title Company
Amount:	$215,834.00
Recorded:	November 26, 2003
Recording Information:	2003 156977

11. Easement, including terms and provisions contained therein:

Recording Information:	November 18, 2005 as Fee No. 2005 116045
In Favor of:	City of Oregon City, its successors in interest and assigns
For:	permanent easement and right-of-way including the permanent right to construct, reconstruct, operate and maintain public storm drainage facilities

- END OF EXCEPTIONS -

NOTE: We find no matters of public record against Teen Challenge that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

RECORDING INFORMATION

Filing Address: **Clackamas County**
2051 Kaen Road
Oregon City, OR 97045

Recording Fees:
$ **5.00** E-Recording per document
$ **5.00** per page
$ **5.00** per page (GIS Fee)
$ **10.00** per document (Public Land Corner Preservation Fund)
$ **11.00** per document (OLIS Assessment & Taxation Fee)
$ **17.00** per document (Oregon Housing Alliance Fee)

$ **5.00** for each additional document title
$ **20.00** non-standard fee

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	: Teen Challenge Intl Pacific N	Parcel Number	: 00857059
CoOwner	:	Ref Parcel #	: 32E06CA01700
Site Address	: 405 Warner Parrott Rd Oregon City 97045	T: 03S R: 02E S: 06 Q: SW QQ: NE	
Mail Address	: 75 Tangent St Lebanon Or 97355		
Telephone	:		

SALES INFORMATION

Transfer Date	: 11/15/2012	Document #	: 012-075224
Sale Price	: $500,000	Deed Type	: Special Warranty
% Owned	: 100	Vesting Type	: Corporation
Prior Transfer Date	:	Prior Document #	:
Prior Sales Price	:		

PROPERTY DESCRIPTION

Map Page Grid	: 717 B3
Census Tract	: 225.00 Block: 3
Neighborhood	: Oregon City Newer
Subdivision/Plat	: Hedges Add 12
Improvement	: 600 Churches
Land Use	: 101 Res,Residential Land,Improved
Legal	: 288 WM LADDS SUBDIV PT LT 1 BLK 12
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $193,680
Mkt Structure	: $794,830
Mkt Total	: $988,510
%Improved	: 80
AssdTotal	: $988,510
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	:
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: 1.78
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 77,672
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	: ~~Assembly of God Oc~~ SEE DEED	Parcel Number	: 00857068
CoOwner	:	Ref Parcel #	: 32E06CA01800
Site Address	: *no Site Address*	T: 03S R: 02E S: 06 Q: SW QQ: NE	
Mail Address	: 405 Warner Parrott Rd Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	:	Document #	: 697-081
Sale Price	:	Deed Type	:
% Owned	:	Vesting Type	:
Prior Transfer Date	:	Prior Document #	:
Prior Sales Price	:		

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 LT 1 BLK 12
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $62,798
Mkt Structure	:
Mkt Total	: $62,798
%Improved	:
AssdTotal	: $51,540
Mill Rate	: 18.0099
Levy Code	: 062002
12-13 Taxes	:
Millage Rate	: 18.0099

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: .34
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 14,930
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.

Clackamas County Official Records 2012-075224
Sherry Hall, County Clerk
11/15/2012 10:26:33 AM
D-D Cnt=1 Stn=25 LESLIE
$20.00 $16.00 $10.00 $17.00 $63.00

After recording return to:
Teen Challenge
75 Tangent Street
Lebanon, OR 97355

Until a change is requested all tax statements shall be sent to the following address:
Teen Challenge
75 Tangent Street
Lebanon, OR 97355

File No.: 7072-1978773 (kap)
Date: November 09, 2012

FIRST AMERICAN 1978773-SS

STATUTORY SPECIAL WARRANTY DEED

Assemblies of God, Oregon District, Inc., a religious non-profit corporation, Grantor, conveys and specially warrants to **Teen Challenge International Pacific Northwest Centers**, Grantee, the following described real property free of liens and encumbrances created or suffered by the Grantor, except as specifically set forth 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.

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

The true consideration for this conveyance is **$500,000.00.** (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.

Dated this 12 day of November, 2012

Assemblies of God, Oregon District, Inc., a religious non-profit corporation

By: Boyd S. Powers, Secretary/Treasurer

By: William E. Wilson, President

STATE OF Oregon)
)ss.
County of ~~CLACKAMAS~~ Marion)

This instrument was acknowledged before me on this 12 day of November 2012 by Boyd S. Powers as Secretary/Treasurer and William E. Wilson as President of Assemblies of God, Oregon District, Inc., a religious non-profit corporation, on behalf of the corporation.

Donna M. Mills

OFFICIAL SEAL
DONNA M MILLS
NOTARY PUBLIC - OREGON
COMMISSION NO. 468745
MY COMMISSION EXPIRES JUNE 11, 2016

Notary Public for Oregon
My commission expires: 6-11-2016

EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of CLACKAMAS, State of Oregon, described as follows:

Parcel I:

A part of Lot 1, in W. M. Ladd's Subdivision of Tract 12 of HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon, more Particularly described as follows:

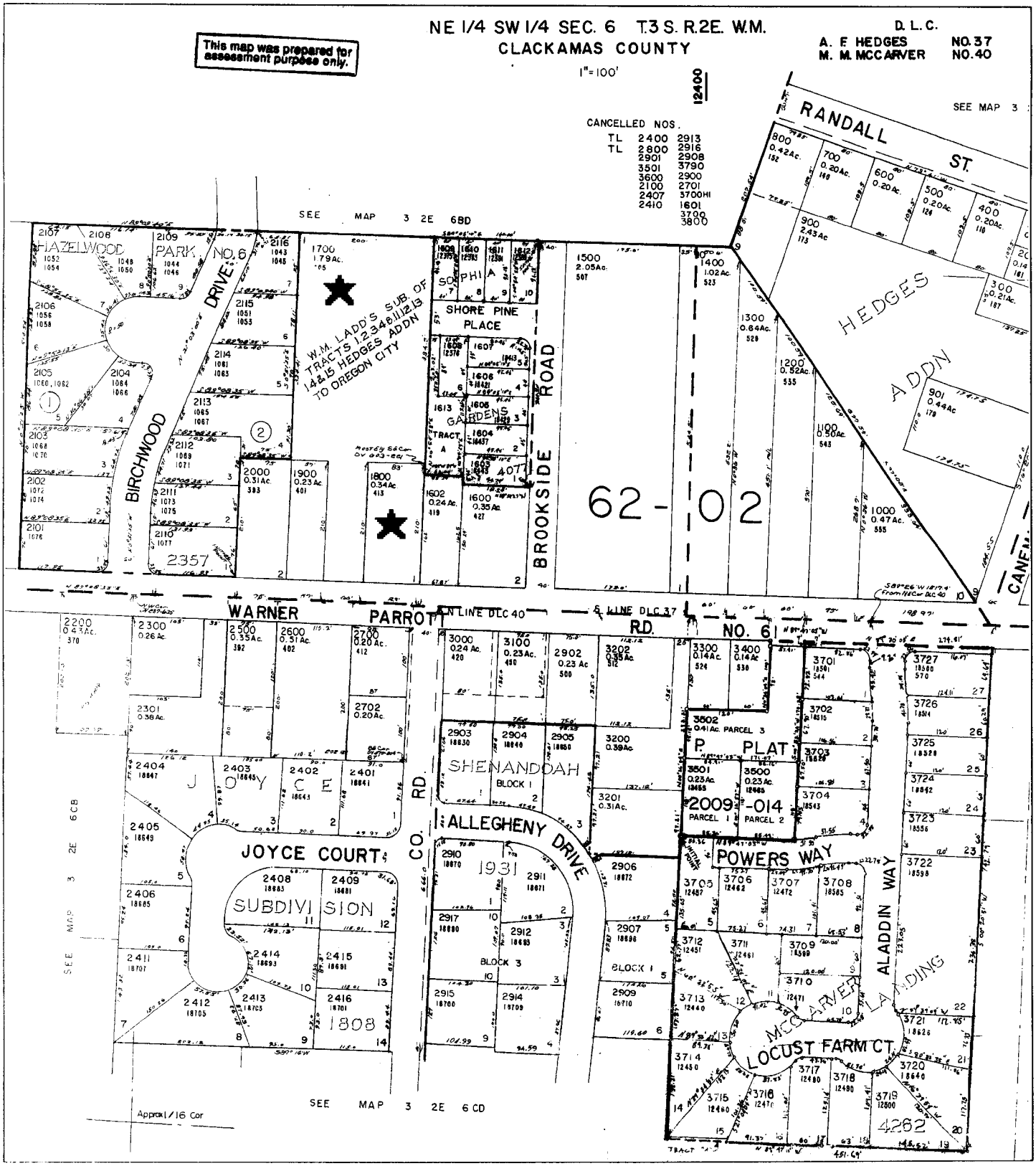
Beginning at the Southeast corner of said Lot 1; said point being in the center of Warner-Parrott Road; thence Northeasterly along the Easterly lot line of said Lot 1, a distance of 210 feet to the most Easterly Southeast corner of that certain tract conveyed to Assembly of God of Oregon City, an Oregon corporation, and Assemblies of God, Oregon District, Inc., by Deed recorded May 4, 1962 in Book 603, page 221, Fee No. 9352, Deed Records; thence Northwesterly, tracing the line of said tract, 83 feet to an interior angle corner; thence Southwesterly along the interior line of said tract, 210 feet to the center line of Warner-Parrott Road; thence Southeasterly along said center line, 83 feet to the point of beginning.

Parcel II:

A part of Lot 1, in W.M. Ladd's Subdivision of Tract 12 of HEDGES ADDITION TO OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point in the South line of said Lot 1, 57 feet East of the Southwest corner thereof, said point being the Southeast corner of that 2 foot strip of land conveyed to Lavear Hess, et ux, by Deed recorded in Clackamas County Deed Book 500, page 637; thence North along the East line of said Hess Tract 210 feet to the Northeast corner thereof; thence West 57 feet to the Northwest corner of that tract conveyed to Lavear Hess, et ux, by Deed recorded in Clackamas County Deed Book 470, page 713, said point being in the West line of said Lot 1; thence North along said West line 334.5 feet to the Northwest corner thereof; thence East along the North line of said lot, 200 feet to the Northeast corner thereof; thence South along the East line of said lot, 334.5 feet to a point; thence West and parallel with the South line of said lot 83 feet to a point; thence South and parallel with the East line of said lot, 210 feet to a point in the South line of said Lot 1; thence West along the South line of said lot, 60 feet to the place of beginning.

NOTE: This legal description was created prior to January 1, 2008.

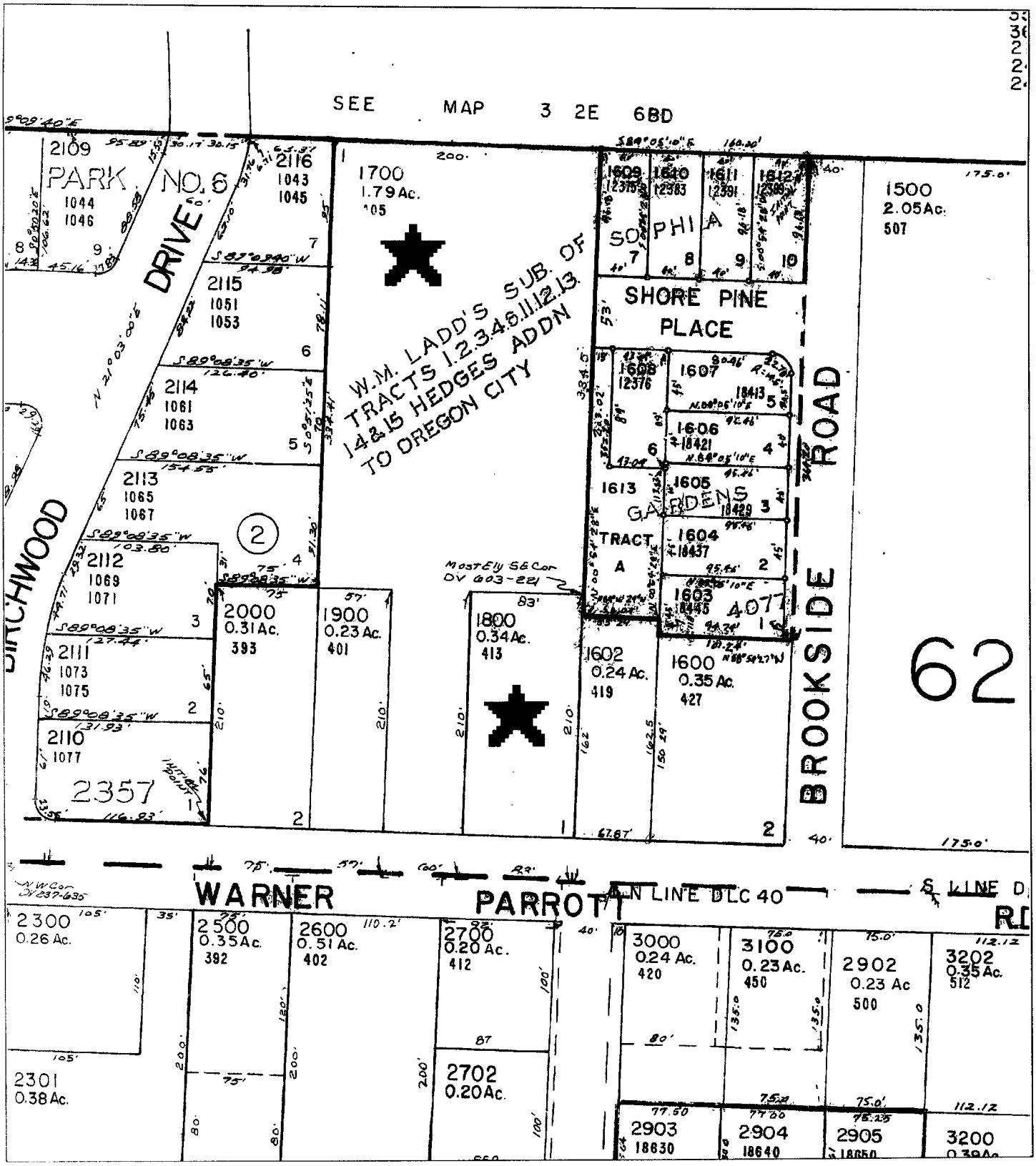


Map No. 32E06CA01700

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. 32E06CA01700

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."

Existing Conditions

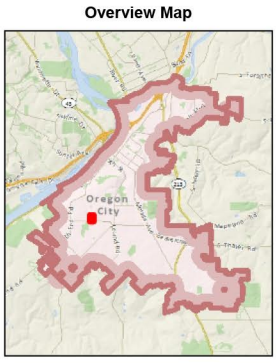


Legend

- City Limits
- UGB
- Contours (2ft)
  - 10 ft
  - 2 ft
- Taxlots
- Unimproved ROW
- Aerial Photos - 2012

Notes

Overview Map



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

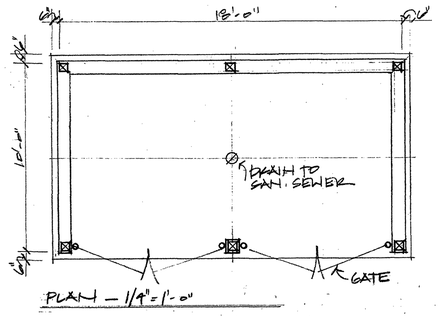
Map created 6/21/2013

0 44 89 133 Feet

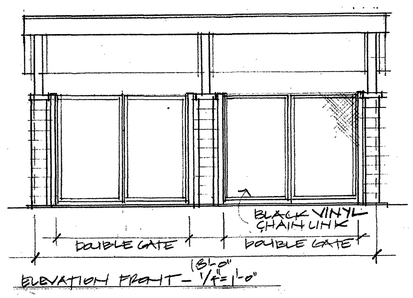
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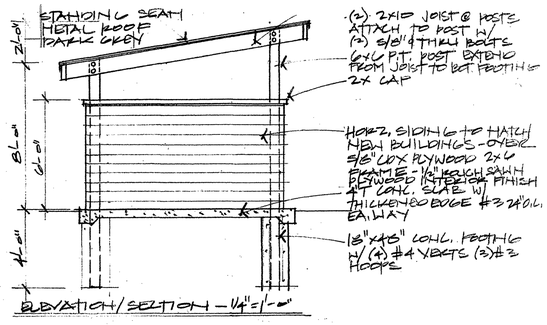
Portland Metro Men's Center
Site & Design Review/Conditional Use Permit

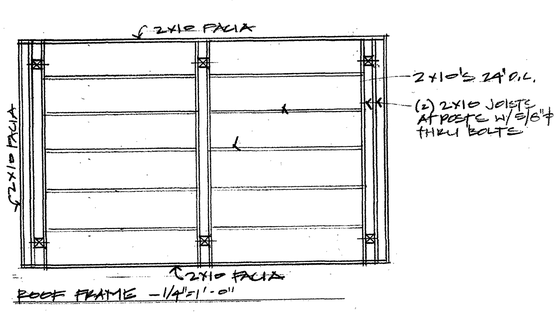
City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orcity.org



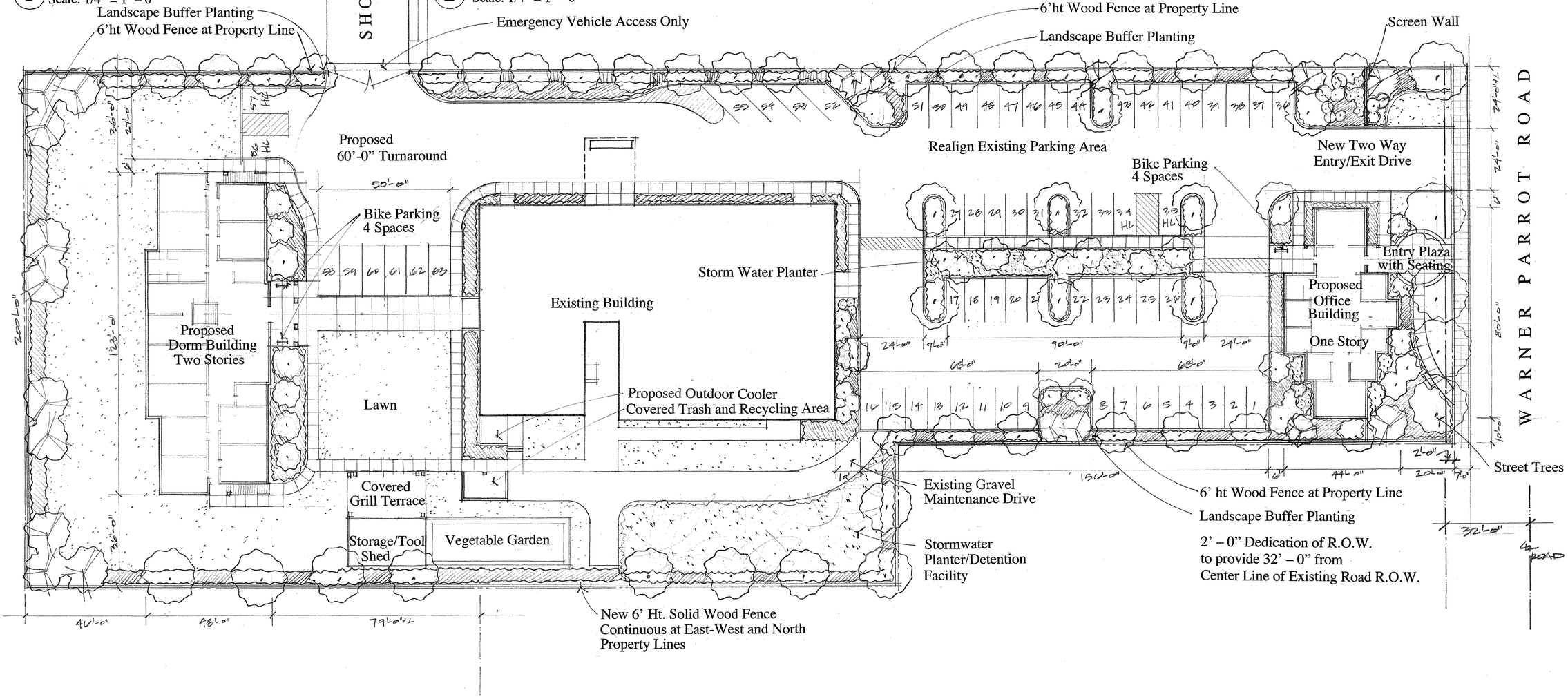
1 Covered Trash Area – Plan
Scale: 1/4" = 1' – 0"







2 Covered Trash Area – Elevations & Details
Scale: 1/4" = 1' – 0"



Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

SITE ADDRESS:
405 WARNERPARROT ROAD
OREGON CITY 97045

LOT AREA: 96,930 SF

PROPOSED PARKING: 66 SPACES

0 10 20 40 60 80 100

Quatrefoil Inc.
Design • Landscape Architecture • Space Planning
404 SE 80th Ave. Portland, Oregon 97215
Tel: (503) 256-8955 Fax: (503) 256-3460

REGISTERED 352
BRIAN E. BAINNSON
OREGON
07/26/1996
LANDSCAPE ARCHITECT

Portland Metro Men's Center
Teen Challenge International

Site Plan

REVISIONS:
5.22.2013
5.24.2013
8.2.2013
11.5.2013

DATE: 5.14.2013
SCALE: 1" = 20' – 0"
SHEET: L1.1

PLANTING NOTES

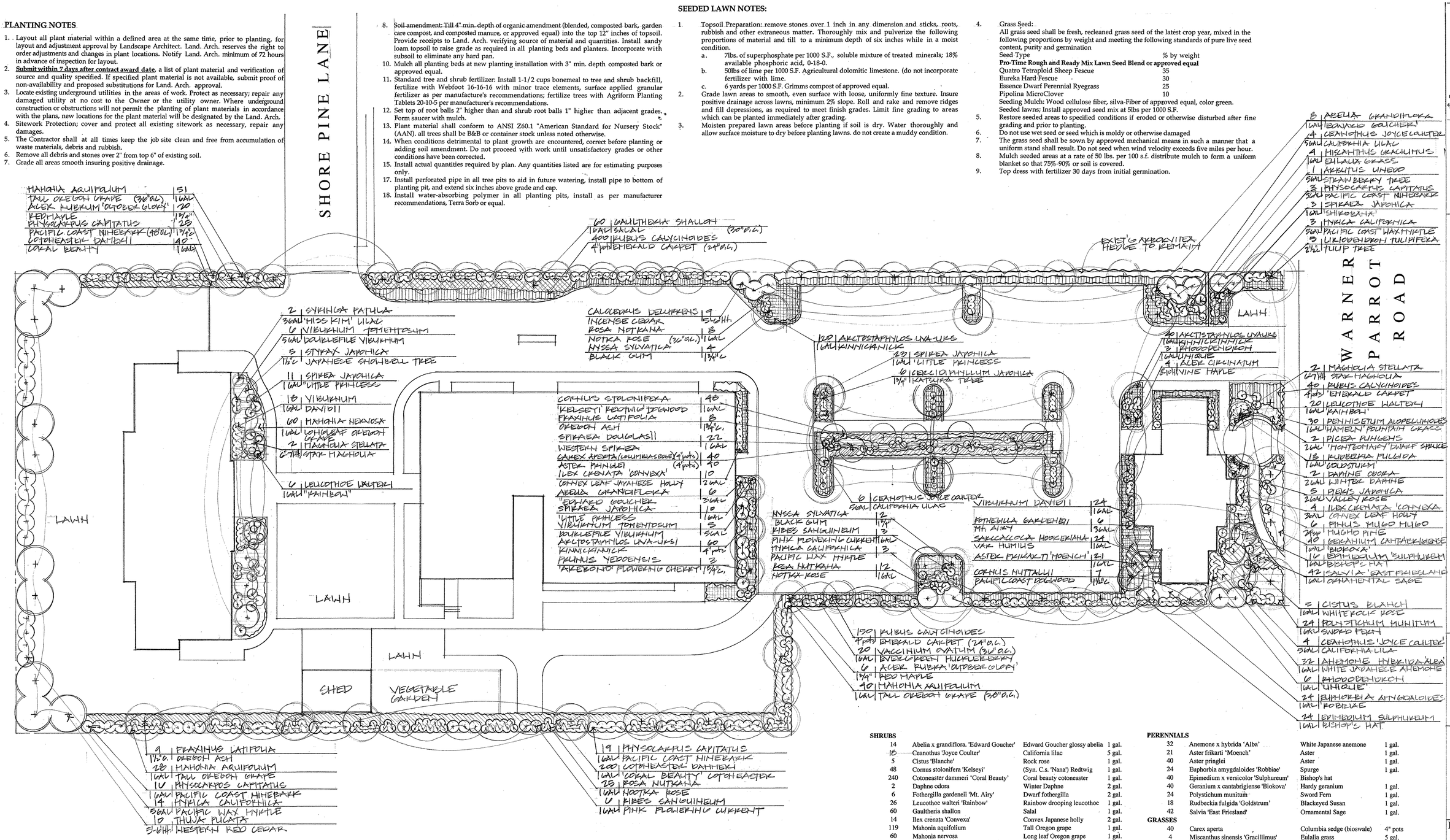
1. Layout all plant material within a defined area at the same time, prior to planting, for layout and adjustment approval by Landscape Architect. Land. Arch. reserves the right to order adjustments and changes in plant locations. Notify Land. Arch. minimum of 72 hours in advance of inspection for layout.
2. **Submit within 7 days after contract award date**, a list of plant material and verification of source and quality specified. If specified plant material is not available, submit proof of non-availability and proposed substitutions for Land. Arch. approval.
3. Locate existing underground utilities in the areas of work. Protect as necessary; repair any damaged utility at no cost to the Owner or the utility owner. Where underground construction or obstructions will not permit the planting of plant materials in accordance with the plans, new locations for the plant material will be designated by the Land. Arch.
4. Sitework Protection; cover and protect all existing sitework as necessary, repair any damages.
5. The Contractor shall at all times keep the job site clean and free from accumulation of waste materials, debris and rubbish.
6. Remove all debris and stones over 2" from top 6" of existing soil.
7. Grade all areas smooth insuring positive drainage.
8. Soil amendment: Till 4" min. depth of organic amendment (blended, composted bark, garden care compost, and composted manure, or approved equal) into the top 12" inches of topsoil. Provide receipts to Land. Arch. verifying source of material and quantities. Install sandy loam topsoil to raise grade as required in all planting beds and planters. Incorporate with subsoil to eliminate any hard pan.
10. Mulch all planting beds at new planting installation with 3" min. depth composted bark or approved equal.
11. Standard tree and shrub fertilizer: Install 1-1/2 cups bonemeal to tree and shrub backfill, fertilizer with Webfoot 16-16-16 with minor trace elements, surface applied granular fertilizer as per manufacture's recommendations; fertilize trees with Agriform Planting Tablets 20-10-5 per manufacturer's recommendations.
12. Set top of root balls 2" higher than and shrub root balls 1" higher than adjacent grades. Form saucer with mulch.
13. Plant material shall conform to ANSI Z60.1 "American Standard for Nursery Stock" (AAN). all trees shall be B&B or container stock unless noted otherwise.
14. When conditions detrimental to plant growth are encountered, correct before planting or adding soil amendment. Do not proceed with work until unsatisfactory grades or other conditions have been corrected.
15. Install actual quantities required by plan. Any quantities listed are for estimating purposes only.
17. Install perforated pipe in all tree pits to aid in future watering, install pipe to bottom of planting pit, and extend six inches above grade and cap.
18. Install water-absorbing polymer in all planting pits, install as per manufacturer recommendations, Terra Sorb or equal.

SEEDED LAWN NOTES:

1. Topsoil Preparation: remove stones over 1 inch in any dimension and sticks, roots, rubbish and other extraneous matter. Thoroughly mix and pulverize the following proportions of material and till to a minimum depth of six inches while in a moist condition.
   a. 7lbs. of superphosphate per 1000 S.F., soluble mixture of treated minerals; 18% available phosphoric acid, 0-18-0.
   b. 50lbs of lime per 1000 S.F. Agricultural dolomitic limestone. (do not incorporate fertilizer with lime.
   c. 6 yards per 1000 S.F. Grimms compost of approved equal.
2. Grade lawn areas to smooth, even surface with loose, uniformly fine texture. Insure positive drainage across lawns, minimum 2% slope. Roll and rake and remove ridges and fill depressions, as required to meet finish grades. Limit fine grading to areas which can be planted immediately after grading.
3. Moisten prepared lawn areas before planting if soil is dry. Water thoroughly and allow surface moisture to dry before planting lawns. do not create a muddy condition.
4. Grass Seed:
   All grass seed shall be fresh, recleaned grass seed of the latest crop year, mixed in the following proportions by weight and meeting the following standards of pure live seed content, purity and germination

Seed Type	% by weight
Pro-Time Rough and Ready Mix Lawn Seed Blend or approved equal	
Quatro Tetraploid Sheep Fescue	35
Eureka Hard Fescue	30
Essence Dwarf Perennial Ryegrass	25
Pipolina MicroClover	10

   Seeding Mulch: Wood cellulose fiber, silva-Fiber of approved equal, color green.
   Seeded lawns; Install approved seed mix at 5lbs per 1000 S.F.
5. Restore seeded areas to specified conditions if eroded or otherwise disturbed after fine grading and prior to planting.
6. Do not use wet seed or seed which is moldy or otherwise damaged
7. The grass seed shall be sown by approved mechanical means in such a manner that a uniform stand shall result. Do not seed when wind velocity exceeds five miles per hour.
8. Mulch seeded areas at a rate of 50 lbs. per 100 s.f. distribute mulch to form a uniform blanket so that 75%-90% or soil is covered.
9. Top dress with fertilizer 30 days from initial germination.



Quantity	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES			
4	Acer circinatum multi-stem	Vine maple	6'-7' Ht.
26	Acer rubrum 'October Glory'	October Glory' Red maple	1-3/4" cal.
1	Arbutus unedo	Strawberry tree	5 gal.
9	Calocedrus decurrens	Incense cedar	5'-6' ht.
8	Cercidiphyllum japonicum	Katsura tree	1 3/4" cal.
7	Cornus nuttallii	Pacific coast dogwood	1 3/4" cal.
17	Fraxinus latifolia	Oregon ash	1 3/4" cal.
5	Liriodendron tulipifera	Tulip tree	2 1/2" cal.
4	Magnolia stellata	Star Magnolia	6-7'ht.
6	Nyssa sylvatica	Tupelo, black gum	1 3/4" cal.
3	Prunus yedoensis 'Agebono'	Flowering Cherry	1 3/4" cal.
5	Styrax japonica	Japanese snowbell	1-1/2" cal
10	Thuja plicata	Western red cedar	5'-6' ht.

SHRUBS

14	Abelia x grandiflora. 'Edward Goucher'	Edward Goucher glossy abelia	1 gal.
18	Ceanothus 'Joyce Coulter'	California lilac	5 gal.
5	Cistus 'Blanche'	Rock rose	1 gal.
48	Cornus stolonifera 'Kelseyi'	(Syn. C.s. 'Nana') Redtwig	1 gal.
240	Cotoneaster dammeri 'Coral Beauty'	Coral beauty cotoneaster	1 gal.
2	Daphne odora	Winter Daphne	2 gal.
6	Fothergilla gardeneii 'Mt. Airy'	Dwarf fothergilla	2 gal.
26	Leucothoe walteri 'Rainbow'	Rainbow drooping leucothoe	1 gal.
60	Gaultheria shallon	Salal	1 gal.
14	Ilex crenata 'Convexa'	Convex Japanese holly	2 gal.
119	Mahonia aquifolium	Tall Oregon grape	1 gal.
60	Mahonia nervosa	Long leaf Oregon grape	1 gal.
21	Myrica californica	Pacific wax myrtle	5 gal.
5	Pieris japonica 'Valley Rose'	Valley rose andromeda	2 gal.
43	Physocarpus capitatus	Pacific coast ninebark	1 gal.
9	Rhododendron 'Unique'	Yellow rhododendron	30" sp.
2	Picea pungens 'Montgomery'	Dwarf blue spruce	24" sp.
9	Ribes sanguineum	Pink flowering currant	1 gal.
6	Pinus mugo mugo	Mugho pine	24" sp.
45	Rosa nutkana	Nootka rose	1 gal.
24	Sarcococca hookeriana var. humilis	Sarcococca; Sweet box	1 gal.
22	Spiraea douglasii	Western spirea	1 gal.
13	Spiraea japonica 'Shirobana'	Shirobana spiraea	1 gal.
34	Spiraea japonica 'Little Princess'	Little Princess spiraea	1 gal.
2	Syringa patula 'Miss Kim'	Dwarf Lilac	2 gal.
20	Vaccinium ovatum	Evergreen huckleberry	1 gal.
42	Viburnum davidii	David viburnum	1 gal.
11	Viburnum plicatum tomentosum	Doublefile viburnum	5 gal.

PERENNIALS

32	Anemone x hybrida 'Alba'	White Japanese anemone	1 gal.
21	Aster frikarti 'Moench'	Aster	1 gal.
40	Aster pringlei	Aster	1 gal.
24	Euphorbia amygdaloides 'Robbiae'	Spurge	1 gal.
40	Epimedium x versicolor 'Sulphureum'	Bishop's hat	
40	Geranium x cantabrigiense 'Biokova'	Hardy geranium	1 gal.
24	Polystichum munitum	Sword Fern	1 gal.
18	Rudbeckia fulgida 'Goldstrum'	Blackeyed Susan	1 gal.
42	Salvia 'East Friesland'	Ornamental Sage	1 gal.

GRASSES

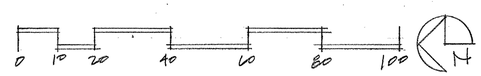
40	Carex aperta	Columbia sedge (bioswale)	4" pots
4	Miscanthus sinensis 'Gracillimus'	Eulalia grass	5 gal.
30	Pennisetum alopecuriodes 'Hameln'	Fountain grass	1 gal.

GROUNDCOVERS

220	Arctostaphylos uva-ursi	Kinnickinick	4" pots
590	Rubus calycinoides 'Emerald Carpet'	Emerald carpet creeping raspbe	4" pots

STORMWATER FACILITIES PLANTS

	Carex aperta	Columbia sedge (bioswale)	4" pots
	Fragaria chilioensis	Evergreen strawberry	4" pots
	Camassia quamash	Camas	4" pots
	Iris douglasiana	Douglas iris	4" pots
	Iris tenax	Oregon iris	4" pots
	Juncus effusus	Common rush	4" pots



Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

Quatrefoil, Inc.
Design • Landscape Architecture • Space Planning
404 SE 80th Ave. Portland, Oregon 97215
Tel: (503) 256-8955 Fax: (503) 256-3460

REGISTERED LANDSCAPE ARCHITECT
352
BRIAN E. BAINNSON
OREGON
07/26/1996

Portland Metro Men's Center Teen Challenge International

Landscape Plan

REVISIONS:
11.5.2012

DATE: 5.14.2012

SCALE: 1" = 20' – 0"

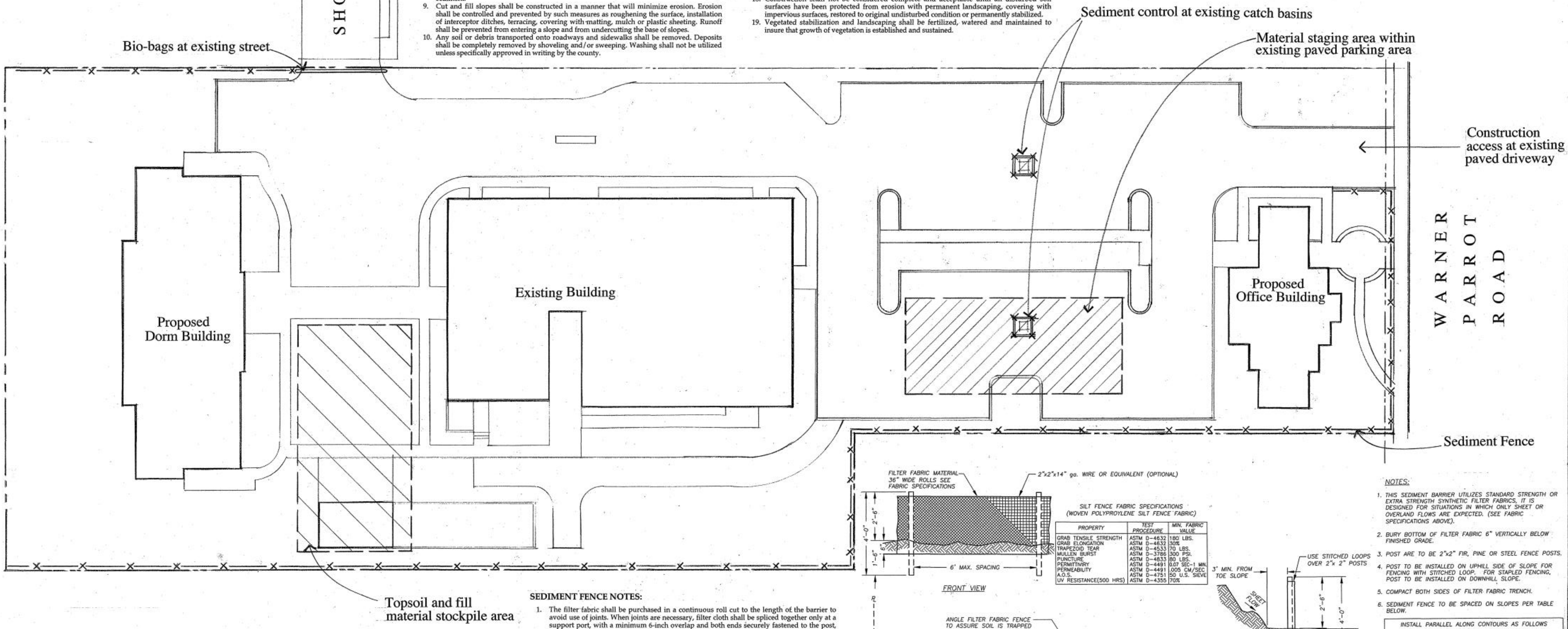
SHEET: L.2

1248

EROSION CONTROL NOTES

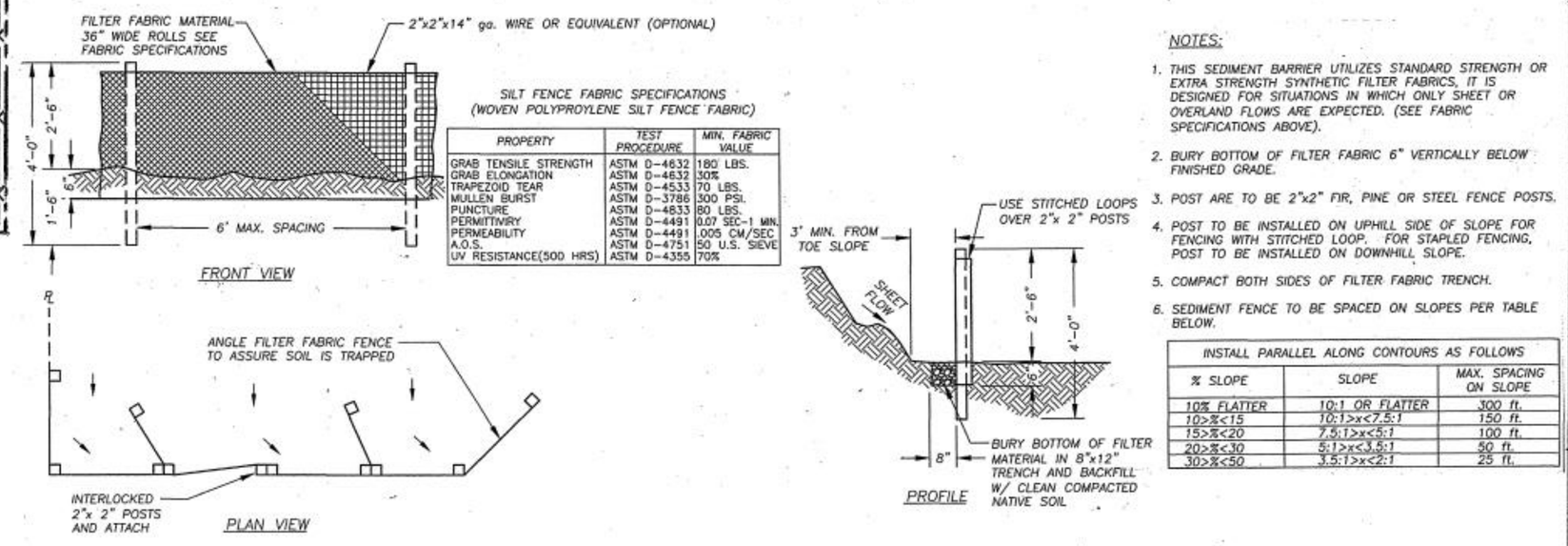
1. The contractor shall install and maintain BMP's as shown and perform all actions necessary to prevent erosion, and control sediment from leaving the construction site.
2. All erosion control measures shall be in-place and in working condition prior to disturbing and exposing any soil surfaces (i.e. silt fence, construction entrance, sedimentation barriers, sedimentation traps).
3. All erosion prevention and control BMP's shall be maintained and repaired as needed to insure continued performance of their intended function. Needed repairs shall be made as soon as practicable. They are to remain in place and operational during all phases of construction. Construction activities shall not continue or resume until repairs to erosion control facilities are made and the facilities are functional. Any sediment leaving the site or discharging to a sensitive area shall be stopped and controlled immediately. Contaminated areas shall be cleaned and restored.
4. Clearing limits and work area limits shall be delineated and marked. Do not disturb more area than needed for construction requirements.
5. Sediment laden runoff shall be prevented from entering all existing storm water catch basins and inlets affected by construction.
6. No exposed, bare soils shall remain unstabilized for more than two days during the period October 1 thru April 30 or for more than seven days during the period of May 1 through September 30. All disturbed soil surfaces shall be stabilized by a suitable application of "Best Management Practices."
7. Where feasible, no more than 500 feet of trench shall be open at one time. Excavated material shall be placed on the up-hill side of trenches provided it does not conflict with safety requirements.
8. Dewatering devices shall discharge into a sediment trap or sediment pond. No discharge shall be made to a paved street or stormwater collection system without first removing sediment.
9. Cut and fill slopes shall be constructed in a manner that will minimize erosion. Erosion shall be controlled and prevented by such measures as roughening the surface, installation of interceptor ditches, terracing, covering with matting, mulch or plastic sheeting. Runoff shall be prevented from entering a slope and from undercutting the base of slopes.
10. Any soil or debris transported onto roadways and sidewalks shall be removed. Deposits shall be completely removed by shoveling and/or sweeping. Washing shall not be utilized unless specifically approved in writing by the county.
11. All permanent infiltration systems shall be isolated and protected from sediment laden runoff entering to avoid risk of reducing the ability of the system to infiltrate. Isolation and protection shall not be removed until the drainage area tributary to the system is completely stabilized.
12. All conveyance channels, both temporary and permanent, shall be stabilized to prevent erosion of the channel. Stabilization shall extend to areas at outlet and downstream reaches vulnerable to erosion resulting from flow discharge from the channel.
13. If BMP's shown are utilized but are insufficient to prevent sediment from reaching water bodies, adjacent properties, or public rights-of-way; additional BMP's shall be implemented immediately to prevent further encroachment of sediment.
14. Stabilized areas shall be provided for employee parking and storage of construction materials. Erodible stockpiles of earthen materials, such as topsoil, silty and clayey soils; and landscape materials, shall be covered when not being incorporated in the work. Erosion control BMP's shall be utilized as necessary to prevent sediment laden runoff from leaving or sediment being transported from these areas from vehicle activity.
15. All pollutants other than sediment that occur during construction shall be handled and disposed of in a manner that does not cause contamination of storm water.
16. The contractor shall keep an inspection log of the condition of the erosion control facilities. Erosion control facilities shall be inspected at least weekly and after each rainfall. The inspection log shall be kept at the project site at a designated location and shall be available for review by the county. An individual that has successfully completed the county's Erosion Control Certification Course shall perform inspections and maintain the log.
17. All temporary BMP's shall be removed within 30 days after final site stabilization is achieved. Trapped sediment shall be deposited and stabilized on site. Areas disturbed resulting from removal shall be permanently stabilized.
18. Construction shall not be considered complete and acceptable until all disturbed soil surfaces have been protected from erosion with permanent landscaping, covering with impervious surfaces, restored to original undisturbed condition or permanently stabilized.
19. Vegetated stabilization and landscaping shall be fertilized, watered and maintained to insure that growth of vegetation is established and sustained.
20. During dry weather construction periods the contractor shall provide project-specific dust control measures that may include: seeding, mulching, matting, water, tackifier, or chemical soil stabilizers. The contractor shall maintain the dust control measures through dry weather periods until all disturbed areas have been stabilized. Immediately re-stabilize areas disturbed by contractor's operation or other activities (wind, water, vandalism, etc.).
21. Entry onto the construction site shall be restricted to a single approved entrance as shown on the plan.
22. Maintenance and repair of heavy equipment and vehicles which involve potential contaminants (oil, solvents, hydraulic fluid, etc.) must be conducted in a manner which prevents contamination of soils, surface water and ground water. Tarps, drip pans, or other appropriate measures shall be used as necessary.
23. Stripping, topsoil, and unsuitable material stockpiles shall be hydroseeded with "Regreen Wheat x Wheat Grass Hybrid" by Hobbs and Hopkins (or approved equal). Maintenance of stockpile areas and reapplication of hydroseed covering shall be required if bare soil is present. During winter and wet weather conditions, stockpiles shall be covered with plastic sheeting per detail E-16.

Significant variation and degree of erosion control effort will be dictated by weather conditions. The developer and contractor should be prepared to provide extra erosion control provisions and effort during winter and wet weather conditions beyond that normally required during summer and dry weather conditions. Fine grained and unconsolidated soils on sloping sites may become unstable when subject to excessive moisture.



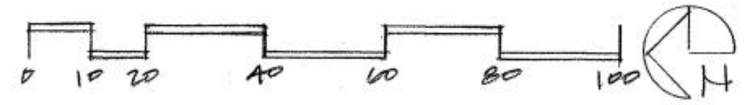
SEDIMENT FENCE NOTES:

1. The filter fabric shall be purchased in a continuous roll cut to the length of the barrier to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support port, with a minimum 6-inch overlap and both ends securely fastened to the post, or overlap 2 inch x 2 inch posts and attach as shown on detail sheet 4-2A.
   a. The filter fabric fence shall be installed to follow the contours where feasible. The fence posts shall be spaced a maximum of six feet apart and driven securely into the ground a minimum of 24 inches.
   b. The filter fabric shall have a minimum vertical burial of 6 inches. All excavated material from filter fabric fence installation, shall be backfilled and compacted, along the entire disturbed area.
   c. Standard or heavy duty filter fabric fence shall have manufactured stitched loops for 2 inch x 2 inch post installation. Stitched loops shall be installed on the up hill side of the sloped area.
   d. Filter fabric fences shall be removed when they have served their useful purpose, but not before the upslope area has been permanently protected and stabilized.
2. Filter fabric fences shall be inspected by applicant / contractor immediately after each rainfall and at least daily during prolonged rainfall. Any required repairs shall be made immediately.



Sediment Fence

Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.



Quatrefoil Inc.
Design • Landscape Architecture • Space Planning
404 SE 8th Ave. Portland, Oregon 97214
Tel: (503) 236-8551 Fax: (503) 236-3460

REGISTERED LANDSCAPE ARCHITECT
352
BRIAN E. BAINNSON
OREGON
07/26/1996

Portland Metro Men's Center
Teen Challenge International

Erosion Control Plan

REVISIONS:

DATE: 8.21.2013
SCALE: 1" = 20' – 0"
SHEET: L3
1248

SHORE PINE LANE

WARNER PARROT ROAD

Proposed
Dorm Building

Existing Building

Proposed
Office Building

TYPE 4 W/SHIELD

TYPE 3

TYPE 4 W/SHIELD

TYPE 4 W/SHIELD

TYPE 4 W/SHIELD

TYPE 3

TYPE 3

TYPE 3

TYPE 3

TYPE 4 W/SHIELD

TYPE 4 W/SHIELD

TYPE 4 W/SHIELD

C (A) WALL LIGHTS

LEGEND

- POLE LIGHT – "CIMARRON" BY HUBBEL LIGHTING INC TYPE 4 & 3
- CAN LIGHT @ BUILDING ENTRY – (SEE ARCH. PLANS)
- WALL LIGHT – KIM STEP LIGHT 120V 9W THIN FLUORESCENT

0 10 20 40 60 80 100 N

Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

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352
BRIAN E. BAINNSON
OREGON
07/26/1996

Portland Metro Men's Center
Teen Challenge International

Lighting Plan

REVISIONS:

DATE: 8.21.2013

SCALE: 1" = 20' – 0"

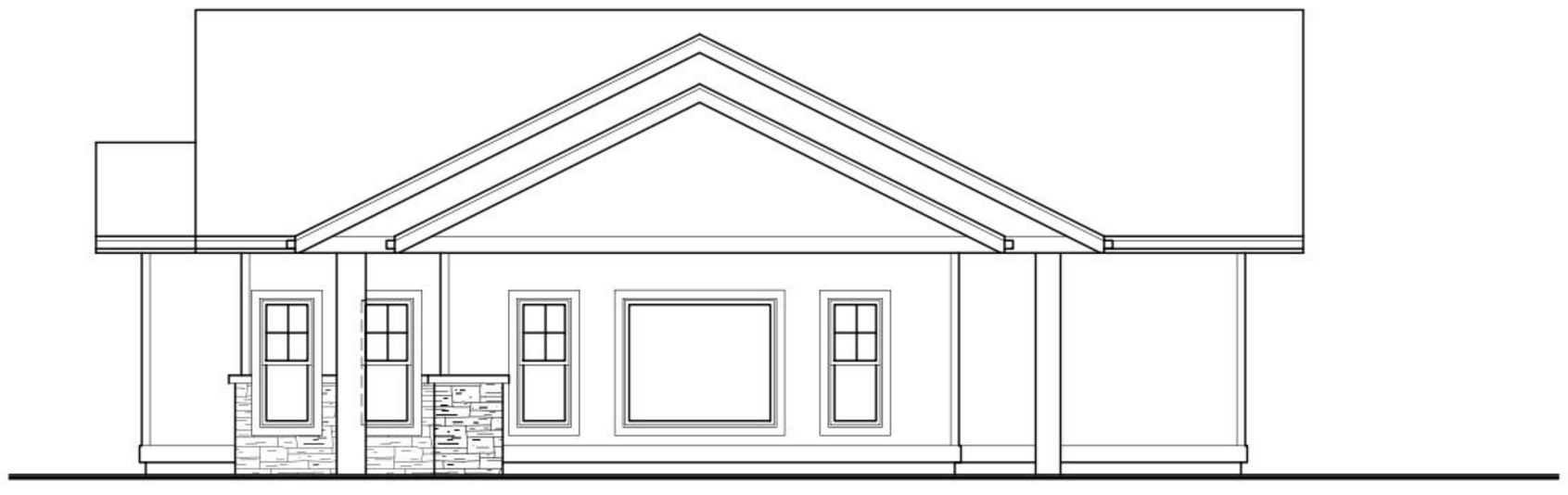
SHEET: L4

PORTLAND METRO MEN'S CENTER



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

2/0 X 4/0 SKYLIGHT

"ARCH 80" COMPOSITION SHINGLES

½" X 8" H.P. LAP SIDING

1 X 4 R/S CEDAR TRIM

5/4 X 8 R/S CEDAR TRIM

CEDAR SHAKE @ GABLE ENDS

"CULTURED" STONE VENEER - TYP.

REGISTERED ARCHITECT
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STATE OF OREGON

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OREGON CITY, OREGON 97045

TITLE: EXTERIOR ELEVATIONS
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

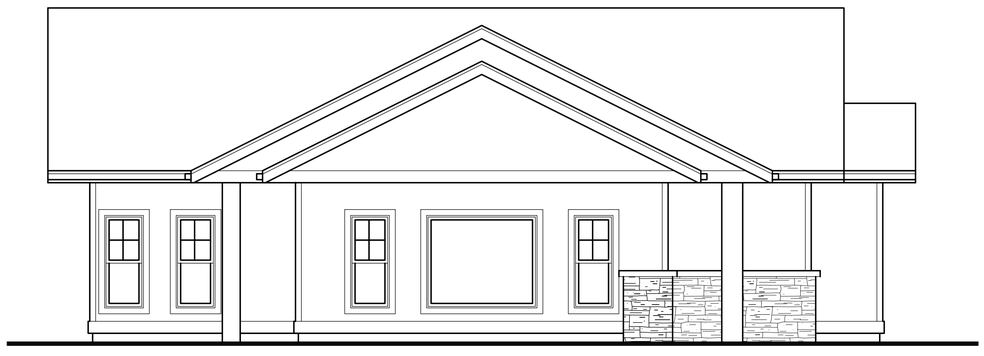
DATE: NOVEMBER 28, 2012
PROJECT NO.: 12094-C
REVISIONS: 6-25-13

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REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

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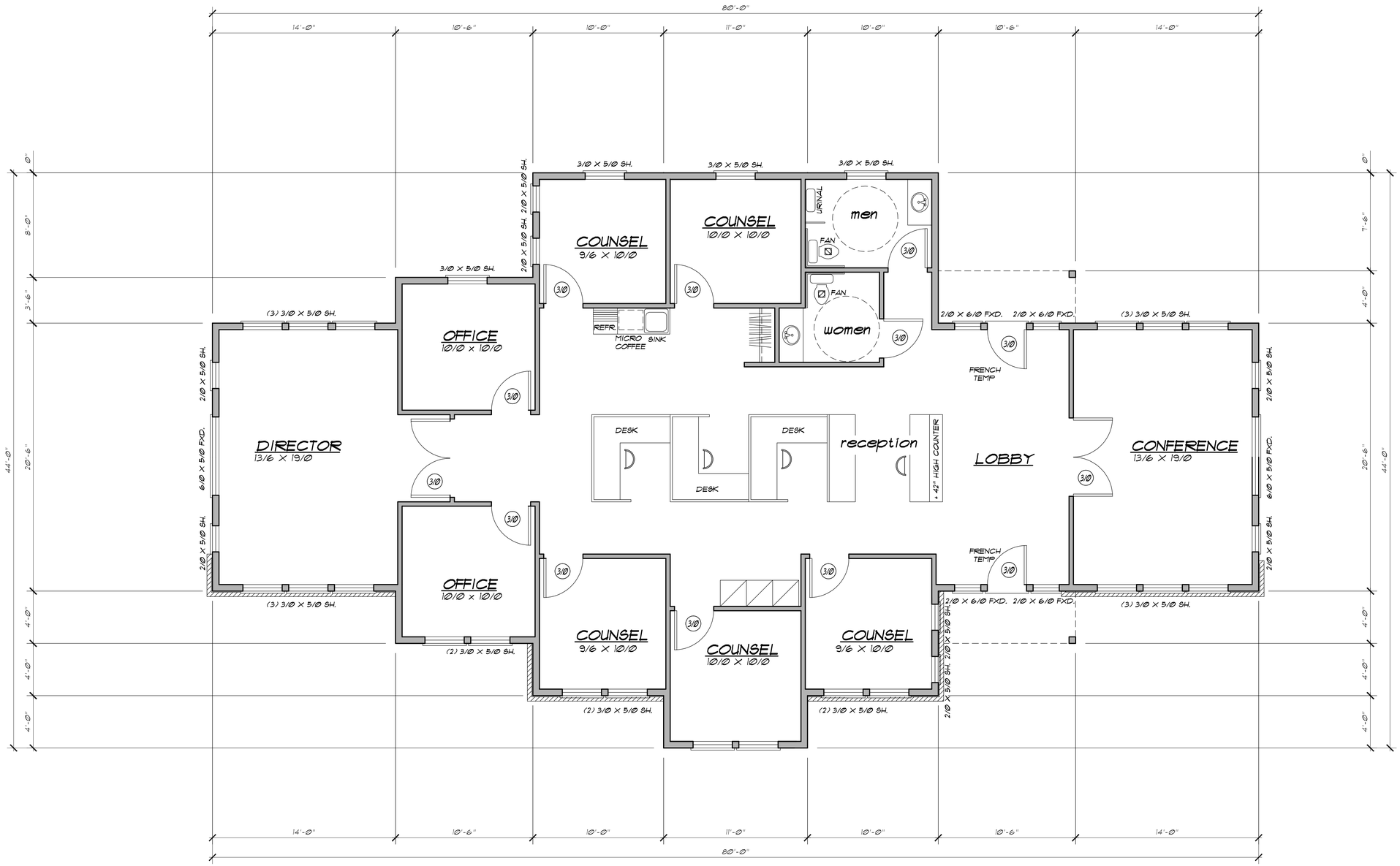
TITLE: EXTERIOR ELEVATIONS
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE:
NOVEMBER 28, 2012
PROJECT NO.:
12094-C
REVISIONS:
6-25-13

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NO: A2

OF SIX



"EXISTING"
MAIN FLOOR PLAN

SCALE: 1/4" = 1'-0"

2367 SQ. FT.

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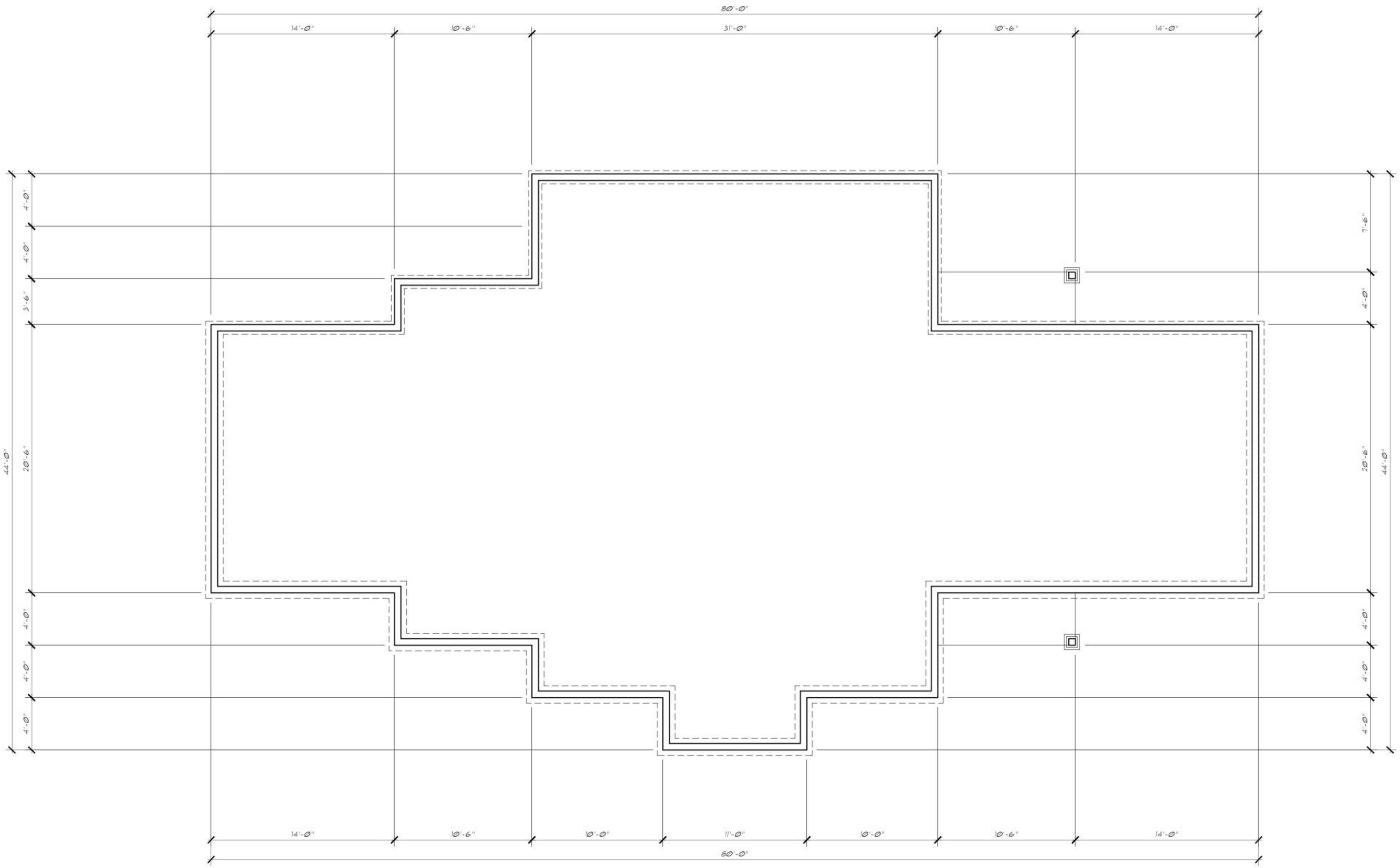
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TITLE: MAIN FLOOR PLAN
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE:
NOVEMBER 28, 2012
PROJECT NO.:
12094-C
REVISIONS:
6-25-13

NO: A3
OF SIX



FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

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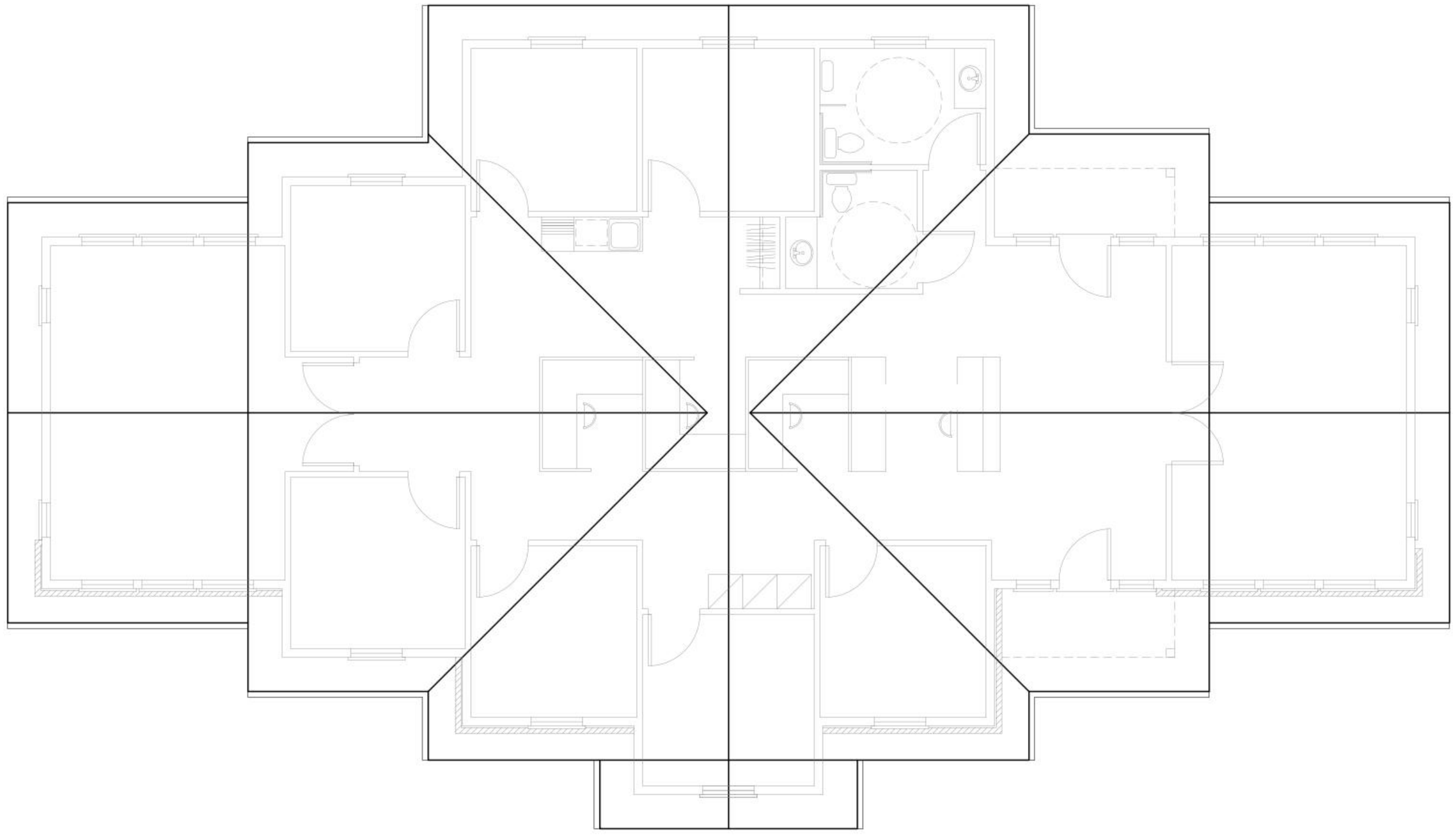
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TITLE:
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE:
NOVEMBER 28, 2012
PROJECT NO.:
12094-C
REVISIONS:
6-25-13

NO: A4
OF SIX



ROOF FRAMING PLAN

SCALE: 1/4" = 1'-0"

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TITLE:

PROJECT: PORTLAND METRO MEN'S CENTER

OWNER: TEEN CHALLENGE INTERNATIONAL

DATE:
NOVEMBER 28, 2012

PROJECT NO.:
12094-C

REVISIONS:
6-25-13

NO: A5

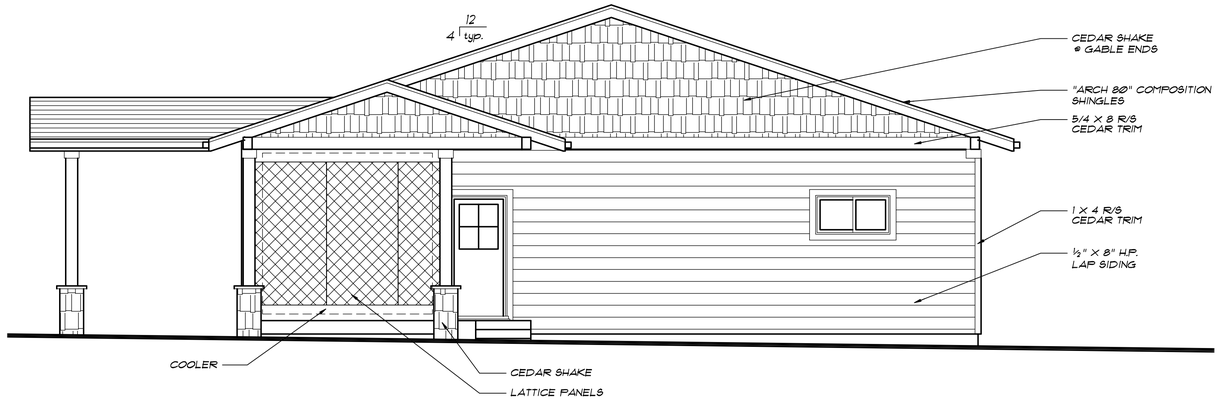
OF SIX



DINING HALL

REAR ELEVATION

SCALE: 1/4" = 1'-0"



DINING HALL

LEFT-SIDE ELEVATION

SCALE: 1/4" = 1'-0"

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TITLE: EXTERIOR ELEVATIONS, PROJECT DATA, PLOT PLAN

PROJECT: PORTLAND METRO MEN'S CENTER
405 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

OWNER: TEEN CHALLENGE INTERNATIONAL

DATE: NOVEMBER 28, 2012

PROJECT NO.: 12034

REVISIONS: 11-30-12

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NO: A2

OF SIX



Dining Hall Existing North Elevation



Dining Hall Existing West Elevation

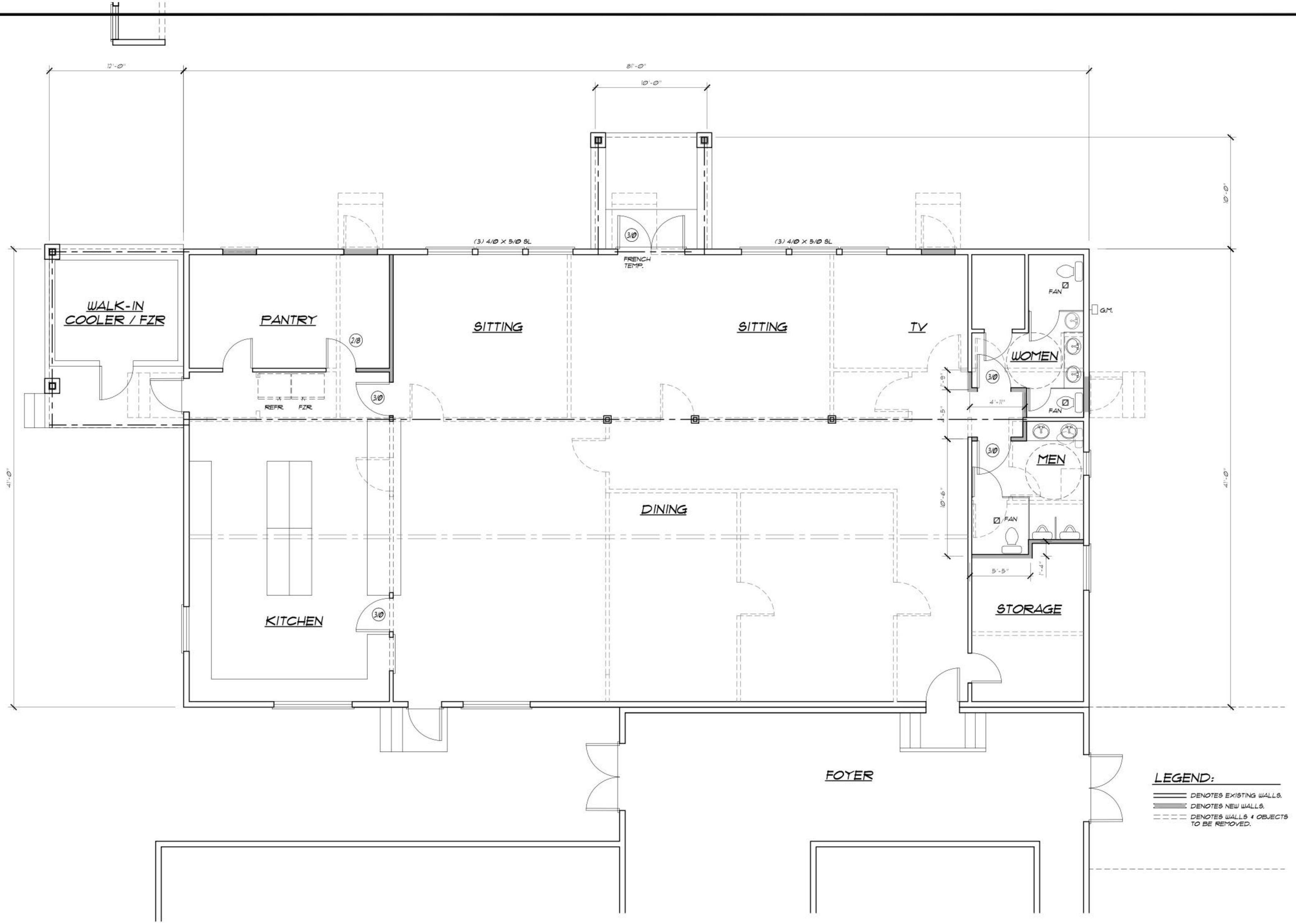
Dining Hall
Existing Rear





Dining Hall
Existing Left Side Elevation


4’
Door to be
replaced with window
41’ Wide



"PROPOSED"
MAIN FLOOR PLAN

SCALE: 1/4" = 1'-0"

(E) 3360 SQ. FT.

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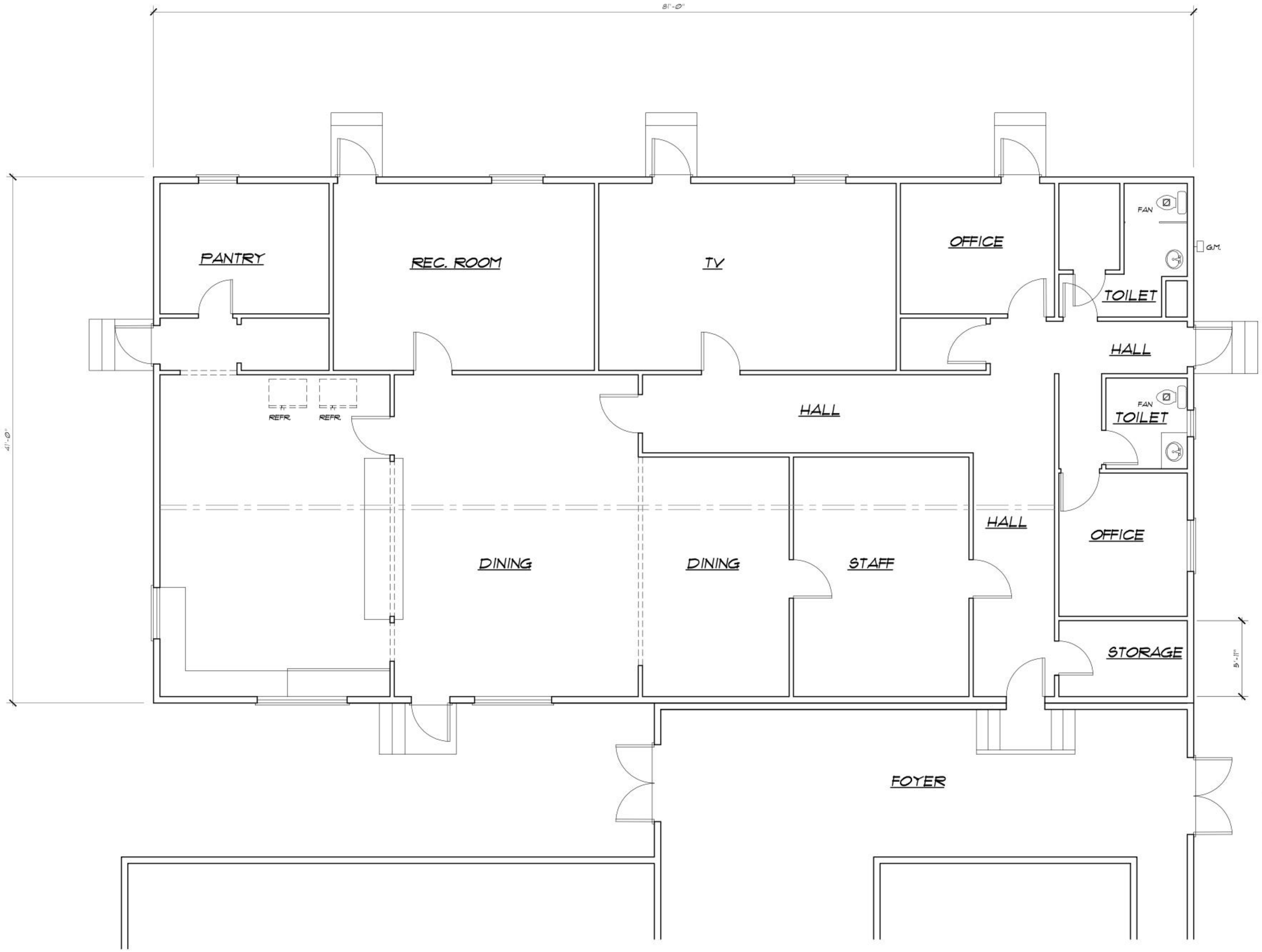
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TITLE: MAIN FLOOR PLAN - DINING HALL REMODEL
PROJECT: PORTLAND METRO MEN'S CENTER
405 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE: NOVEMBER 28, 2012
PROJECT NO.: 12094
REVISIONS: 11-30-12

NO: A3
OF SIX



LEGEND:

- DENOTES EXISTING WALLS.
- DENOTES NEW WALLS.
- DENOTES WALLS & OBJECTS TO BE REMOVED.

"EXISTING"

MAIN FLOOR PLAN

SCALE: 1/4" = 1'-0"

(E) 3360 SQ. FT.

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OREGON CITY, OREGON 97045

TITLE: MAIN FLOOR / FOUNDATION PLAN
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE: NOVEMBER 28, 2012
PROJECT NO.: 12094
REVISIONS:

NO: A2
OF SIX

PORTLAND METRO MEN'S CENTER

BUILDING STATISTICS (2010 OSSC)

1.	OCCUPANCY GROUP	B. OFFICES (SECTION 304)
2.	TYPE OF CONSTRUCTION	☒ B (TABLE 601)
3.	FLOOR AREA:	4428 SQUARE FEET OFFICE
4.	OCCUPANCY LOAD:	OFF. 1 OCC./100 SQ. FT. = 45 OCCUPANTS (TABLE 1004.1.1)
5.	EXITS REQ'D	MIN. 2 EXITS @ 49 OCCUPANTS (TABLE 1021.2) (1) EXIT REQUIRED
5.	ALLOWABLE AREA	2- STORY = 14000 SF.

VICINITY MAP

NO SCALE

LIST OF DRAWINGS

ARCHITECTURAL

A1 PROJECT DATA, PLOT PLAN
A2 EXTERIOR ELEVATIONS
A3 EXTERIOR ELEVATIONS
A3 MAIN FLOOR
A4 UPPER FLOOR PLAN
A5 SCHEDULES, INTERIOR ELEVATIONS
A6 ARCHITECTURAL COMMERCIAL SPECS.

STRUCTURAL

S1
S2
S3
S4
S5
S6

CIVIL

C1
C2
C3

LANDSCAPE

L1
L2
L3

PROJECT LOCATION

405 WARNER PERROTT ROAD
OREGON CITY, OREGON 97045
CLACKAMAS COUNTY, OREGON

GENERAL CONTRACTOR

TEEN CHALLENGE INTERNATIONAL
????
OREGON CITY, OREGON 97045
(???) ???-??? - PHONE
(503) XXX-XXXX - FAX
CONTACT: CHARLIE PARKER

OWNER

TEEN CHALLENGE INTERNATIONAL
405 WARNER PERROTT ROAD
OREGON CITY, OREGON 97045
(971) 275-3341 - PHONE
(503) ???-???? - FAX
CONTACT: GARRY WALLACE

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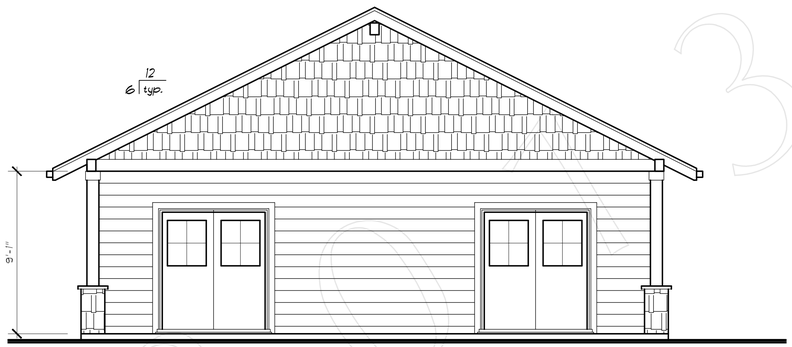
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405 WARNER PERROTT ROAD
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OWNER: TEEN CHALLENGE INTERNATIONAL

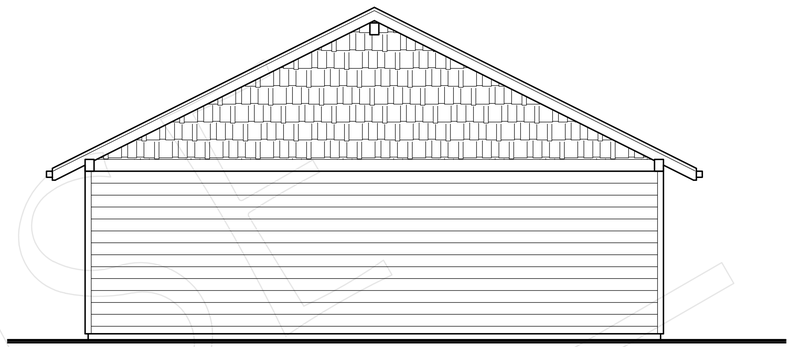
DATE: NOVEMBER 28, 2012
PROJECT NO.: 12094
REVISIONS: 11-30-12

NO: A1
OF SIX



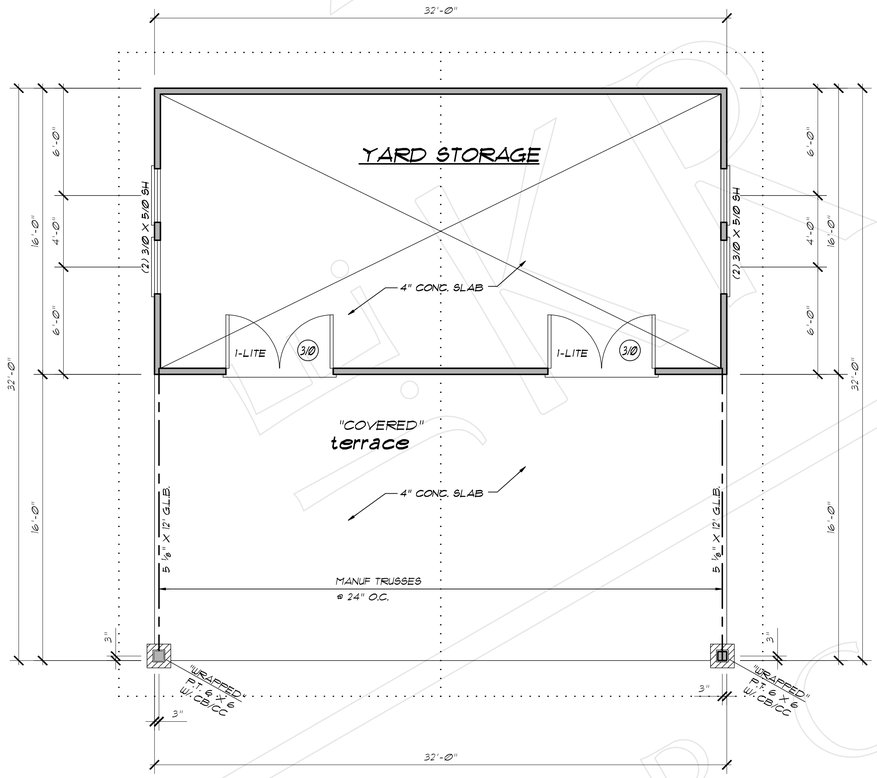
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



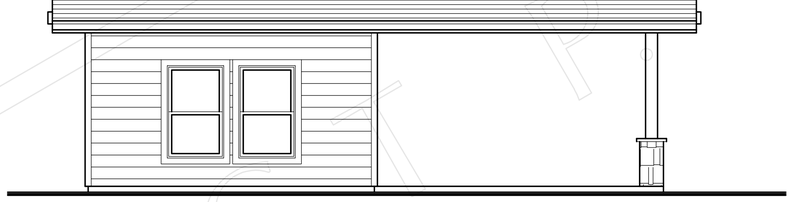
REAR ELEVATION

SCALE: 1/4" = 1'-0"



MAIN FLOOR PLAN

SCALE: 1/4" = 1'-0"



LEFT-SIDE ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT-SIDE ELEVATION

SCALE: 1/4" = 1'-0"

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TITLE: ELEVATIONS, MAIN FLOOR PLAN
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE: AUGUST 27, 2013
PROJECT NO.: 12094-YS
REVISIONS:

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PORTLAND METRO MEN'S CENTER



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

NOTE:
EXTEND ALL FLUES A MIN. OF 2'-0" ABOVE ANY PART OF THE BLD'G W/ IN A 10'-0" HORIZONTAL RADIUS

NOTE:
ALL GRADES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY ALL EXISTING AND FINISH GRADES.

BUILDING STATISTICS (2010 OSSC)

1.	OCCUPANCY GROUP	B. OFFICES (SECTION 304)
2.	TYPE OF CONSTRUCTION	III B(TABLE 601)
3.	FLOOR AREA.	4428 SQUARE FEET OFFICE
4.	OCCUPANCY LOAD:	OFF. 1 OCC./100 SQ. FT. = 45 OCCUPANTS (TABLE 1004.1.1)
5.	EXITS REQ'D	MIN. 2 EXITS @ 49 OCCUPANTS (TABLE 1021.2) (1) EXIT REQUIRED
5.	ALLOWABLE AREA	2- STORY = 14000 SF.

VICINITY MAP

NO SCALE

LIST OF DRAWINGS

ARCHITECTURAL

A1 PROJECT DATA, PLOT PLAN
A2 EXTERIOR ELEVATIONS
A3 EXTERIOR ELEVATIONS
A3 MAIN FLOOR
A4 UPPER FLOOR PLAN
A5 SCHEDULES, INTERIOR ELEVATIONS
A6 ARCHITECTURAL COMMERCIAL SPECS.

STRUCTURAL

S1
S2
S3
S4
S5
S6

CIVIL

C1
C2
C3

LANDSCAPE

L1
L2
L3

PROJECT LOCATION

405 WARNER PERROTT ROAD
OREGON CITY, OREGON 97045
CLACKAMAS COUNTY, OREGON

GENERAL CONTRACTOR

TEEN CHALLENGE INTERNATIONAL
????
OREGON CITY, OREGON 97045
(???) ???-??? - PHONE
(503) XXX-XXXX - FAX
CONTACT: CHARLIE PARKER

OWNER

TEEN CHALLENGE INTERNATIONAL
405 WARNER PERROTT ROAD
OREGON CITY, OREGON 97045
(971) 275-3341 - PHONE
(503) ???-???? - FAX
CONTACT: GARRY WALLACE

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REGISTERED ARCHITECT
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STATE OF OREGON

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Fax (503) 656-6297
13239 S.E. 82 Dr.
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THESE PLANS ARE FOR THE CONSTRUCTION OF ONE BUILDING ONLY AND ARE NOT TO BE REPRODUCED IN ANY WAY WITHOUT THE EXPRESSED WRITTEN PERMISSION OF THE ARCHITECT. THE CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND SITE CONDITIONS AND REPORT ANY ERRORS OR OMISSIONS TO THIS OFFICE PRIOR TO THE START OF CONSTRUCTION. WRITTEN DIMENSIONS ALWAYS HAVE PRECEDENCE OVER SCALED DIMENSIONS.

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405 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

TITLE: EXTERIOR ELEVATIONS, PROJECT DATA, PLOT PLAN
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

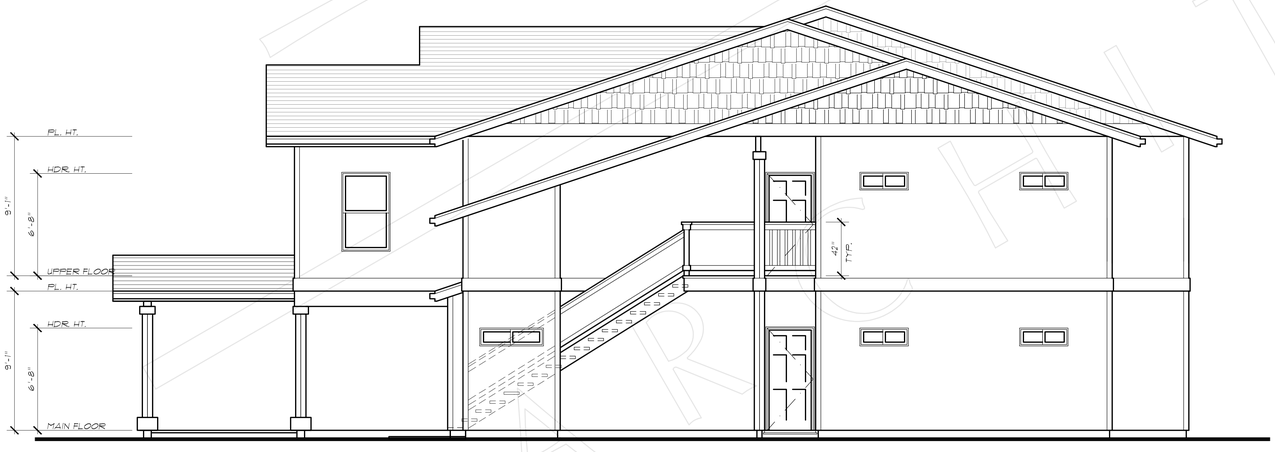
DATE: NOVEMBER 28, 2012
PROJECT NO.: 12094
REVISIONS: 6-25-13

NO: A1
OF SIX



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT-SIDE ELEVATION

SCALE: 1/4" = 1'-0"

"ARCH 80" COMPOSITION SHINGLES

CEDAR SHAKE @ GABLE ENDS

½" X 8" H.P. LAP SIDING

1 X 4 R/S CEDAR TRIM

5/4 X 8 R/S CEDAR TRIM

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405 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

TITLE: EXTERIOR ELEVATIONS
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE: NOVEMBER 28, 2012
PROJECT NO.: 12094
REVISIONS: 12-5-12
6-10-13

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NO: A2

OF SIX

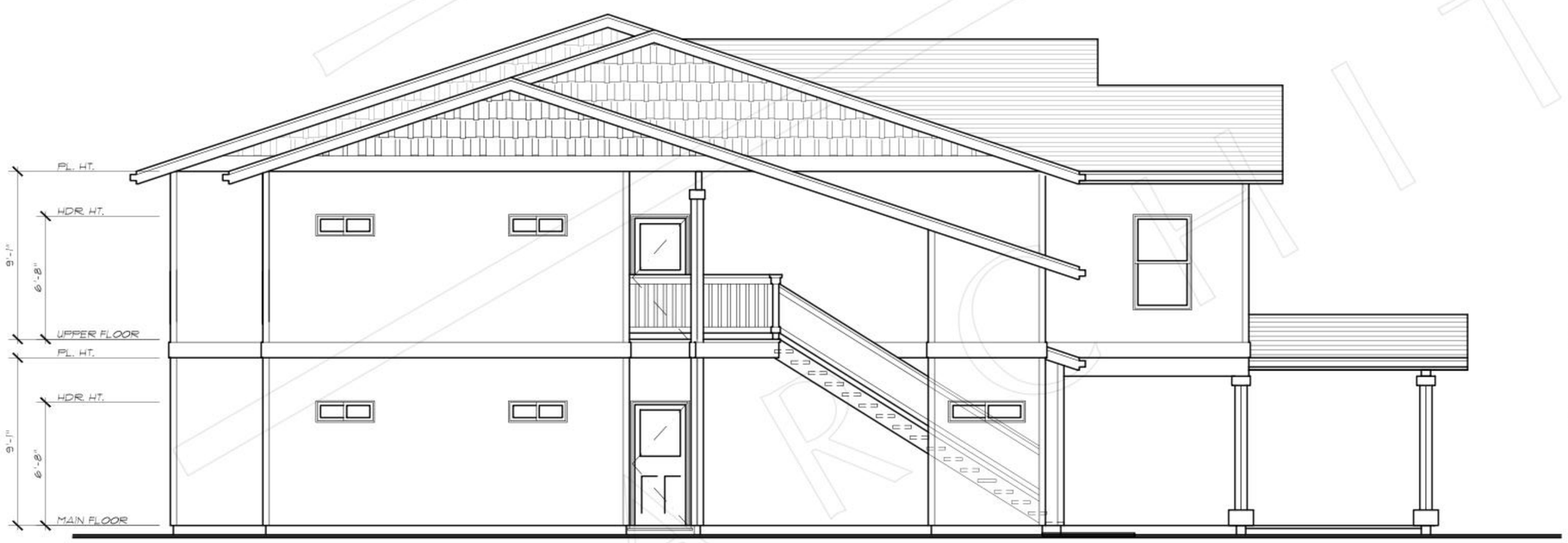


REAR ELEVATION

SCALE: 1/4" = 1'-0"

NOTE:
EXTEND ALL FLUES A MIN. OF 2'-0" ABOVE ANY PART OF THE BLD'G W/ IN A 10'-0" HORIZONTAL RADIUS

NOTE:
ALL GRADES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY ALL EXISTING AND FINISH GRADES.



"ARCH 80" COMPOSITION SHINGLES

CEDAR SHAKE @ GABLE ENDS

½" X 8" H.P. LAP SIDING

1 X 4 R/S CEDAR TRIM

5/4 X 8 R/S CEDAR TRIM

LEFT-SIDE ELEVATION

SCALE: 1/4" = 1'-0"

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405 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

TITLE: EXTERIOR ELEVATIONS
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE:
NOVEMBER 28, 2012

PROJECT NO.:
12094

REVISIONS:
12-5-12
6-10-13
6-25-13

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NO: A3

OF SIX



MAIN FLOOR PLAN

SCALE: 1/4" = 1'-0"

5340 SQ. FT.

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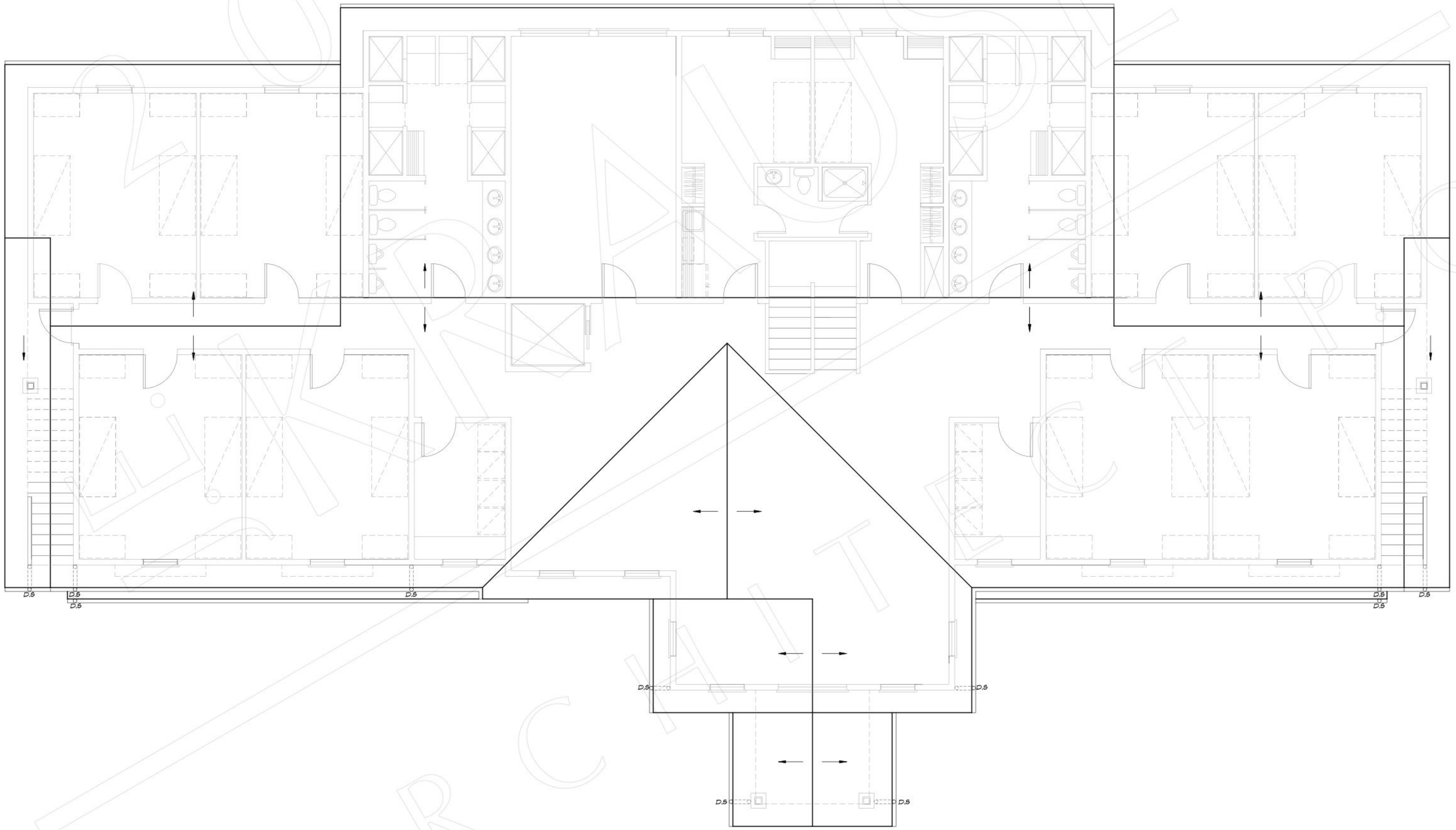
405 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

TITLE: MAIN FLOOR PLAN - DORM BUILDING
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE: NOVEMBER 28, 2012
PROJECT NO.: 1209.4
REVISIONS:
12-5-12
6-10-13
6-25-13

NO: A4
OF SIX


123'-0"
29'-6"
12'-6"
15'-0"
24'-0"
12'-6"
29'-6"
68'-0"
23'-0"
5'-0"
18'-0"
19'-0"
1'-0"
10'-0"
6/0 X 1/0 TRSM.
6/0 X 1/0 TRSM.
3/0 X 5/0 SH
3/0 X 5/0 SH
3/0 X 5/0 SH



ROOF FRAMING PLAN

SCALE: 1/4" = 1'-0"

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405 WARNER PARROTT ROAD
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TITLE: ROOF FRAMING PLAN
PROJECT: PORTLAND METRO MEN'S CENTER
OWNER: TEEN CHALLENGE INTERNATIONAL

DATE:
NOVEMBER 28, 2012
PROJECT NO.:
12094
REVISIONS:
12-5-12
6-10-13
6-25-13

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NO: A6
OF SIX

LitePro 2.037 Point-By-Point Results 9/3/2013

PROJECT: PORTLAND METRO MEN'S CENTER/1366087 GROUP: G AREA: overall GRID: GRID
PREPARED BY:
VALUES ARE FC, SCALE: 1 IN= 50.0FT, HORZ GRID (U), HORZ CALC, Z= 0.0

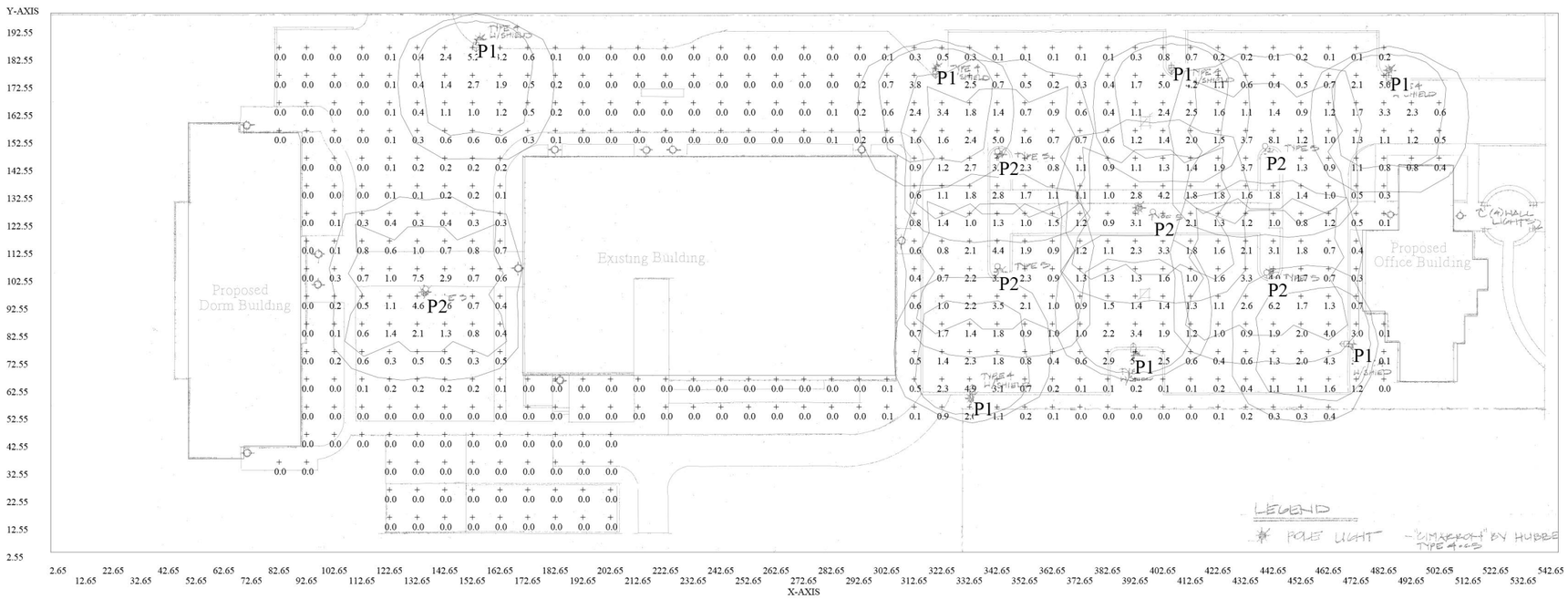
Computed in accordance with IES recommendations

Statistics

GROUP	MIN	MAX	AVE	AVE/MIN	MAX/MIN
(+)	0.0	8.1	0.9	N/A	N/A

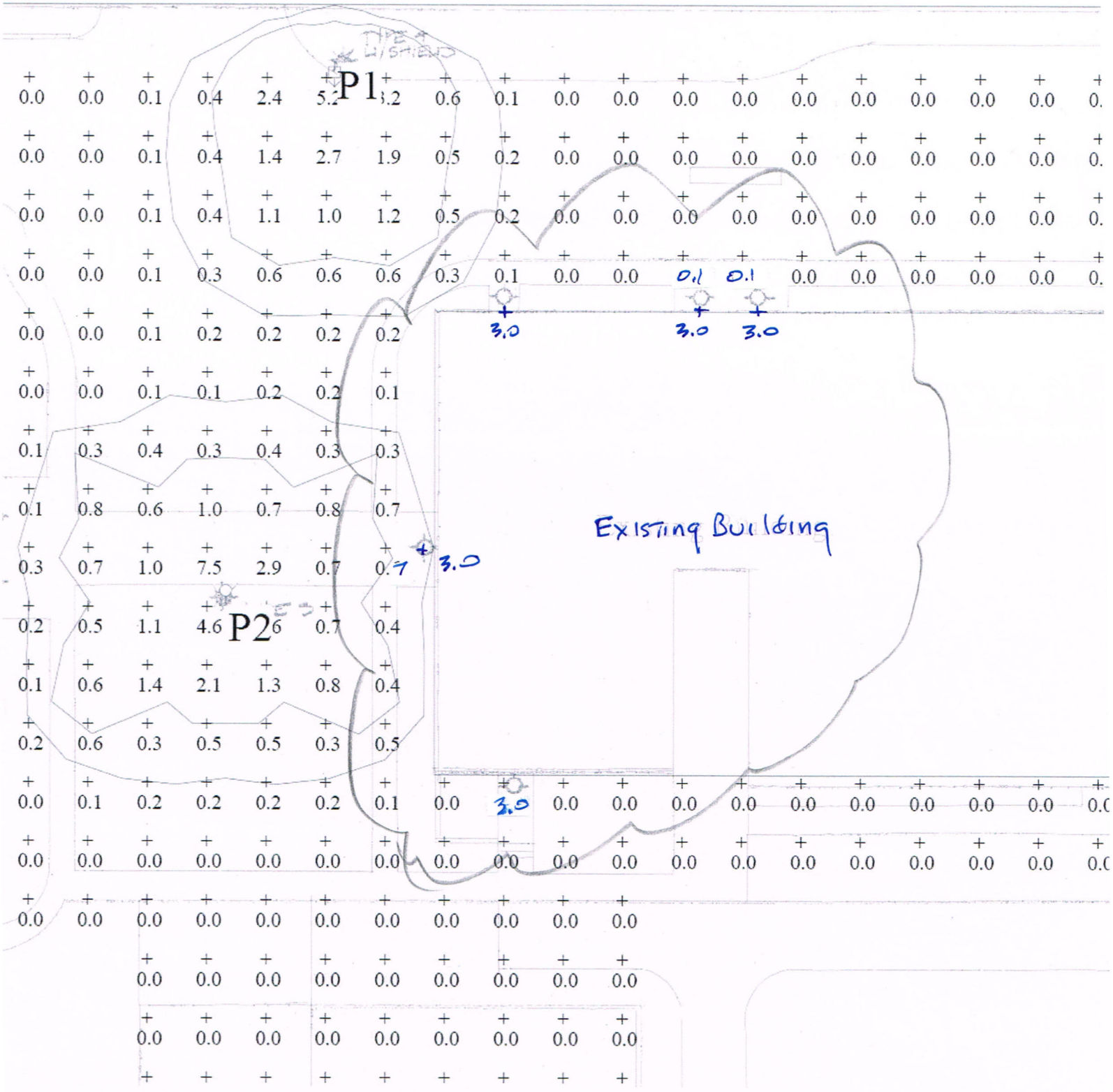
Luminaires Used

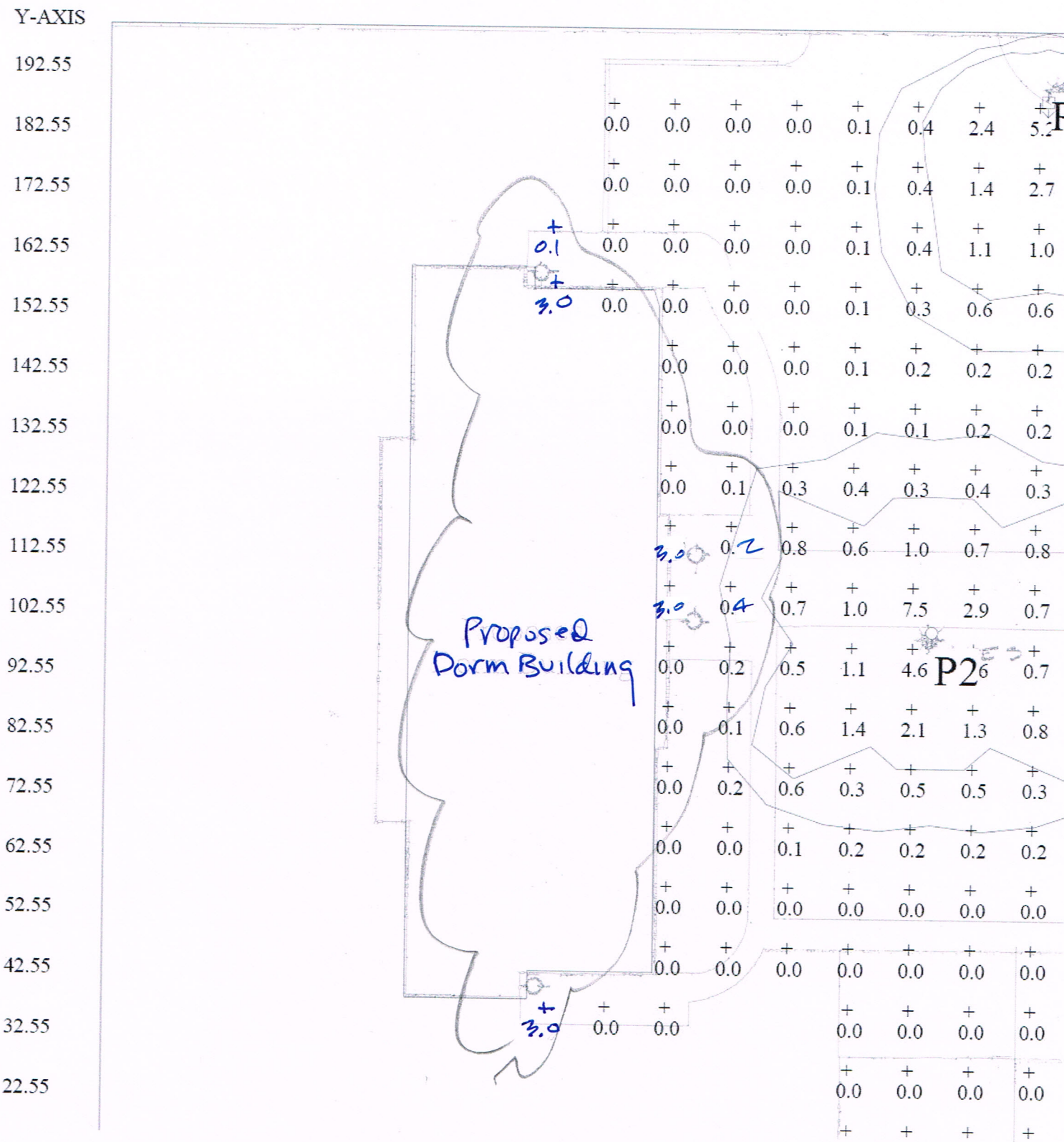
TYPE	QTY	TEST#	DESCRIPTION
P1	7	--------	SINGLE T4 HS, 16' TOTAL MH, (1) C4S <CR1-P10-H4-HS>, LLF= 0.65;
P2	6	--------	SINGLE T5, 16' TOTAL MH, (1) C5 <CR1-P10-H5>, LLF= 0.65;

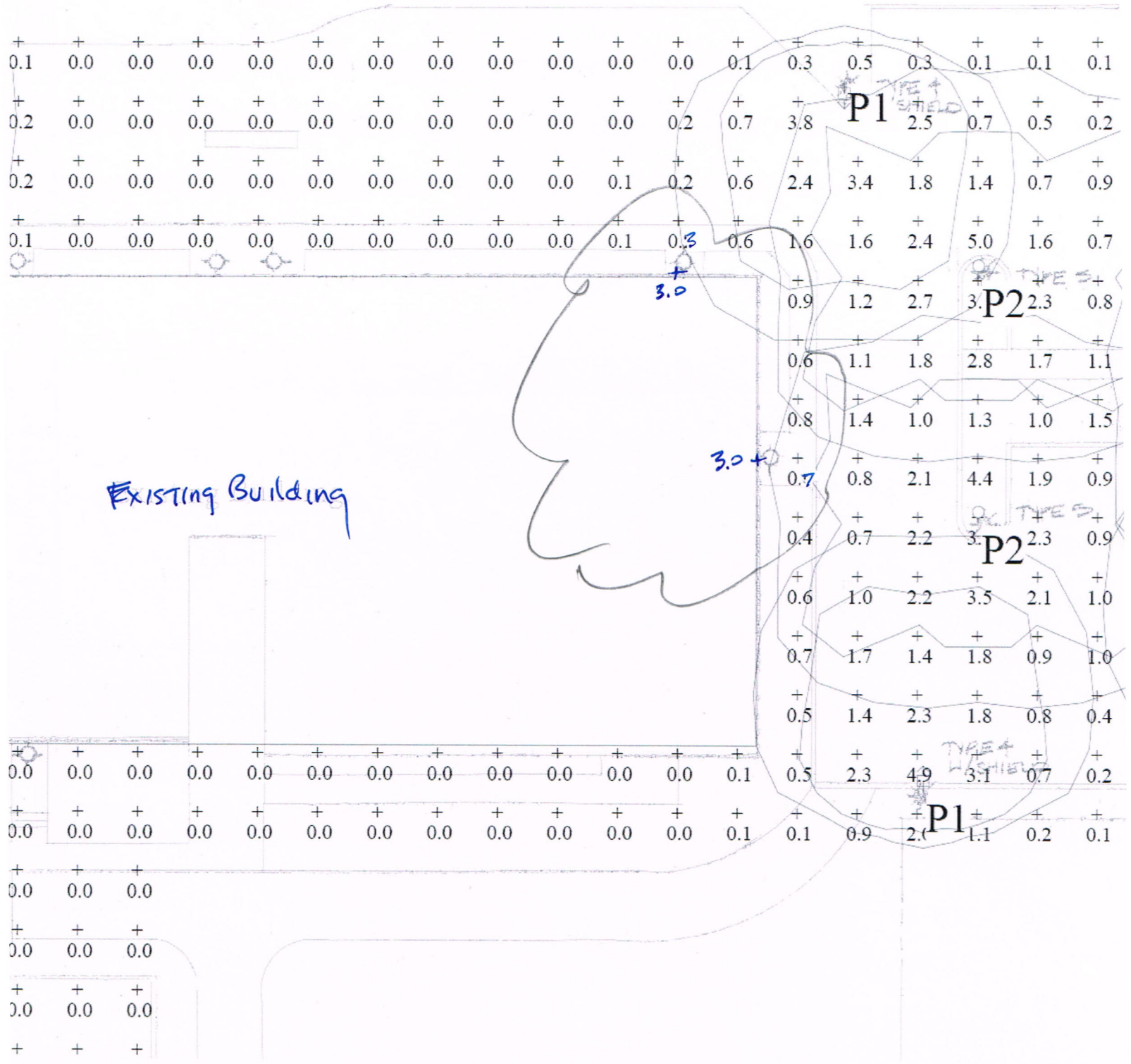


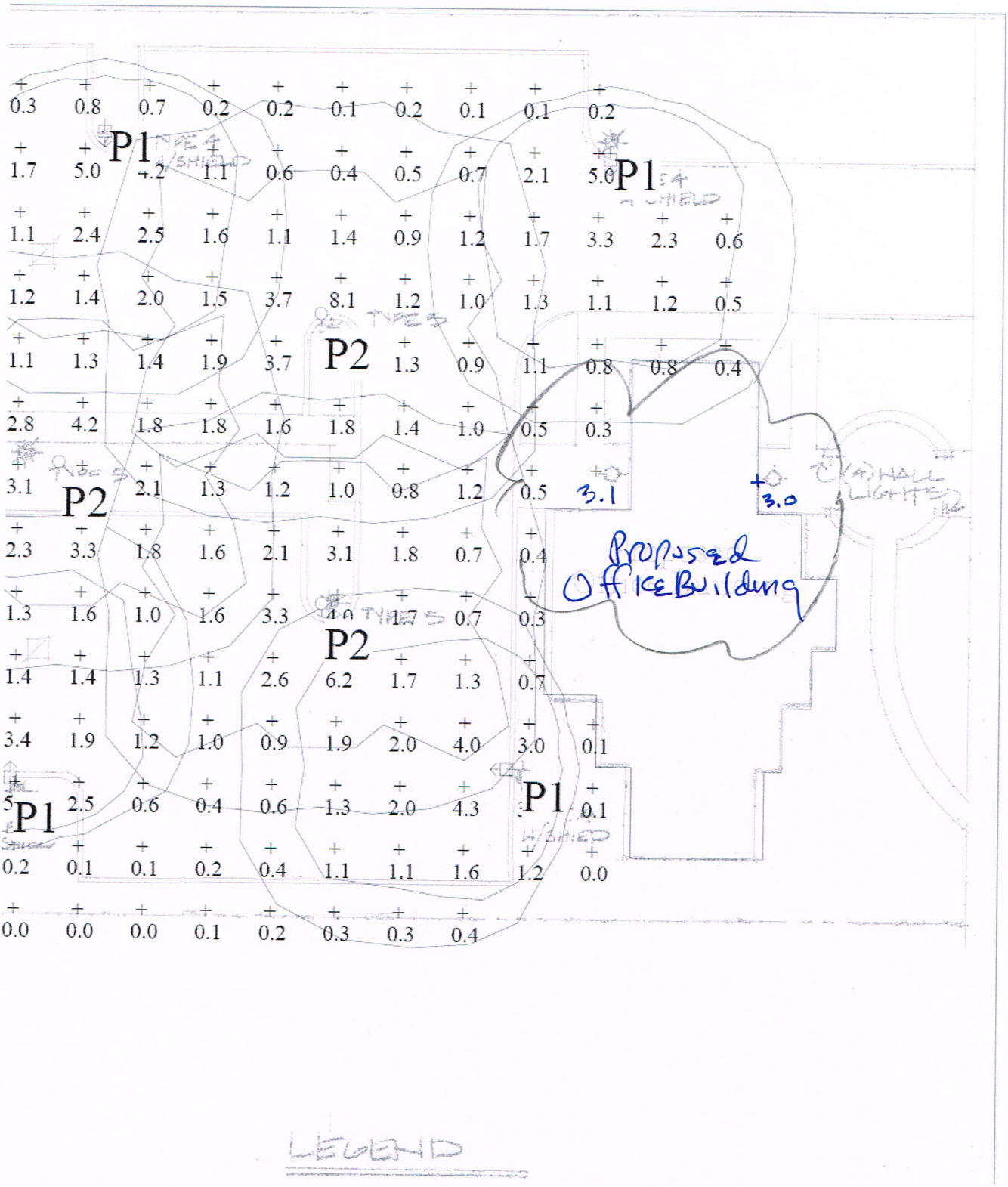
TEEN CHALLENGE

#12094 10-28-13




Y-AXIS
192.55
182.55
172.55
162.55
152.55
142.55
132.55
122.55
112.55
102.55
92.55
82.55
72.55
62.55
52.55
42.55
32.55
22.55
Proposed
Dorm Building
P2
3.0
3.0
3.0


P1
P2
P2
P1
TYPE 4 SHIELD
TYPE 5
TYPE 5
TYPE 4 W/SHIELD
3.0
3.0
Existing Building


P1
P2
P1
P2
P2
P1
3.1
3.0
Proposed
Office Building
LEGEND

HALO LED Module for Existing Installations

DESCRIPTION: ML706830 LED Module

The Halo LED module is designed for retrofit applications with an Edison screw base adapter (included with module) for use in existing HALO or ALL-PRO housings (may also be used in new construction with the H750ICAT housing). Delivers 600 lumens with a superior optical design that yields productive beam lumens, good cutoff and low glare. The Halo LED recessed downlight exceeds high efficacy requirements for California's Title 24 with energy savings in excess of 75% when compared with incandescent lamps.

HALO®

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

DESIGN FEATURES

Comparable in light output and distribution to a 65W BR30 incandescent lamp or an 18W compact fluorescent luminaire, while consuming less then 15 watts.

Dimming

The HALO LED luminaire is dimmable to 15% (nominal) of the total light output with standard AC incandescent dimmers or to 5% (nominal) using standard incandescent dimmers with low end trim adjustment. Standard dimmers require a minimum of three LED modules (minimum 40 watts load) on the circuit for full range (15%) dimming performance. For dimming fewer than three LED modules (less than 40 watts), use electronic low voltage dimmers which require a minimum circuit load of one LED module.

Quality of Light

Provides excellent color rendering (80 CRI typical), and a warm white color temperature (3045°K). LED's have no damaging ultraviolet or infrared wavelengths and does not direct heat like conventional lamps.

Optical Design

Optical design yields over 600 productive beam lumens, 50° cutoff, and low glare.

Life

Rated for 50,000 hours at 70% lumen maintenance (or approximately 20 years based on 6 hours of use per day).

Compatibility

The Halo ML706830 LED module is designed for use in the dedicated H750ICAT housing in new construction applications or for retrofit applications in existing Halo or ALL-PRO™ H7 housings. The Halo LED module is designed for use in either IC (insulated ceiling) or non-IC construction. Compatible HALO and ALL-PRO housings include model numbers: H750ICAT, H7ICAT, EI700AT, H7ICATNB, EI700ATNB, H7ICT, EI700, H7ICTNB, EI700NB, H7RICT, EI700RAT, H7RICT, EI700R, H7RT, E700R, ET700.

LED Module in New or Existing Construction – Housings other than Halo or All-Pro

If used in recessed housings other than Halo or All-Pro the Cooper Lighting 3-year warranty applies to the LED Module and Trim only. As with any electrical installation, a qualified electrician must ensure compatibility of use with a particular housing; this includes all applicable national and local electrical and building codes. Installer is responsible to securely retain the LED Module and Trim in a housing at time of installation.

Screw Base Adapter

Edison screw-base adapter supplied with module allows simple wiring connection to existing housing.

Module Construction

Durable die-cast aluminum construction conducts heat away from the LED keeping the junction temperatures below specified maximums even when installed in insulated ceiling environments.

LED Driver

The LED module is controlled with a high efficiency driver with a power factor of >.90 at an input power of 120V, 50/60Hz. Driver has integral thermal protection and will shut off in the event of over temperature or internal failure.

Warranty

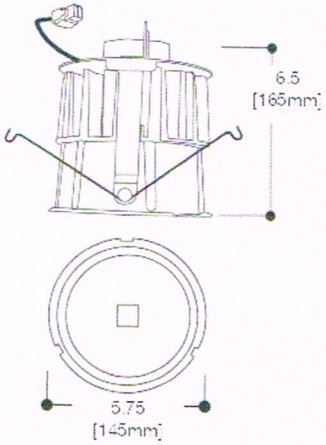
Cooper Lighting provides a three year limited warranty on the Halo LED Luminaire which includes the LED Module, LED Recessed Housing and LED trims.

Labels

- UL/cUL Listed

Meets following requirements:

- State of California Title 24 High Efficacy Luminaire
- Washington State Energy Code
- International Energy Conservation Code (IECC)
- New York State Energy Conservation Construction Code





ML706830 LED Module

494____Trim

6" LED Module and Trim For Retrofit Applications

Energy Data:

Minimum Starting Temp:	-10°C (14°F)
EMI/RFI:	FCC Title 47 CFR, Part 19, Class B (Consumer)
Sound Rating:	Class A standards
Input Voltage:	120V
Power Factor:	>0.90
Input Frequency:	50/60Hz
THD:	<20%
Rated Wattage:	14.9W
Input Power:	14.9W
Input Current:	123mA

Values with standard line voltage input (non-dim mode)

ORDERING INFORMATION

SAMPLE NUMBER: ML706830 494P06 Order LED Module and trim separately

LED Module

ML706	8	30
ML706=6" LED Module	8=80 CRI	30=3000°K

Trim Options

494P06=Matte White Reflector w/die-cast white trim ring
494WB06=White Baffle w/die-cast white trim ring
494H06=Haze Reflector w/die-cast white trim ring
494SC06=Specular Reflector w/die-cast white trim ring
492PS06=Wet location listed Shower Trim w/regressed lens and white die-cast trim ring

Accessory

TRM490WH

TRM490WH=Thin Profile matte white die-cast trim ring

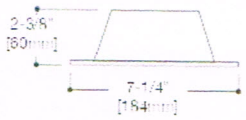
COOPER Lighting

DESCRIPTION: LED Trims

HALO®

Multiple reflector and baffle options allow the Halo LED recessed luminaire to be used anywhere in the home. Choose the best reflector finish and trim for the interior space. Aesthetically pleasing regressed shower trim is available for applications requiring wet location listings.

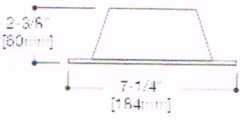
494P06 White Reflector with White Trim Ring
- Halo matte white finish
- Die-cast trim ring and aluminum reflector
- Trim ring height of .160" at OD and .180" at ID
- Provides clearance for remodeler flange and gasket for AIR-TITE™ seal

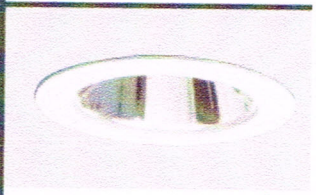




494P06
White Reflector
with White Trim Ring

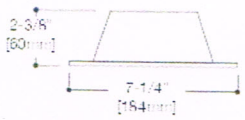
494SC06 Specular Reflector with White Trim Ring
- Halo matte white finish trim ring
- Die-cast trim ring and aluminum reflector
- Trim ring height of .160" at OD and .180" at ID
- Provides clearance for remodeler flange and gasket for AIR-TITE™ seal

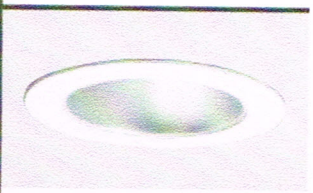




494SC06
Specular Reflector
with White Trim Ring

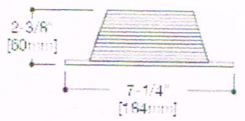
494H06 Haze Reflector with White Trim Ring
- Halo matte white finish trim ring
- Die-cast trim ring and aluminum reflector
- Trim ring height of .160" at OD and .180" at ID
- Provides clearance for remodeler flange and gasket for AIR-TITE™ seal

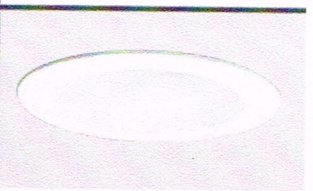




494H06
Haze Reflector
with White Trim Ring

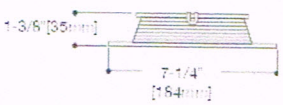
494WB06 White Baffle with White Trim Ring
- Halo matte white finish
- Die-cast trim ring and aluminum reflector
- Trim ring height of .160" at OD and .180" at ID
- Provides clearance for remodeler flange and gasket for AIR-TITE™ seal





494WB06
White Baffle
with White Trim Ring

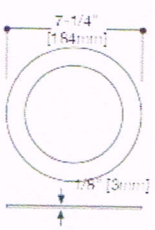
492PS06 White Lensed Shower Trim with White Trim Ring
- White trim ring and baffle, regressed lens
- Wet location listed for use in showers and protected canopy applications
- Suggested for use:
  - over tubs and showers
  - eaves and soffits
- Aluminum baffle and die-cast trim ring
- Frosted glass regressed lens
- Trim Height of .160" at OD & .180" at ID
- Provides clearance for remodeler flange and gasket for AIR-TITE™ seal





492PS06
Lensed White Shower Trim
White Trim Ring

TRM490WH Thin Profile Trim Ring (Optional Accessory)
- Die-cast trim ring
- Thin trim ring provides a more subtle ceiling appearance
- Purchase as accessory and discard ring supplied with trim
- Trim ring height of .120" at OD and .180" at ID





TRM490WH
Optional Accessory
Thin Profile Trim Ring

Photometrics

LED photometric results may vary from testing data. To assist the lighting designer in using Halo LED in a lighting layout, the following photometric tables have both lab test data and normalized data to illustrate expected typical performance. The Halo LED design standard is to achieve 600 lumens at less than 15 watts. Typical photometric data is provided to illustrate expectation of typical performance.

Housing: H750ICAT, Module: ML706830, Trim: 494H06 Haze Reflector

Test	
Test No:	LTL13656
Spacing Criteria:	1.26
Unit LPW:	45.3
Typical	
Spacing Criteria:	1.22
Unit LPW:	42.5

CONE OF LIGHT (Test)

Distance to Illuminated Plane	Initial Nadir Foot Candles	Beam Diameter
5.5'	13	6.6'
7.0'	8	8.5'
8.0'	6	9.6'
9.0'	5	11.0'
10.0'	4	12.0'

CONE OF LIGHT (Typical)

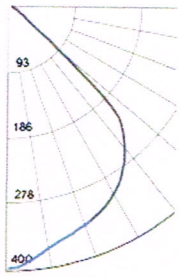
5.5'	12	6.6'
7.0'	8	8.5'
8.0'	6	9.6'
9.0'	5	11.0'
10.0'	4	12.0'

ZONAL LUMEN SUMMARY (Test)

Zone	Lumens	%Lamp	%Fixt
0-30	294	N.A.	44.3
0-40	481	N.A.	72.6
0-60	654	N.A.	98.7
0-90	663	N.A.	100.0

ZONAL LUMEN SUMMARY (Typical)

Zone	Lumens	%Lamp	%Fixt
0-30	275.92	N.A.	44.3
0-40	452.06	N.A.	72.6
0-60	614.75	N.A.	98.7
0-90	622.57	N.A.	100.0



Housing: H750ICAT, Module: ML706830, Trim: 494SC06 Specular Reflector

Test	
Test No:	LTL13659
Spacing Criteria:	1.47
Unit LPW:	48.6
Typical	
Spacing Criteria:	1.42
Unit LPW:	44.0

CONE OF LIGHT (Test)

Distance to Illuminated Plane	Initial Nadir Foot Candles	Beam Diameter
5.5'	13	7.6'
7.0'	8	10.0'
8.0'	6	11.6'
9.0'	5	12.6'
10.0'	4	14.0'

CONE OF LIGHT (Typical)

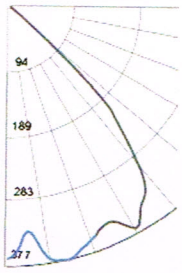
5.5'	12	7.6'
7.0'	7	10.0'
8.0'	6	11.0'
9.0'	5	12.6'
10.0'	4	14.0'

ZONAL LUMEN SUMMARY (Test)

Zone	Lumens	%Lamp	%Fixt
0-30	323	N.A.	48.34
0-40	545	N.A.	75.70
0-60	666	N.A.	99.75
0-90	667	N.A.	100.0

ZONAL LUMEN SUMMARY (Typical)

Zone	Lumens	%Lamp	%Fixt
0-30	303.05	N.A.	48.4
0-40	515.14	N.A.	76.7
0-60	653.44	N.A.	99.8
0-90	654.72	N.A.	100.0



Housing: H750ICAT, Module: ML706830, Trim: 494WB06 White Baffle

Test	
Test No:	LTL13657
Spacing Criteria:	1.40
Unit LPW:	45.3
Typical	
Spacing Criteria:	1.36
Unit LPW:	40.7

CONE OF LIGHT (Test)

Distance to Illuminated Plane	Initial Nadir Foot Candles	Beam Diameter
5.5'	10	7.6'
7.0'	6	9.6'
8.0'	5	10.6'
9.0'	4	12.0'
10.0'	3	13.6'

CONE OF LIGHT (Typical)

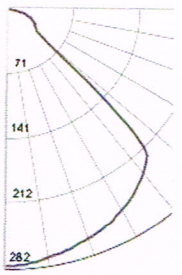
5.5'	9	7.6'
7.0'	6	9.6'
8.0'	4	10.6'
9.0'	3	12.0'
10.0'	3	13.6'

ZONAL LUMEN SUMMARY (Test)

Zone	Lumens	%Lamp	%Fixt
0-30	240	N.A.	37.10
0-40	405	N.A.	62.45
0-60	589	N.A.	90.95
0-90	646	N.A.	100.00

ZONAL LUMEN SUMMARY (Typical)

Zone	Lumens	%Lamp	%Fixt
0-30	226.06	N.A.	37.1
0-40	380.73	N.A.	62.5
0-60	553.55	N.A.	90.9
0-90	609.06	N.A.	100.0



Housing: H750ICAT, Module: ML706830, Trim: 494P06 White Reflector

Test	
Test No:	LTL13658
Spacing Criteria:	1.38
Unit LPW:	44.5
Typical	
Spacing Criteria:	1.34
Unit LPW:	41.6

CONE OF LIGHT (Test)

Distance to Illuminated Plane	Initial Nadir Foot Candles	Beam Diameter
5.5'	10	7.0'
7.0'	6	9.0'
8.0'	5	10.6'
9.0'	4	12.0'
10.0'	3	13.0'

CONE OF LIGHT (Typical)

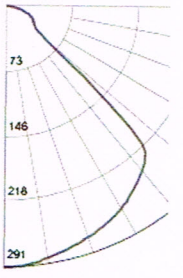
5.5'	10	7.0'
7.0'	6	9.0'
8.0'	5	10.6'
9.0'	4	12.0'
10.0'	3	13.0'

ZONAL LUMEN SUMMARY (Test)

Zone	Lumens	%Lamp	%Fixt
0-30	246	N.A.	37.11
0-40	412	N.A.	62.31
0-60	601	N.A.	90.81
0-90	662	N.A.	100.00

ZONAL LUMEN SUMMARY (Typical)

Zone	Lumens	%Lamp	%Fixt
0-30	230.76	N.A.	37.1
0-40	387.42	N.A.	62.3
0-60	564.64	N.A.	90.8
0-90	621.73	N.A.	100.0



Note: Specifications and Dimensions subject to change without notice.
Visit our web site at www.cooperlighting.com
Customer First Center 1121 Highway 74 South Peachtree City, GA 30269 770.486.4800 FAX 770.486.4801
Cooper Lighting 5925 McLaughlin Rd. Mississauga, Ontario, Canada L5R 1B8 905.507.4000 FAX 905.568.7049

Incandescent Dimmers with Circuit Load of 3 LED Modules or More, Dimming to 15%

Cooper Wiring Devices

Aspire	All incandescent dimmers

Lutron

Abella	.AB Series	Glyder	.GL Series	Coto	.Q Series
Ariadni	.AV/TG Series	Lumea	.LG Series	Rotary	.D Series
Ceara	.CK Series	Lyrao	.LX Series	Skylark	.S Series
Centrior	.C Series	Maestro	.MA Series	Spacer	.SPS Series
Dalia	.DL Series	Nova	.N Series	Vareo	.V Series
Diva	.DV Series	Nova T	NT/NTB/NTA	Vierti	.VT Series
Faoora	.FA Series		Series		

Leviton

Acenti	ACI. Series	ToggleTouch	TGI.Series
Illumitech	IPI/RPI.Series	Trimatron	6681/6683/6692
Mural	MDI/MSI.Series	TrueTouch	6606/TTI.Series
Sureslide	663.Series	Vizia +	VPI.Series

Universal Dimmers (Inc, MLV, ELV loads) with Circuit Load of 2 LED Modules or More, Dimming to 15%

Watt Stopper

Miro Universal	DRD .4 Series Dimmers DCD267 Series Dimmers DCD68 [series multilocation] When used w/ DRD4 or DCD267 series master dimmers

Incandescent Dimmers with Circuit Load of 5 LED Modules or More, Dimming to 15%

Watt Stopper

Miro Incandescent	DRD2 Series Dimmers DCD26 Series Dimmers DCD68 [series multilocation] When used w/ DRD2 or DCD26 series master dimmers

Incandescent Dimmers with Minimum Brightness Adjustment (Low End Trim), Circuit Load of 3 LED Modules or More, Dimming to 5%

Leviton

Acenti	ACI/ACE/ACX/ATI Series (Programmable low end adjustment from control panel)
Illumitech	IPI/IPE Series (Manual low end adjustment from behind face plate)
Vizia +	VPI/VPE/VPX.Series (Programmable low end adjustment from control panel)

Electronic Low Voltage Dimmers, Minimum Circuit Load of One LED Module, Dimming to 15%

Lutron

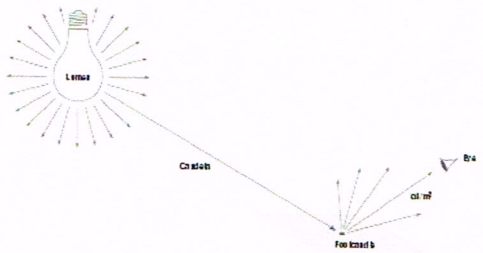
Dalia	DLELV Series	Lyrao	LXELV Series	Nova T	NTELV Series
Diva	DLELV Series	Maestro	MAELV Series	Skylark	SELV Series
Faoora	FAELV Series	Nova	NELV Series	Spacer	SPSELV Series
				Vierti	VTELV Series

Leviton

Acenti	ACE. Series (Electronic low voltage dimmer with low end programmable trim from control panel for dimming to less than 5%)
Illumitech	IPE.Series (Electronic low voltage dimmer with low end manual trim behind face plate for dimming to less than 5%)
Vizia +	VPE.Series (Electronic low voltage dimmer with low end programmable trim from control panel for dimming to less than 5%)

1. Performance results may vary based upon dimmer model and manufacturer. 2. There are no warranties of compatibility implied. 3. Refer to dimmer manufacturer for further details.

HOW TO READ PHOTOMETRICS



PHOTOMETRIC TERMS

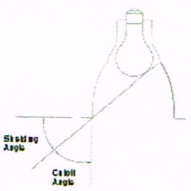
Lumens: Luminous flux, measured in lumens (lm), is the total amount of light produced by a source without regard to direction. The luminous flux is provided by lamp manufacturers and common lumen values are included in the lamp matrix.

Candela: Luminous intensity, measured in candela (cd), is the amount of light produced in a specific direction. Graphically, this information is compiled into polar formatted charts that indicate the intensity of light at each angle away from 0° lamp axis (nadir). The numeric information is also available in tabular form.

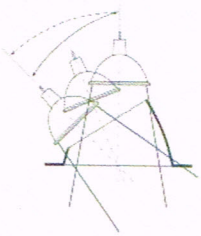
Footcandles: Illuminance, measured in footcandles (fc), is the measure of the quantity of light that arrives on a surface. Three factors that affect illuminance are the intensity of the luminaire in the direction of the surface, the distance from the luminaire to the surface, and the angle of incidence of the arriving light. Although illuminance cannot be detected by our eyes, it is a common criterion used in specifying designs.

Candelas/meter²: Luminance measured in candelas/meter² (cd/m²) is the quantity of light that leaves a surface. It is what the eye perceives. Luminance will reveal more about the quality and comfort of a design than illuminance alone.

Cutoff: The cutoff angle of a luminaire is the angle between the vertical axis (nadir) and the line of sight when the brightness of the source or its reflected image is no longer visible. This is the deciding factor for visual comfort in a lighting system. Deep cutoff optics provide low brightness luminaires, allowing the eye to see more effectively. The shielding angle is the complementary angle to the cutoff angle.



Translating Center Beam Optics: Adjustable accent fixtures historically have been inefficient luminaires. As lamps were aimed away from the vertical axis, light from the lamp was wasted—either trapped within the luminaries or re-reflected away from the intended target because the lamp aimed into the reflector cone or baffle. IRiS products solve this problem of well-shielded fixtures with its translating center beam optics design. As the lamp is tilted, its axis pivots about the center of the aperture at the ceiling plane. Light from the center beam does not aim into the reflector. In addition, the lamp translates towards the aperture to maximize more light to exit through the opening. Translating center beam optics increases the amount of light from an adjustable accent, allowing incandescent sources to be used with increased efficiency.



PHOTOMETRIC INFORMATION

Photometric information is provided with each fixture to assist in the lighting layout.

Test Number: The photometric test number identifies the specific lamp and luminaire combination tested.

Lamp Information: Identifies the lamp designation and initial lumen output.

Beam Spread: Lamp beam spread to 50% maximum candlepower.

Center Beam Candle Power (CBCP): Maximum candlepower of lamp at nadir.

Cutoff: Cutoff of lamp and lamp image angle as given from nadir.

Spacing Criterion (SC): Mathematically classifies the maximum spacing allowed in order to maintain reasonably even illumination.

Luminaire Spacing = SC x Height to Illuminated Plane

Efficiency: Compares how much light is emitted from a luminaire; however, efficiency does not indicate the quality of light or visual comfort of a luminaire.

$$\text{Efficiency \%} = \frac{\text{Luminaire Lumens}}{\text{Lamp Lumens}}$$

Unit LPW: Indicates total system efficacy; however, unit LPW provides no indication of the light's direction or quality. Some luminaires with a lower LPW may produce a more desirable lighting effect than a luminaire with a higher LPW.

$$\text{LPW} = \frac{\text{Lamp Lumens} \times \text{Luminaire Efficiency}}{\text{Luminaire Watts}}$$

Candelas: Polar candela diagrams graphically illustrate the light intensity at specific directions from nadir. Intensity is on the vertical axis, and radial lines indicate elevation angles at 30°, 60° and 90° from nadir. For symmetrical downlights, only one half of a plane of data is shown; for wall washers, both wall and downlight data are shown. Consult specification sheets for full diagrams of non-rotationally symmetric units.

Candelas

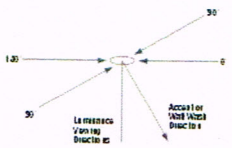
Vertical Angle	cd
90°	0
85°	0
75°	0
65°	0
55°	0
45°	112
35°	413
25°	547
15°	583
5°	566
0°	562



Luminance

Degree	cd/m²
85°	0
75°	0
65°	0
55°	0
45°	11286

Luminance: Average luminance numerically indicates the brightness of the aperture. Luminance is provided for various viewing directions, the 0° direction being where the wall wash or accent light is aimed. To convert the preferred cd/m² measure to the older footlamberts, multiply by 3.462. Typically, luminance reveals more about the quality and comfort of a lighting system than illuminance alone.



BARE LAMP VS REAL WORLD DATA

Accent (a.k.a. projector) lamp photometrics, based upon published bare lamp data, vastly overstate the performance of recessed low voltage adjustable accent fixtures and require lighting designers to estimate losses within the fixture. Additional losses, from actual operating voltage and actual vs. designed filament position within the reflector, will further reduce light output.

e.g. GE Q50MR16/C/NSP15 tilted 30° and aimed on a wall 2' from the fixture

	Voltage (v)	Footcandles (fc)
Published Bare Lamp Data:	12.0	361
Off the shelf Bare Lamp	12.0	320
Off the shelf lamp as tested in P3MR-E3AAC	12.0	252
Corrected for Truvolt® xfr. on switch or dimmer	11.8	237
Corrected for laminated xfr. on switch	11.5	217
Corrected for laminated xfr. on dimmer	10.6	161

While the published bare lamp data produces 361 fc, the off the shelf lamp tested bare produces 320fc (11% less). Once this lamp is tested in the Iris fixture, the same off the shelf lamp produces 252 fc (21% less).

Worse still is the additional loss from the industry standard laminated transformer on a dimmer, which produces a total loss of 55% from the published bare lamp data.

Recognizing these tremendous losses, IRiS publishes "real world photometrics" for our low voltage fixtures using off the shelf lamps installed in fixtures using a clear lens and operated at 12.0 volts.

CONE OF LIGHT

Useful tools for rapid lighting comparisons and calculations, cones of light calculate initial footcandle levels for a single unit based upon point calculation techniques. Beam diameters are rounded to the nearest half-foot.

Cone of Light

Distance to Illuminated Plane	Initial Nadir Footcandles	Beam Diameter
4.5	27	5.0
5.5	18	6.5
6.5	13	7.5
8.0	8	9.5
10.0	5	11.5
12.0	4	14.0

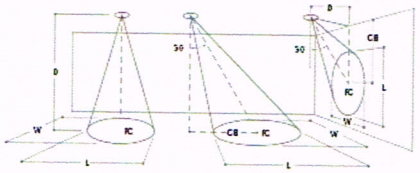
Beam diameter is to 50% of maximum footcandles.

Downlight: These cones of light provide single-unit performance with no inter-reflections from surfaces. Data listed is for mounting height, footcandle values at nadir, and resulting beam diameter. Please note:

1. Mounting heights are from the fixture plane to the illuminated work plane (task).
2. Footcandle values are at nadir (0°).
3. Beam diameter is defined as 50% maximum footcandle values. This allows rapid spacing of units for uniform illumination, allowing overlapping of 50% levels.
4. Maximum footcandle values may not always occur at nadir; batwing distributions produce maximum values surrounding nadir.
5. Proration factors are provided for other reflector finishes.

Accent: Patterns of light from adjustable accent luminaires are dependent upon the lamp type, wattage, lamp tilt and location of illuminated plane. Single-unit performance data is provided for horizontal and vertical planes, with the lamp tilted at either 0°, 30°, or 45° aiming. Please note:

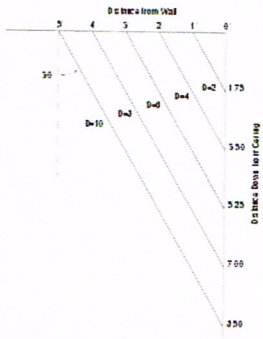
1. Aiming angle is measured from nadir.
2. D is distance from the floor or wall.
3. Footcandle values are maximum values.
4. Effective Visual Beam (EVB) is determined by 50% of the maximum footcandle level.
5. Beam length and width based upon the EVB.
6. CB is the distance at which center beam of the lamp occurs either from the ceiling or nadir.



Beam Aiming: Beam aiming diagrams allow a designer to easily select the proper distance from a wall to locate a luminaire and get the center beam of the lamp where desired.

For lighting art objects on a wall, the 30° aiming is preferred. At this angle, 1/3 of the beam's length will be above the CB point, and 2/3 will be below it. Thus, if a painting is three feet tall, plan for the CB to be aimed 1 foot below the top of the painting.

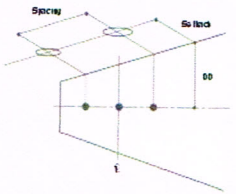
For increased modeling of three-dimensional objects, two lights are typically used, a key light and fill light. Both are aimed at least 30° elevation and are located 45° off axis.



WALL WASH DATA

Asymmetric wall wash distributions are provided with two types of performance charts. A single-unit performance chart plots the illuminance levels at one-foot increments along and down a wall.

Multiple-unit performance charts report the performance of the middle units computed from a four unit layout. Illuminance values are plotted centerline of unit and centered between units.



1. Illuminance values are cosine-corrected initial values.
2. No room surface inter-reflections contribute to illuminance values.
3. Changing unit spacing will affect the illumination level.

$$\text{New FC} = \frac{\text{Existing Spacing} \times \text{Average Table FC Level}}{\text{New Spacing}}$$

LIGHT LOSS FACTORS

Many variables affect the illumination level after installation. Two of the greatest factors are Lamp Lumen Depreciation (LLD) and Luminaire Dirt Depreciation (LDD). Additional light loss factors affect the illumination level over time. It is the designer's responsibility to understand and apply the appropriate factors.

Lamp lumen depreciation accounts for the reduction in lumen output that all lamps experience as they age. Typical factors are listed in the following chart.

Source	LLD
Standard Incandescent	0.87
Quartz Halogen Incandescent	0.95
Compact Fluorescent	0.95

Luminaire dirt depreciation accounts for the reduction in light output of a fixture due to accumulation of dirt on the surfaces of the fixture. The three factors that determine the luminaire dirt depreciation are the optical distribution, cleanliness of the environment and its cleaning cycle.

Environment	LDD Open Unit	LDD Lensed Unit
Very Clean	0.97	0.85
Clean	0.85	0.79

EFFECTS OF LOWER OPERATING VOLTAGE ON LUMEN OUTPUT

Any incandescent (including halogen) lamp operating at less than its designed voltage will produce less lumens and a lower color temperature than stated. This effect can be of great magnitude with low voltage lamps.

The formulas below will create the multipliers to apply to photometric calculations and predictably plan the light levels of a given space. The table summarizes the more common voltages experienced.

Formula to correct output for lower secondary voltage
(Actual Xfr Output/Lamp Voltage)$^{3.6}$ = % of published output
e.g. (10.6 / 12.0)$^{3.6}$ = 64%
Note: If using Excel simply enter =POWER((10.6/12.0),3.6)

Formula to correct color temp for lower secondary voltage:
(Volts Running / Volts Rated)$^{.42}$ = % of rated color temp
e.g. (10.6 / 12.0)$^{.42}$ = .95%
Note: If using Excel simply enter =POWER((10.6/12.0),.42)

		Output %	Color Temp. %
IRiS with Truvolt® Xfr.	12.0v	100%	100%
	11.9v	97%	100%
	11.8v	94%	99%
Laminated Xfr.	11.5v	86%	98%
Laminated Xfr. on a dimmer	10.8v	63%	96%
	10.6v	64%	95%

CONE COLOR FINISH MULTIPLIERS

The finish of a reflector has a greater effect on non-directional lamps like the A-lamp as compared to a directional lamp like the MR16. IRiS has tested all of our finishes with both lamp types for better accuracy. These finish multipliers are listed below each finish and should be used to modify the published photometrics for our Clear Alzak reflectors to another finish.

Description	Cat #	Non-Directional Lamps	Directional Lamps
Clear	C	100%	100%
Black	B	24%	93%
Blush	BU	85%	99%
Blush Haze	BUH	74%	98%
Chocolate	CC	38%	94%
Chocolate Haze	CCH	31%	93%
Cognac	K	58%	95%
Cognac Haze	KH	44%	95%
Gold	G	99%	100%
Graphite	GP	46%	95%
Graphite Haze	GPH	44%	94%
Haze	H	96%	99%
Pine	PN	42%	94%
Pine Haze	PNH	39%	93%
Sky	SK	67%	99%
Sky Haze	SKH	63%	96%
Warm Haze	WMH	90%	98%
White	W	92%	99%

LENS, LOUVER & COLOR FILTER MULTIPLIERS

Please see page 24 for the appropriate multiplier to apply with each type of media upon the photometric footcandle charts.

PITCH TO DEGREE CONVERSION

2/12	3/12	4/12	5/12	6/12	7/12	8/12	9/12	10/12	11/12	12/12
10°	14°	18.5°	22.5°	26.5°	30°	33.5°	36.8°	39.8°	42.5°	45°

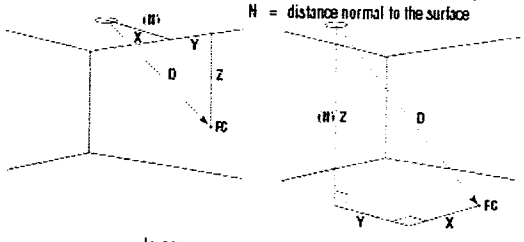
POINT-TO-POINT CALCULATIONS

The calculation of footcandles at a point, no matter if it is on a horizontal, vertical or tilted surface, can be accomplished with the inverse square law. The law states that the illuminance is proportional to the candlepower of the source in the given direction and inversely proportional to the square of the distance from the source. In addition, as a surface is tilted away from the source, illuminance will decrease in a ratio equal to the cosine of the angle of incidence.

The inverse square law formula can be expressed in various ways; the two most useful follow. Version 1 is ideal for the complexities of three-dimensional space—no trigonometry (cosine) is needed, just the simple X, Y and Z coordinates of the layout. It is also very useful in calculating footcandles from the CBCP of accent lights. Version 2 is useful for calculations that can be laid out in two dimensions, and when it is easy to find the cosine of the aiming angle. Insert your data into either easy-to-use formula to calculate the initial footcandle level at a point.

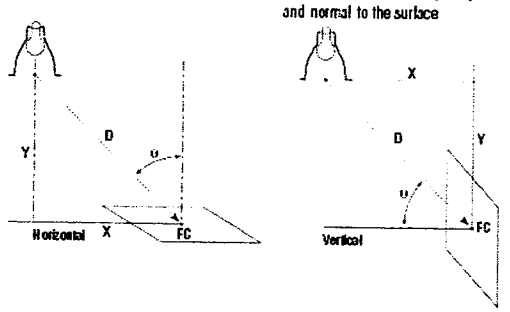
Version 1: $FC = \frac{I \times N}{D^2}$

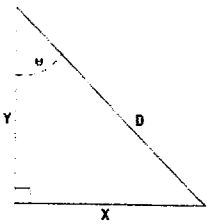
Where:
I = cd towards point
D = distance to point (the square root of $X^2 + Y^2 + Z^2$)
N = distance normal to the surface



Version 2: $FC = \frac{I \times \cos \theta}{D^2}$

Where:
I = cd towards point
D = distance to point (the square root of $X^2 + Y^2$)
θ = angle between incident light ray and normal to the surface





θ	cos θ	TAN θ
0°	1.0	0.0
5°	.996	.087
10°	.985	.176
15°	.966	.268
20°	.940	.364
25°	.906	.466
30°	.866	.577
35°	.819	.700
40°	.766	.839
45°	.707	1.0

To find distance D: $D = \sqrt{X^2 + Y^2}$ or $D = \frac{Y}{\cos \theta}$

To find aiming angle θ: $\text{TAN } \theta = \frac{X}{Y}$ or $\cos \theta = \frac{Y}{D}$

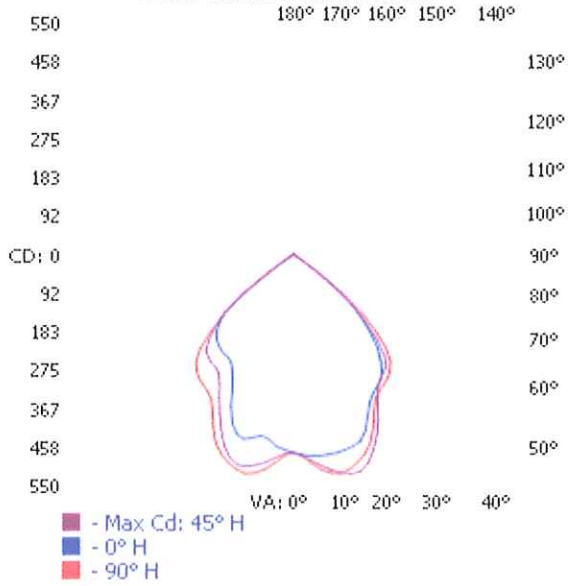
INDOOR PHOTOMETRIC REPORT
CATALOG: LIF6 2/13DTT MVOLT F6O2AZ

AcuityBrands
LITHONIA LIGHTING

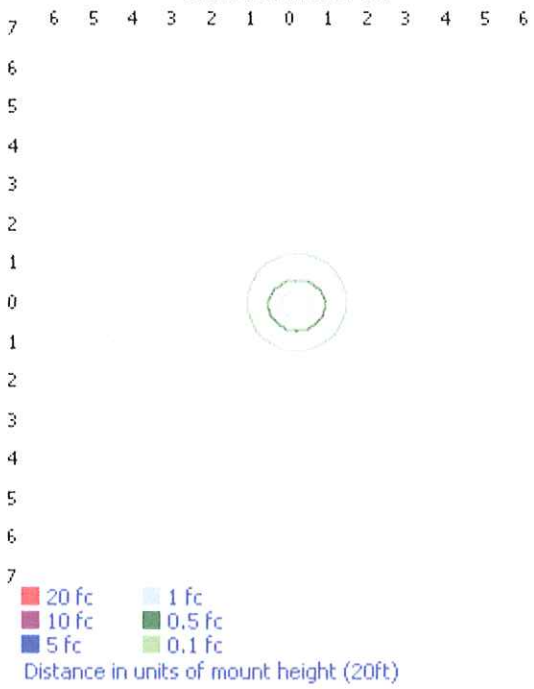


TEST #:	LTL12052
ISSUE DATE:	11/2/2010
CATALOG #:	LIF6 2/13DTT MVOLT F6O2AZ
LUMINAIRE:	6" OPEN DOWNLIGHT WITH CLEAR SPECULAR REFLECTOR.
LAMP CAT #:	CF13DD/E/835
LAMP:	TWO 13-WATT DOUBLE TWIN TUBE COMPACT FLUORESCENT, HORIZONTAL POSITION.
LAMP OUTPUT:	2 LAMPS, RATED LUMENS/LAMP: 900
INPUT WATTAGE:	35
LUMINOUS OPENING:	CIRCULAR (DIA: 6")
TER VALUE:	24 (BF = 1)
TER CATEGORY:	DOWNLIGHT, COMMERCIAL
CIE CLASS:	DIRECT
MAX CD:	540.0 AT HORIZONTAL: 45°, VERTICAL: 17.5°
SPACING CRITERION:	@ 0 = 1.22 @ 90 = 1.25
EFFICIENCY:	**50.6%**

Polar Candela Distribution



Isofootcandle Plot



VISUAL PHOTOMETRIC TOOL 1.2.44 COPYRIGHT 2013, ACUITY BRANDS LIGHTING
REPORTED DATA CALCULATED FROM MANUFACTURER'S DATA FILE, BASED ON IESNA RECOMMENDED METHODS.

INDOOR PHOTOMETRIC REPORT
CATALOG: LIF6 2/13DTT MVOLT F6O2AZ

AcuityBrands.

ZONAL LUMEN SUMMARY

ZONE	LUMENS	% LAMP	% LUMINAIRE
0-30	390.6	21.7%	42.9%
0-40	611.3	34%	67.1%
0-60	901.5	50.1%	99%
60-90	9.0	0.5%	1%
70-100	2.1	0.1%	0.2%
90-120	0	0%	0%
0-90	910.5	50.6%	100%
90-180	0	0%	0%
0-180	910.5	50.6%	100%

LUMENS PER ZONE

ZONE	LUMENS	% TOTAL	ZONE	LUMENS	% TOTAL
0-10	46.9	5.2%	90-100	0	0%
10-20	143.7	15.8%	100-110	0	0%
20-30	200.0	22.0%	110-120	0	0%
30-40	220.7	24.2%	120-130	0	0%
40-50	214.6	23.6%	130-140	0	0%
50-60	75.6	8.3%	140-150	0	0%
60-70	6.9	0.8%	150-160	0	0%
70-80	1.7	0.2%	160-170	0	0%
80-90	0.4	0.0%	170-180	0	0%

AVERAGE LUMINANCE (CD/M2)

	0	22.5	45	67.5	90	112.5	135	157.5	180
0	25765	25765	25765	25765	25765	25765	25765	25765	25765
45	20235	20390	21863	23723	24421	24189	22173	20545	20235
55	5352	4779	5448	6212	6881	7455	8220	8124	6499
65	649	649	649	778	908	908	778	778	649
75	212	212	212	424	424	424	424	424	212
85	0	0	0	0	0	0	0	0	0

COEFFICIENTS OF UTILIZATION - ZONAL CAVITY METHOD

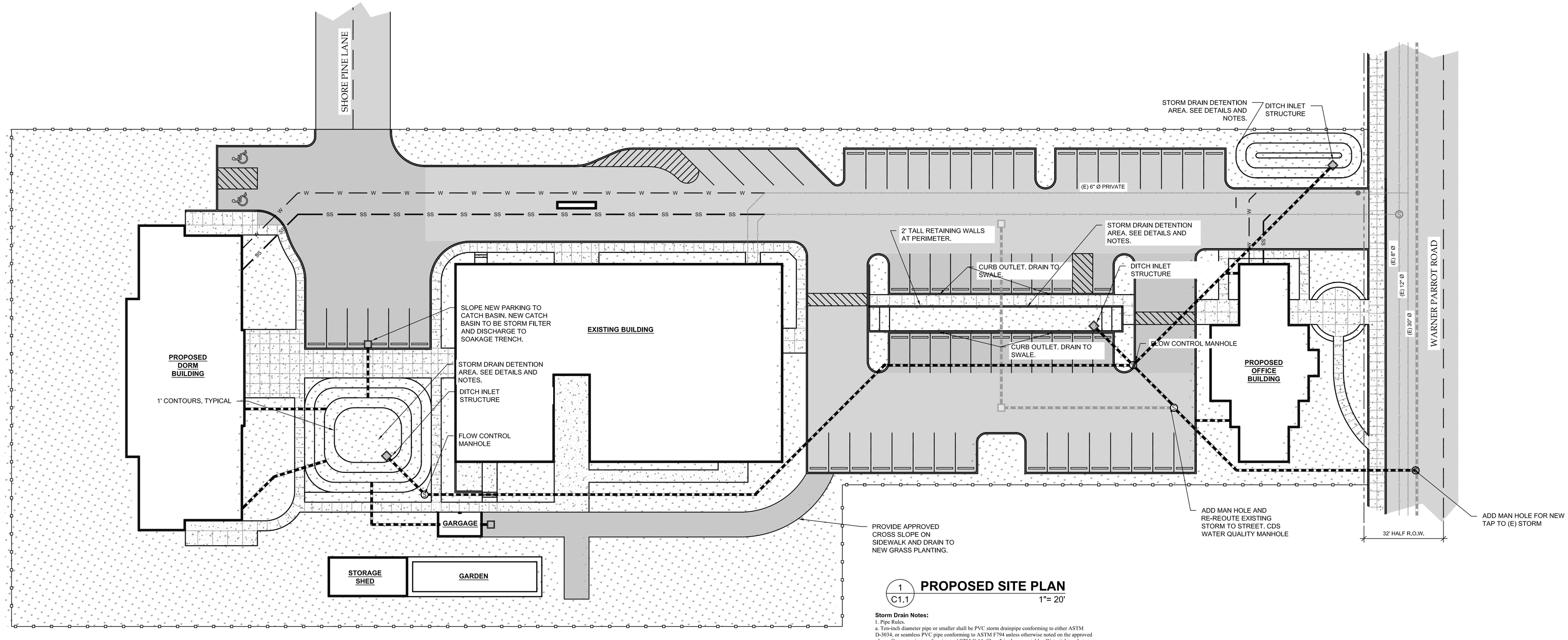
EFFECTIVE FLOOR CAVITY REFLECTANCE: 20%

RCC %:	80				70				50			30			10			0
RW %:	70	50	30	0	70	50	30	0	50	30	20	50	30	20	50	30	20	0
RCR: 0	.60	.60	.60	.60	.59	.59	.59	.51	.56	.56	.56	.54	.54	.54	.52	.52	.52	.51
1	.57	.55	.54	.52	.55	.54	.53	.46	.52	.51	.50	.50	.49	.48	.48	.48	.47	.46
2	.53	.50	.48	.45	.52	.49	.47	.42	.47	.46	.44	.46	.44	.43	.44	.43	.42	.41
3	.50	.45	.42	.40	.48	.45	.42	.37	.43	.41	.39	.42	.40	.38	.41	.39	.38	.37
4	.46	.41	.38	.35	.45	.41	.38	.34	.40	.37	.35	.39	.36	.34	.38	.35	.34	.33
5	.43	.38	.34	.31	.42	.37	.34	.30	.36	.33	.31	.35	.33	.31	.34	.32	.30	.29
6	.40	.35	.31	.28	.39	.34	.31	.27	.33	.30	.28	.32	.30	.28	.32	.29	.27	.26
7	.37	.32	.28	.25	.37	.31	.28	.25	.31	.27	.25	.30	.27	.25	.29	.27	.25	.24
8	.35	.29	.26	.23	.34	.29	.25	.23	.28	.25	.23	.28	.25	.23	.27	.25	.23	.22
9	.33	.27	.23	.21	.32	.27	.23	.21	.26	.23	.21	.26	.23	.21	.25	.23	.21	.20
10	.31	.25	.22	.19	.30	.25	.21	.19	.24	.21	.19	.24	.21	.19	.24	.21	.19	.18

INDOOR PHOTOMETRIC REPORT
CATALOG: LIF6 2/13DTT MVOLT F6O2AZ

CANDELA TABLE - TYPE C

	0	22.5	45	67.5	90	112.5	135	157.5	180
0	470	470	470	470	470	470	470	470	470
5	480	479	490	496	496	494	484	467	456
10	482	496	518	526	526	522	507	478	436
15	480	515	539	538	527	524	516	483	453
20	472	503	527	523	503	502	482	445	427
25	422	459	474	478	453	446	417	380	345
30	381	405	404	414	394	387	353	329	297
35	364	366	362	384	377	359	325	305	288
40	325	330	346	364	360	346	317	292	279
45	261	263	282	306	315	312	286	265	261
50	182	170	184	204	215	222	215	211	214
55	56	50	57	65	72	78	86	85	68
60	12	12	14	15	16	17	17	16	15
65	5	5	5	6	7	7	6	6	5
70	2	2	3	3	3	3	3	3	3
75	1	1	1	2	2	2	2	2	1
80	1	1	1	1	1	1	1	1	1
85	0	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0	0



1 C1.1 **PROPOSED SITE PLAN** 1"= 20'

Storm Drain Notes:

1. Pipe Rules.
a. Ten-inch diameter pipe or smaller shall be PVC storm drainpipe conforming to either ASTM D-3034, or seamless PVC pipe conforming to ASTM F794 unless otherwise noted on the approved plans. Concrete pipe conforming to ASTM C-14, Class 3 is also acceptable. Watertight gaskets are required on all pipe sizes.

b. Twelve-inch through 48-inch diameter pipe (for storm drain pipe - but not for culverts) may be one of the following, unless otherwise noted on the approved plans:

□ Class V reinforced concrete pipe conforming to ASTM C-76. Water tight joints required. When used in public right-of-way there must be one-foot minimum cover from roadway subgrade.

□ Ductile Iron; Class 50 wall thickness for pipe sizes up to 12 inches; Class 51 wall thickness for 14 inch and larger; water tight gaskets required. When used in public right-of-way there must be two-foot minimum cover from roadway subgrade unless Class 52 is used allowing a one-foot minimum cover.

□ Corrugated high-density polyethylene pipe (HDPE) - smooth interior (ADS N-12 or equivalent, maximum 30-inch diameter conforming to AASHTO M-294) (with watertight gaskets). When used in public right-of-way there must be two-foot minimum cover from roadway subgrade. Concrete headwalls/treatments are required for any exposed ends.

□ Polyvinyl chloride (PVC), seamless, sewer pipe (SDR 35, meeting requirements of ASTM D3034) (ASTM F-794) (AWWA C-900) (AWWA C-905). When used in public right-of-way, the minimum cover shall be two-foot minimum cover from roadway subgrade, except for C-900 and C-905, which requires one-foot minimum cover from roadway subgrade. Water tight gaskets required. Concrete headwalls/treatments are required for any exposed ends.

c. Perforated pipe shall be HDPE pipe conforming to AASHTO M-294 or PVC pipe conforming to either ASTM D3034 or ASTM 2729, unless otherwise noted on the approved plans.
d. Culvert pipe shall be Class V reinforced concrete pipe conforming to ASTM C-76, unless otherwise noted on the approved plans. When used in public right-of-way there must be one-foot minimum cover from roadway surface.
2. All trench excavation shall conform to A.P.W.A. Division III, Section 301.1.01. All excess material from the trench excavation shall be disposed of on an approved site.

3. Pipe bedding and pipe zone material shall conform with granular bedding and backfill requirements of A.P.W.A. Division III, Section 301.2.02 and shall be 3/4"-0" crushed rock, Class "B".

4. Trench backfill shall be "Class B" per A.P.W.A. Division III, Section 301.2.04B in all public right-of-ways or paved areas in the project. Trench backfill may be "Class A" per A.P.W.A. Division III, Section 301.2.04A for areas outside public right-of-ways or outside of paved areas.

5. Trench compaction shall be per A.P.W.A. Division III, Section 301.3.07.

6. Manhole walls shall be precast reinforced concrete manholes of the size required per manufacturer's recommendations for the pipe sizes and number of openings.

7. Box culvert shall be precast reinforced box culvert sections meeting the requirements of ASTM C-850, unless otherwise noted on the approved plans.

8. If drainage field tile is encountered during construction, the contractor shall notify the Project Engineer and the City's Inspector. The intent will be to connect any functioning drain tile system to the storm drain system in an appropriate manner. Such connection must be noted on the as-built drawings and must be approved by the Project Engineer as well as the City's Inspector.
9. All house service stubouts shall be a minimum of three feet (3') beyond easement or right-of-way line and shall be marked with a pressure treated 2" x 4" (painted white with the label of "STM") for future location. Service stubouts shall be a minimum of 4-inch diameter pipe at minimum slope of 1%. Tracer wire shall be installed with service stubouts.
10. All manhole rims not in pavement areas, and not in the roadway right-of-way of a paved road, shall be set six inches (6") above finished grade. They shall have a cast iron manhole frame and cover grouted to just under the top of the frame. Cover shall be bolted down with a minimum of two stainless steel bolts.

11. All materials inspections and tests are to be in accordance with City of Oregon City and/or APWA standard specifications. All sections failing to pass the required tests and inspections shall be located and repaired. After repair, these sections shall be retested and inspected until found acceptable by the City.

12. All public storm drain piping shall be video inspected by the contractor per A.P.W.A. Division III, Section 301.3.11 and submitted to the City Inspector with a written report. Before acceptance by the City, stormwater pipe shall be shown clear of any debris, rocks, gravel, sand, silt and other foreign material as well as having the final course of AC pavement in place within the pipe's tributary drainage area.

General Notes

1. All work and materials shall conform to most recent edition of the Oregon Chapter APWA Standard Specifications for public works construction as adopted and modified by the City of Oregon City.

2. Contractor shall obtain all required permits and licenses before starting construction. A City business license is required.

3. It shall be the responsibility of the contractor to verify all utility locations prior to construction and arrange for the relocation of any utilities in conflict with the proposed construction. The locations, depth and description of existing utilities shown were compiled from available records and/or field surveys. The engineer or utility companies do not guarantee the accuracy or the completeness of such records. Additional utilities may exist within the work area.

4. Oregon law requires that the rules adopted by Oregon Utility Notification Center be followed. Those rules are set forth in OAR 952-001-0090. You may obtain copies of the rules by calling the center or accessing via internet at www.callbeforeyoudig.org. Call before you dig - Portland Metro Area 503-246-6699

5. The contractor shall make provisions to keep all existing utilities in service and protect them during construction. Contractor shall immediately repair or replace any damaged utilities using materials and methods approved by the utility owner. No service interruptions shall be permitted without prior written agreement with the utility provider.

6. All water line crossings shall be in conformance with OAR Chapter 333. The City may require more stringent standards.

7. Contractor shall notify Project Engineer and City of Oregon City Development Services Staff 48 hours in advance of starting construction and 24 hours before resuming work after shutdowns, except for normal resumption of work following Saturdays, Sundays, or holidays.

8. Contractor shall remove and depose of trees, stumps, brush, roots, topsoil, and other material in the roadway and where indicated on the plans. Material shall be disposed of in such a manner as to meet all applicable regulations. Contractor shall ensure recipients of fill materials removed offsite are permitted to receive said materials regardless of the receiving jurisdiction. City requires a grading permit per Oregon City Municipal Code 15.48 for a single site to receive over 10 cubic yards of material unless the grading work is already covered in another construction permit. Contractor is responsible for meeting other jurisdictions' grading/fill requirements when appropriate.

9. Construction vehicles including trailers shall park on the construction site or at a location(s) indicated on the approved plan. This includes all subcontractors' vehicles and trailers. Hours of construction shall be 7 AM to 6 PM, Monday through Friday; 9 AM to 6 PM Saturday. Construction is prohibited on Sunday. Construction activities include all field maintenance of equipment, refueling, and pick up and delivery of equipment as well as the actual construction activity.

10. The contractor shall submit a 15% Maintenance Bond/Guarantee as required by the City of Oregon City. The amount of the guarantee is 15% of the public improvements cost.

11. The contractor shall keep an approved set of plans on the project site at all times.

12. Upon completion of construction, the contractor shall submit "redline drawings" to Project Engineer for preparation of record drawings. "Redline drawings" document all deviations and revisions to the approved plans; they also record a description of construction materials actually used (pipe material, etc.). From the information contained on these redline drawings, as well as any notes recorded by the Project Engineer, the Project Engineer shall prepare and submit record drawings to Development Services (paper copy first for city approval and then two sets on 4 mil mylar as directed by city staff). Record drawings are required for any public improvements, as well as for any (public or private) stormwater quantity or quality control facility. City acceptance of any public improvements are tied to the submittal of these record drawings. CAD-generated plans shall also have electronic record drawings submitted to the City in compliance with the digital mapping requirements.

13. Contractor shall erect and maintain traffic control per the "Manual on Uniform Traffic Control Devices", Part VI, Construction and Maintenance, as adopted and modified by ODOT. Should work be in an existing public right of way that is open to traffic, the contractor shall submit a traffic control plan to appropriate City, County, and State personnel for approval. Approvals shall be obtained prior to start of work.

14. The contractor shall perform all work necessary to complete this project in accordance with the plans and specifications including such incidentals as may be necessary to meet the intent of the project contract documents, applicable agency requirements and other work as necessary to provide a complete project.

15. There shall be no alteration or variance from the approved plans. The minimum submittal requirements for plan revisions are as follows:

□ Plan revisions shall be submitted on an 8½" X 11" sheet (minimum) with a 2" by 2" block space for city approval; and

□ Plan revision shall be wet stamped and signed by Project Engineer, and

□ Any required engineering calculations, or other agency approvals, shall be included with the submitted revision.

Upon approval of the submitted revisions, the City Engineer shall affix an approval stamp to the revised plan sketch and the plan shall be returned to the Project Engineer. It is the responsibility of the Project Engineer to distribute the approved plan revision to all parties to whom the original approved plans were issued. All approved revisions shall be affixed to the construction field prints (also known as the Contractor's "redline drawings").

16. Contractor shall provide effective erosion protection to include, but not limited to, grading, ditching, hay bales, silt fencing, and sediment barriers to minimize erosion and impact to adjacent property. See separate erosion and sediment control notes and approved plans.

17. Open trenches shall be strictly limited to a maximum of 100 linear feet within active street rights-of-way unless limited to a lesser amount by permit. No trenches will be allowed to remain open overnight. Use of steel plates overnight shall be kept to a minimum and if used shall be firmly secured with cold or hot A/C mix.

18. Contractor shall maintain and coordinate access to all affected properties.

19. Any pavement distortion caused by the construction operations shall be temporarily repaired same day of occurrence (or in a time period agreed to with the City Inspector), using cold or hot A/C mix. Owner/contractor shall be required to maintain repaired areas until City final acceptance is granted.

20. If ground water springs are encountered during construction, the contractor shall immediately contact the Project Engineer. The Project Engineer shall direct the contractor to take measures to ensure that water is not conveyed through utility trenches and the natural flow path of the spring is altered as little as practicable. The Project Engineer shall submit a report summarizing the finding to the City. Impacts and mitigation shall be addressed for City approval.

21. It is the contractor's responsibility to visit the site and verify all existing conditions before the start of work. The contractor shall take all necessary field measurements and otherwise verify all dimensions and existing construction conditions indicated and/or shown on the plans. Should any error or inconsistency exist, the contractor shall not proceed with the work affected until reported to the Project Engineer for clarification or correction.

22. Any inspection by the City, County, State, Federal Agency or Project Engineer shall not, in any way, relieve the contractor from any obligation to perform the work in compliance with the applicable codes, regulations, city standards and project contract documents.

23. Project Plans shall always have an engineer-of-record performing the function of Project Engineer. If the project engineer is changed during the course of the work, the City shall be notified in writing and the work shall be stopped until the replacement engineer has agreed to accept the responsibilities of the Project Engineer. The new Project Engineer shall provide written notice of accepting project responsibility to the City within 72 hours of accepting the position as Project Engineer.

CIVIL LEGEND:

- EXISTING ASPHALT PAVING
- NEW ASPHALT PAVING
- CONCRETE PAVING
- DRAINAGE SWALE
- PROPERTY LINE
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING WATER SUPPLY
- PROPOSED WATER SUPPLY
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING CATCH BASIN / AREA DRAIN
- PROPOSED CATCH BASIN / AREA DRAIN
- EXISTING WATER VALVE
- EXISTING SEWER MANHOLE
- NEW SEWER MANHOLE

Sanitary Sewer Notes:

1. All trench excavation shall be in conformance with APWA Division III, Section 301.1.01, and shall be classified as either rock or common excavation. All excess material from the trench excavation shall be disposed of on an approved site.

2. Pipe bedding and pipe zone material shall conform with granular bedding and backfill requirements APWA Division III, Section 301.2.02 and shall be 3/4"-0" crushed rock, Class "B". Sand may be approved as a substitute for 3/4"-0" in trenches that have no groundwater in the pipe zone.

3. Trench backfill may be Class A, Per APWA Division III, Section 301.2.04, on all sewer lines outside public streets or outside of paved areas. Trench backfill shall be Class B per APWA Division III, Section 301.2.04B in all public streets or paved areas in the project. The Class B backfill shall extend a minimum of two feet (2') beyond the edge of street or surfaced areas.

4. Trench backfill compaction shall be as per APWA Division III, Section 301.3.07. Contractor to determine type of equipment and method to use to achieve the required compaction. 95% compaction, AASHTO T99, is required in public streets and paved areas, 85% compaction required in non-buildable areas.

5. Subsequent settlement of the finished surface within the warranty period shall be considered to be a result of improper compaction and shall b promptly repaired by the contractor at no expense to the owner.

6. All sewer lines shall be video inspected by the contractor per APWA Division III Section 303.3.11 and a mandrel passed through all PVC lines to check deflection per APWA Division, Section 303.3.10

7. All sewer lines shall be air tested per Division III, Section 303.3.9C of the standard specifications. As required by APWA, manholes shall be hydrostatically tested in accordance with APWA Division III, section 306.3.03. All manholes may be vacuum tested as a substitution for hydrostatic testing if approved by the City Engineer.

8. Pavement resurfacing, where required shall conform to APWA Division II, Streets and related work, of the standard specification.

9. Project Engineer reserves the right to adjust grades or alignment to accommodate other utilities as required; such adjustments shall be reviewed by the City of Oregon City engineering staff, and approved prior to commencing work.

10. All PVC sewer pipe shall conform to ASTM D3034, SDR35 specifications and shall be clearly marked as such.

11. All manholes located in unimproved easements and right of ways shall be provided with tamper proof lids and shall be flush with existing grade and marked with a marker post, unless otherwise noted.

12. Sanitary sewer lines crossing less than 12 inches below a storm drain (12 inches or greater in diameter) shall be constructed with ductile iron pipe.

NORTH

LYVER ENGINEERING AND DESIGN
7950 SE 106th, Portland, Oregon 97266
Ph: 503.705.5283 Fax: 503.482.7449 TroyL@Lyver-EAD.com www.Lyver-EAD.com

REGISTERED PROFESSIONAL ENGINEER
OREGON
JANUARY 09, 2001
TROY D. LYVER
EXPIRES: 12-31-14

-PRELIMINARY- NOT FOR CONSTRUCTION

J.E. KRAUSE ARCHITECT
PORTLAND METRO MEN'S CENTER
TEEN CHALLENGE - OREGON CITY

Revisions:

LEAD JOB #12-210

Date: 11/25/2013
Drawn by: MCL
Checked by: TDL

STORM REVIEW
PROPOSED SITE PLAN

Sheet No.
C1.1

Teen Challenge
405 Warner Parrott

Oregon City, OR

Developer: Teen Challenge – Oregon City

J.O. SGL 13-059

November 12, 2013

PRELIMINARY STORM DRAIN DETENTION & WATER QUALITY CALCULATIONS

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 Portland Avenue

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779

Narrative:

The site is currently developed with one existing building and a parking lot. Two new buildings and a larger parking lot are proposed. The majority of the undeveloped portion of the site is grass/lawn. There are no wetlands located on the site. A NPDES 1200c permit is not required from DEQ because the disturbed area will be less that 1 acre. The topography of the site slopes from north to south at a slope of approximately 1.5%. The adjacent properties to the north, east and west are developed with residential subdivisions. We are not aware of any wells within 250 feet of the project boundaries.

The site is located in the Coffee Drainage Basin.

The site will be developed with two new buildings and the existing parking lot will be expanded. Stormwater detention will be provided by three detention areas. The north detention area will be located in a landscaping area north of the existing building and the south two detention areas will be located in the south parking lot. Water quality will be provided with a CDS water quality manhole.

Detention Requirements:
2yr, 24-hour storm event must be controlled to 50% of the pre-developed runoff rate of a 2yr 24 hour storm event.

5yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 5yr 24-hour storm event.

25yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 10yr 24-hour storm event.

Site Conditions & Design Values - Pre Development:

Area:

Total Area = 2.24 Acres
Pervious Area = 1.42 acres
Impervious Area = 0.82 acres

Existing Use: The site is currently developed with one existing building and a parking lot. Two new buildings and a larger parking lot are proposed. The majority of the undeveloped portion of the site is grass/lawn.

Soil Type: This site has (1) soil type as identified by (Soil Survey Clackamas County Area, Oregon) (See Soil Survey Attachments)

Bornstedt silt loam 8B - Hydrologic Group 'C

Runoff Curve Numbers: (per Table 4-3 MODIFIED CURVE NUMBERS, City of Oregon City Stormwater and Grading Design Standards)

Open Spaces, grass/lawns, good condition - Hydrologic Group 'C' => 86
Impervious Surfaces, AC, Roofs etc.-Hydrologic Group 'C' => 98

Rainfall Distribution: (per Table 4-1 TOTAL DEPTH, City of Oregon City Stormwater and Grading Design Standards)

2yr, 24-hour duration STD SCS Type 1A Storm => 2.6 inches
5yr, 24-hour duration STD SCS Type 1A Storm => 3.1 inches
10yr, 24-hour duration STD SCS Type 1A Storm => 3.4 inches

Time of Concentration – Pre Developed: (Design Values per Table 4-4 MANNING'S COEFFICIENTS/"K" FACTORS, City of Oregon City Stormwater and Grading Design Standards)

Sheet Flow: $T_1 = \frac{0.42\,(n_s L)^{0.8}}{(P_2)^{0.5} * (s_o)^{0.4}}$

$L = 175$ ft.
$P_2 = 2.6$ in.
$S_o = 0.030$ ft./ft.
$n_s = 0.15$

Pavement Concentrated Flow: $T_2 = \frac{L}{60 * k * (S_o)^{0.5}}$

$L = 230$ ft.
$S_o = 0.010$ ft./ft.
$k = 27$

Pipe Flow: $T_3 = \frac{L}{60 * k * (S_o)^{0.5}}$

$L = 240$ ft.
$S_o = 0.010$ ft./ft.
$k = 67$

Total Time of Concentration: $T = T_1 + T_2 + T_3 + ...$

$$T_c = \frac{0.42\,(0.15*175)^{0.8}}{(2.6)^{0.5} * (0.030)^{0.4}} + \frac{230}{60*27*(0.010)^{0.5}} + \frac{240}{60*67*(0.010)^{0.5}} =$$

$T_c = 14.46 + 1.42 + 0.60 = 16.5$ minutes

Pre Development Hydographs:

The pre developed hydrographs will be generated using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.21B)

2 year Runoff Rate – Pre Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********    2-YEAR  24-HOUR STORM  ****  2.60" TOTAL PRECIP. *********

------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
1.42,86,.82,98,16.5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       2.2        1.4   86.0     .8   98.0       16.5

  PEAK-Q(CFS)   T-PEAK(HRS)     VOL(CU-FT)
       .84          7.83          13852

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-2.und
```

5 year Runoff Rate – Pre Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********    5-YEAR  24-HOUR STORM  ****  3.10" TOTAL PRECIP. *********

------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
1.42,86,.82,98,16.5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       2.2        1.4   86.0     .8   98.0       16.5

  PEAK-Q(CFS)   T-PEAK(HRS)     VOL(CU-FT)
      1.08          7.83          17505

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-5.und
```

10 year Runoff Rate – Pre Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********  10-YEAR  24-HOUR STORM  ****  3.40" TOTAL PRECIP. *********
------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
1.42,86,.82,98,16.5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       2.2        1.4   86.0     .8   98.0        16.5

  PEAK-Q(CFS)   T-PEAK(HRS)     VOL(CU-FT)
      1.22          7.83          19739

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-10.und
```

Site Conditions & Design Values - Post Development:

Area: The post developed site will be divided into two basins. Basin 1 will be the area draining into the north detention area and Basin 2 will be the area draining into the south detention areas.

Total Area = 2.24 Acres

Basin 1 Area (north detention) = 0.99 acres
Pervious Area = 0.54 acres
Impervious Area = 0.45 acres

Basin 2 Area (south detention) = 1.25 acres
Pervious Area = 0.39 acres
Impervious Area = 0.86 acres

Runoff Curve Numbers: (per Table 4-3 MODIFIED CURVE NUMBERS, City of Oregon City Stormwater and Grading Design Standards)

Open Spaces, grass/lawns, good condition - Hydrologic Group 'C' => 86
Impervious Surfaces, AC, Roofs etc.-Hydrologic Group 'C' => 98

Rainfall Distribution: (per Table 4-1 TOTAL DEPTH, City of Oregon City Stormwater and Grading Design Standards)

2yr, 24-hour duration STD SCS Type 1A Storm => 2.6 inches
5yr, 24-hour duration STD SCS Type 1A Storm => 3.1 inches
25yr, 24-hour duration STD SCS Type 1A Storm => 4.0 inches

Time of Concentration – Post Development:

Since a large portion of the site is impervious, the minimum time of concentration of 5 minutes will be used for Basin 1 and Basin 2.

Tc = 5 minutes

Post Developed Hydrographs:

The post developed hydrographs will be generated using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.21B)

Basin 1 - 2 year Runoff Rate – Post Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********    2-YEAR  24-HOUR STORM  ****  2.60" TOTAL PRECIP. *********

------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.54,86,.45,98,5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.0         .5  86.0      .4  98.0         5.0

  PEAK-Q(CFS)   T-PEAK(HRS)     VOL(CU-FT)
       .48          7.67           6470

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-2.bs1
```

Basin 1 - 5 year Runoff Rate – Post Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********    5-YEAR  24-HOUR STORM  ****  3.10" TOTAL PRECIP. *********

------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.54,86,.45,98,5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.0         .5  86.0      .4  98.0         5.0

  PEAK-Q(CFS)   T-PEAK(HRS)     VOL(CU-FT)
       .61          7.67           8112

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-5.bs1
```

Basin 1 - 25 year Runoff Rate – Post Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********  25-YEAR  24-HOUR STORM  ****  4.00" TOTAL PRECIP. *********
------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.54,86,.45,98,5

DATA PRINT-OUT:
  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.0         .5  86.0      .4  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .85           7.67           11141

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-25.bs1
```

Basin 2 - 2 year Runoff Rate – Post Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********   2-YEAR  24-HOUR STORM  ****  2.60" TOTAL PRECIP. *********
------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.39,86,.86,98,5

DATA PRINT-OUT:
  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.3         .4  86.0      .9  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .71           7.67            9275

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-2.bs2
```

Basin 2 - 5 year Runoff Rate – Post Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********   5-YEAR  24-HOUR STORM  ****  3.10" TOTAL PRECIP. *********
------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.39,86,.86,98,5

DATA PRINT-OUT:
  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.3         .4  86.0      .9  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .87           7.67           11428

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-5.bs2
```

Basin 2 - 25 year Runoff Rate – Post Development

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********  25-YEAR  24-HOUR STORM  ****  4.00" TOTAL PRECIP. *********
------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.39,86,.86,98,5

DATA PRINT-OUT:
  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.3         .4  86.0      .9  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
      1.18           7.67           15358

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-25.bs2
```

Basin 1 - North Detention Area Routing:

The north detention area will detain the runoff from Basin 1. The detention area will be 3 feet deep with 2 feet of detention storage and 1 foot of freeboard during a 25 year storm event. The flow control structure for the detention pipe will have two orifices and an overflow riser. The attached spreadsheet shows the detention area routing data.

The routing will be performed using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.21B)

```
RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:][path]filename[.ext] OF ROUTING DATA
1359pnd1.det
 DISPLAY ROUTING DATA (Y or N)?
y

ROUTING DATA:

STAGE(FT)    DISCHARGE(CFS)    STORAGE(CU-FT)    PERM-AREA(SQ-FT)
    .00             .00               .0                .0
    .50             .06             409.0               .0
   1.00             .08             934.0               .0
   1.50             .10            1586.0               .0
   2.00             .43            2380.0               .0
   2.50            2.55            3326.0               .0
   3.00            6.29            4438.0               .0

AVERAGE PERM-RATE:     .0 MINUTES/INCH
```

Basin 1 - 2 year Detention Routing:

```
ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1359-2.bs1

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
        .48                 .10                  6502

  INITIAL-STAGE(FT)   TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
        .00                10.67                 1.46

  PEAK STORAGE:      1530 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-2.pd1
```

Basin 1 - 5 year Detention Routing:

```
ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1359-5.bs1

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
        .61                 .19                  8116

  INITIAL-STAGE(FT)   TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
        .00                8.50                  1.63

  PEAK STORAGE:      1790 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-5.pd1
```

Basin 1 - 25 year Detention Routing:

```
ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1359-25.bs1

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
        .85                 .39                 11123

  INITIAL-STAGE(FT)   TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
        .00                8.00                  1.95

  PEAK STORAGE:      2300 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-25.pd1
```

Basin 2 - South Detention Area Routing:

The south two detention areas will detain the runoff from Basin 2. The two ponds will be at the same elevation and will drain into one flow control structure, so they will basically act like one pond. The detention area will be 2 feet deep with 1.5 feet of detention storage and 6 inches of freeboard during a 25 year storm event. The flow control structure for the detention pipe will have two orifices and an overflow riser. The attached spreadsheet shows the detention area routing data.

The routing will be performed using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.21B)

```
RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:][path]filename[.ext] OF ROUTING DATA
1359pnd2.det
 DISPLAY ROUTING DATA (Y or N)?
y

ROUTING DATA:

STAGE(FT)    DISCHARGE(CFS)    STORAGE(CU-FT)    PERM-AREA(SQ-FT)
    .00              .00               .0                .0
    .50              .23             451.0               .0
   1.00              .33             998.0               .0
   1.50              .80            1654.0               .0
   2.00             3.00            2432.0               .0

AVERAGE PERM-RATE:     .0 MINUTES/INCH
```

Basin 2 - 2 year Detention Routing:

```
ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1359-2.bs2

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
         .71                  .33                  9186

  INITIAL-STAGE(FT)   TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
         .00                 8.00                 1.00

  PEAK STORAGE:       990 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-2.pd2
```

Basin 2 - 5 year Detention Routing:

```
ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1359-5.bs2

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
        .87                  .50                  11447

  INITIAL-STAGE(FT)  TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
        .00                 8.00                  1.18

  PEAK STORAGE:      1230 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-5.pd2
```

Basin 2 - 25 year Detention Routing:

```
ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1359-25.bs2

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
        1.18                 .76                  15413

  INITIAL-STAGE(FT)  TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
        .00                 8.00                  1.46

  PEAK STORAGE:      1600 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-25.pd2
```

Hydrograph Addition:

The hydrographs from Basin 1 and Basin 1 will be added to get the total post developed runoff from the site.

The hydrograph addition will be performed using the Santa Barbara Urban Hydrograph (SBUH) Method. (KING COUNTY DEPARTMENT OF PUBLIC WORKS Surface Water Management Division, HYDROGRAPH PROGRAMS Version 4.21B)

2 year Hydrograph Addition:

```
ROUTINE FOR ADDING HYDROGRAPHS

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 1
1359-2.pd1

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 1
0

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

```
1359-2.pd2

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 2
0

DATA PRINT-OUT:

  HYDROGRAPH 1: PEAK-Q=    .10 CFS   T-PEAK=  8.33 HRS   TT=  0 MINUTES
  HYDROGRAPH 2: PEAK-Q=    .33 CFS   T-PEAK=  8.00 HRS   TT=  0 MINUTES

HYDROGRAPH SUM: PEAK-Q=    .42 CFS   T-PEAK=  8.00 HRS

  TOTAL VOLUME:    15666CU-FT

SPECIFY: C - CONTINUE, N - NEWJOB, F - FILE, P - PRINT, S - STOP
f

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-2.dev
```

5 year Hydrograph Addition:

```
ROUTINE FOR ADDING HYDROGRAPHS

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 1
1359-5.pd1

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 1
0

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 2
1359-5.pd2

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 2
0

DATA PRINT-OUT:

  HYDROGRAPH 1: PEAK-Q=    .19 CFS   T-PEAK=  8.50 HRS   TT=  0 MINUTES
  HYDROGRAPH 2: PEAK-Q=    .50 CFS   T-PEAK=  8.00 HRS   TT=  0 MINUTES

HYDROGRAPH SUM: PEAK-Q=    .64 CFS   T-PEAK=  8.00 HRS

  TOTAL VOLUME:    19542CU-FT

SPECIFY: C - CONTINUE, N - NEWJOB, F - FILE, P - PRINT, S - STOP
f

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-5.dev
```

25 year Hydrograph Addition:

```
ROUTINE FOR ADDING HYDROGRAPHS

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 1
1359-25.pd1

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 1
0

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 2
1359-25.pd2

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 2
0

DATA PRINT-OUT:

  HYDROGRAPH 1: PEAK-Q=     .39 CFS   T-PEAK=  8.00 HRS   TT=  0 MINUTES
  HYDROGRAPH 2: PEAK-Q=     .76 CFS   T-PEAK=  8.00 HRS   TT=  0 MINUTES

HYDROGRAPH SUM: PEAK-Q=    1.15 CFS   T-PEAK=  8.00 HRS

  TOTAL VOLUME:    26538CU-FT

SPECIFY: C - CONTINUE, N - NEWJOB, F - FILE, P - PRINT, S - STOP
f

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-25.dev
```

Detention Summary:

The detention requirements will be met with three detention areas. The north detention area will be 3 feet deep with 2 feet of detention storage and 1 foot of freeboard during a 25 year storm event. The flow control structure will have two orifices and an overflow riser. The bottom orifice will be 1 ¾ inches in diameter and the top orifice will be 4 inches.

The south two ponds will be at the same elevation and will drain into one flow control structure, so they will basically act like one pond. Both ponds will be 2 feet deep with 1.5 feet of detention storage and 6 inches of freeboard during a 25 year storm event. The flow control structure will have two orifices and an overflow riser. The bottom orifice will be 3 ½ inches in diameter and the top orifice will be 4 ½ inches.

The following tables show that the detention requirements have been met.

Minimum Peak Rate Stormwater Runoff Control Requirements.

2yr, 24-hour storm event must be controlled to 50% of the pre-developed runoff rate of a 2yr 24 hour storm event.

2-year allowable release rate (1/2 of the 2 year pre dev. runoff)	2-year post development release rate
0.42 cfs	0.42 cfs

5yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 5yr 24-hour storm event.

5-year allowable release rate	5-year post development release rate
1.08 cfs	0.64 cfs

25yr, 24-hour storm event must be controlled to the pre-developed runoff rate of a 10yr 24-hour storm event.

25-year allowable release rate	25-year post development release rate
1.22 cfs	1.15 cfs

Water Quality Analysis:

The water quality requirements will be met with a CDS Manhole located downstream from the detention system. The water quality storm event is 1/3 of a 2 year storm event, which is 0.87 inches.

Basin 1 - Water Quality – 1/3 of a 2 Year Storm Event:

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********   1-YEAR  24-HOUR STORM  ****   .87" TOTAL PRECIP. *********

------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.54,86,.45,98,5

DATA PRINT-OUT:
  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.0         .5  86.0     .4  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .09           7.67           1354

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-wq.bs1
```

Basin 2 - Water Quality – 1/3 of a 2 Year Storm Event:

```
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********   1-YEAR  24-HOUR STORM  ****   .87" TOTAL PRECIP. *********

------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
.39,86,.86,98,5

DATA PRINT-OUT:
  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
       1.3         .4  86.0     .9  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .17           7.67           2270

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1359-wq.bs2
```

Total water quality runoff = 0.09 cfs + 0.17 cfs = 0.26 cfs

Water Quality Summary:

Water Quality will be provided with a CDS Water Quality Manhole. A CDS Model 2015-4 has a treatment flow rate of 0.7 cfs, which is much less than the water quality flow rate of 0.26 cfs. Therefore the water quality manhole is adequately sized for the site.

BASIN 1 - NORTH DETENTION AREA ROUTING DATA

Teen Challenge - 405 Warner Parott Rd (SGL 13-059)

Orifice #1 Diameter:	1 3/4	inches	Overflow Riser Length:	25.1	inches
Orifice #1 Elevation:	0.00		Overflow elevation:	2.00	ft
Orifice #2 Diameter:	4	inches			
Orifice #2 Elevation:	1.50				
Orifice #3 Diameter:	0	inches			
Orifice #3 Elevation:	0.00				

B	C	D	E	F	G	H	I	J
Stage	Elevation (ft)	Surface Area (sq.ft)	Storage Volume (cu.ft.)	Orifice #1 Discharge (cfs)	Orifice #2 Discharge (cfs)	Orifice #3 Discharge (cfs)	Overflow Discharge (cfs)	Actual Discharge (cfs)
1	0.00	703	0	0.000	0.000	0.000	0.000	0.000
2	0.50	934	409	0.059	0.000	0.000	0.000	0.059
3	1.00	1164	934	0.083	0.000	0.000	0.000	0.083
4	1.50	1446	1586	0.102	0.000	0.000	0.000	0.102
5	2.00	1727	2380	0.118	0.307	0.000	0.000	0.425
6	2.50	2059	3326	0.131	0.434	0.000	1.983	2.549
7	3.00	2390	4438	0.144	0.532	0.000	5.610	6.286

B Stage Number

C Water Surface Elevation.

D Water Surface Area @ given Elevation

E Storage Volume = [(Average Area) x (d Elevation)] + Previous Volume

ORIFCE $Q = 0.62 \times (\text{area}) \times (2 \times g \times h)^{1/2}$

F Q = Orifice Eq.

G Q = Orifice Eq.

H Q = Orifice Eq.

I Overflow Riser as a Weir $Q = 2.68 \times L \times H^{3/2}$

J F+G+H+I

BASIN 2 - SOUTH DETENTION AREAS - ROUTING DATA

Teen Challenge - 405 Warner Parott Rd (SGL 13-059)

Orifice #1 Diameter:	3 1/2	inches	Overflow Riser Length:	25.1	inches
Orifice #1 Elevation:	0.00		Overflow elevation:	1.50	ft
Orifice #2 Diameter:	4 1/2	inches			
Orifice #2 Elevation:	1.00				
Orifice #3 Diameter:	0	inches			
Orifice #3 Elevation:	0.00				

B	C	D	E	F	G	H	I	J
Stage	Elevation (ft)	Surface Area (sq.ft)	Storage Volume (cu.ft.)	Orifice #1 Discharge (cfs)	Orifice #2 Discharge (cfs)	Orifice #3 Discharge (cfs)	Overflow Discharge (cfs)	Actual Discharge (cfs)
1	0.00	804	0	0.000	0.000	0.000	0.000	0.000
2	0.50	998	451	0.235	0.000	0.000	0.000	0.235
3	1.00	1192	998	0.332	0.000	0.000	0.000	0.332
4	1.50	1430	1654	0.407	0.389	0.000	0.000	0.796
5	2.00	1683	2432	0.470	0.550	0.000	1.983	3.003

B Stage Number

C Water Surface Elevation.

D Water Surface Area @ given Elevation

E Storage Volume = [(Average Area) x (d Elevation)] + Previous Volume

ORIFCE $Q = 0.62 \times (\text{area}) \times (2 \times g \times h)^{1/2}$

F Q = Orifice Eq.

G Q = Orifice Eq.

H Q = Orifice Eq.

I Overflow Riser as a Weir $Q = 2.68 \times L \times H^{3/2}$

J F+G+H+I

PRE DEVELOPED TIME OF CONCENTRATION
NORTH DETENTION AREA
SOUTH DETENTION AREAS
CDS WATER QUALITY MANHOLE
PROPOSED SITE PLAN
PROPOSED DORM BUILDING
STORAGE SHED
GARDEN
GARBAGE
EXISTING BUILDING
PROPOSED OFFICE BUILDING
SHORE PINE LANE
WARNER PARROT ROAD

4.1.2.1 RAINFALL DISTRIBUTION

The rainfall distribution to be used within the City is the design storm of 24-hour duration based on the standard SCS Type 1A rainfall distribution (See Figure 4-2).

Table 4-1 below links the total depth per year of reoccurrence.

Table 4-1: TOTAL DEPTH

Reoccurrence Year	Total Depth
2	2.6
5	3.1
10	3.4
25	4.0
50	4.4
100	4.5

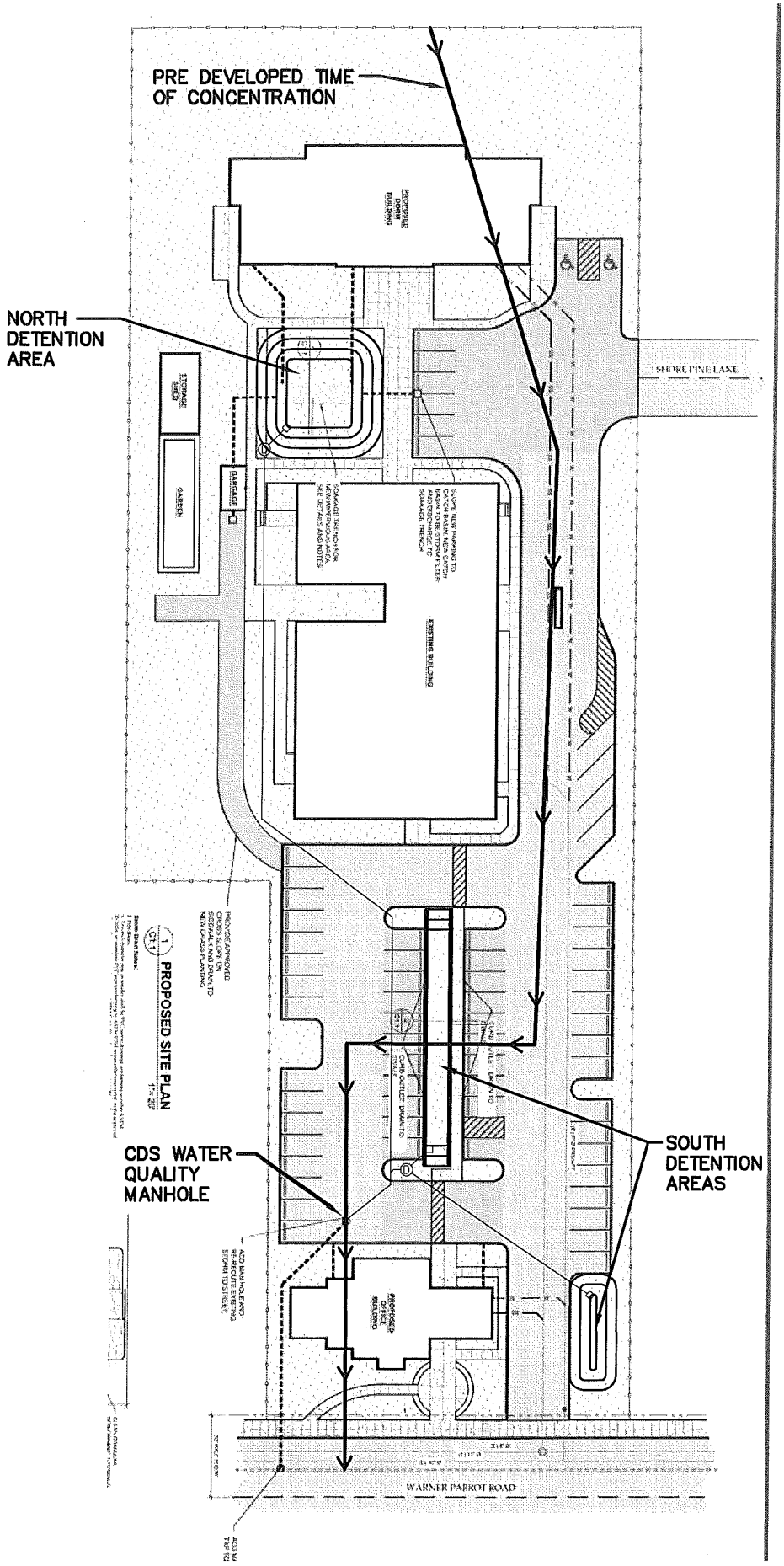

PRE DEVELOPED TIME OF CONCENTRATION
NORTH DETENTION AREA
SHORE PINE LANE
PROPOSED DORM BUILDING
STORAGE SHED
GARDEN
GARBAGE
EXISTING BUILDING
PROPOSED SITE PLAN
CDS WATER QUALITY MANHOLE
SOUTH DETENTION AREAS
PROPOSED OFFICE BUILDING
WARNER PARROT ROAD

Table 4-3 MODIFIED CURVE NUMBERS

SCS Western Washington Runoff Curve Numbers

Runoff curve numbers for selected agricultural, suburban, and urban land use for Type 1A rainfall distribution, 24-hour storm duration. (Published by SCS in 1982)

LAND USE DESCRIPTION		CURVE NUMBERS BY HYDROLOGIC SOIL GROUP			
		A	B	C	D
Cultivated land[1]	Winter Condition	86	91	94	95
Mountain Open Areas:	Low growing brush and grassland.	74	82	89	92
Meadow or pasture:		65	78	85	89
Wood or forest land:	Undisturbed	42	64	76	81
	Established second growth[2]	48	68	78	83
	Young second growth or brush	55	72	81	86
Orchard:	With over crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good Condition:	Grass cover on > =75% of area	68	80	86	90
Fair Condition:	Grass cover on 50-75% of area	77	85	90	92
Gravel Roads and Parking Lots:		76	85	89	91
Dirt Roads and Parking Lots:		72	82	87	89
Impervious surfaces, pavement, roofs, etc.		98	98	98	98
Open water bodies:	Lakes, wetlands, ponds, etc.	100	100	100	100

Single Family Residential [3]: Dwelling unit/gross acre	% Impervious[4]	
1.0 DU/GA	15	Select a separate curve number for pervious and impervious portions of the site or basin.
1.5 DU/GA	20	
2.0 DU/GA	25	
2.5 DU/GA	30	
3.0 DU/GA	34	
3.5 DU/GA	38	
4.0 DU/GA	42	
4.5 DU/GA	46	
5.0 DU/GA	48	
5.5 DU/GA	50	
6.0 DU/GA	52	
6.5 DU/GA	54	
7.0 DU/GA	56	
Planned Unit Developments, condominiums, apartments, commercial businesses & industrial areas[3]	% impervious[4] Must be computed	Select a separate curve number for pervious and impervious portions of the site or basin.

[1] For a more detailed description of agricultural land use curve numbers, refer to National Engineering Handbook, Sec. 4, Hydrology, Chapter 9, August 1972.

[2] Modified by KCFW, 1995.

[3] Assumes roof and driveway runoff is directed into street/storm system.

[4] The remaining pervious areas (lawn) are considered to be in good condition for these curve numbers.

Table 4-4 MANNING'S COEFFICIENTS/"K" FACTORS		
"n" AND "k" Value Used in Time Calculations for Hydrographs "n_s" Sheet Flow Equation Manning's Values (for initial 300 ft. of travel)		n_s
Smooth surfaces (concrete, asphalt, gravel, or bare hand packed soil)		0.01
Fallow fields or loose soil surface (no residue)		0.05
Cultivated soil with residue cover (s # 0.20 ft/ft)		0.06
Cultivated soil with residue cover (s > 0.20 ft/ft)		0.17
Short prairie grass and lawns		0.15
Dense grasses		0.24
Bermuda grass		0.41
Range (natural)		0.13
Woods or forest with light underbrush		0.40
Woods or forest with dense underbrush		0.80
* Manning values for sheet flow only, from Overton and Meadows 1976 (See SCS's TR-55, 1986) "k" Values Used in Travel Time/Time of Concentration Calculations Shallow Concentrated Flow (After the initial 300 ft. of sheet flow, R = 0.1)		k_s
1.	Forest with heavy ground litter and meadows (n = 0.10)	3
2.	Brushy ground with some trees (n = 0.060)	5
3.	Fallow or minimum tillage cultivation (n=0.040)	8
4.	High grass (n=0.035)	9
5.	Short grass, pasture, and lawns (n=0.030)	11
6.	Nearly bare ground (n=0.025)	13
7.	Paved and gravel areas (n=0.012)	27
** Channel flow (intermittent) (At beginning of visible channels R=0.2)		k_c
1.	Forested swale with heavy ground litter (n=0.10)	5
2.	Forested drainage course/ravine with defined channel bed (n=0.050)	10
3.	Rock-lined waterway (n=0.035)	15
4.	Grassed waterway (n=0.030)	17
5.	Earth-lined waterway (n=0.025)	20
6.	CMP pipe (n=0.024)	21
7.	Concrete pipe (0.012)	42
8.	Other waterways and pipe 0.508/n	
Channel flow (Continuous stream, R=0.4)		k_c
9.	Meandering stream with some pools (n=0.040)	20
10.	Rock-lined stream (n=0.035)	23
11.	Grass-lined stream (n=0.030)	27
12.	Other streams, man-made channels and pipe 0.807/n **	
** See Table 6-3 for additional Mannings "n" values for open channels.		

Soil Map—Clackamas County Area, Oregon



Map Unit Legend

Clackamas County Area, Oregon (OR610)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
8B	Bornstedt silt loam, 0 to 8 percent slopes	2.1	100.0%
Totals for Area of Interest		**2.1**	**100.0%**

Report—Water Features

Absence of an entry indicates that the data were not estimated. The dash indicates no documented presence.

Water Features–Clackamas County Area, Oregon

Map unit symbol and soil name	Hydrologic group	Surface runoff	Month	Water table		Ponding			Flooding	
				Upper limit	Lower limit	Surface depth	Duration	Frequency	Duration	Frequency
				Ft	*Ft*	*Ft*				
8B—Bornstedt silt loam, 0 to 8 percent slopes										
Bornstedt	C	—	January	2.0-3.0	2.5-3.3	—	—	None	—	None
			February	2.0-3.0	2.5-3.3	—	—	None	—	None
			March	2.0-3.0	2.5-3.3	—	—	None	—	None
			April	2.0-3.0	2.5-3.3	—	—	None	—	None
			December	2.0-3.0	2.5-3.3	—	—	None	—	None

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 7, Aug 20, 2012

Report—Physical Soil Properties

Physical Soil Properties–Clackamas County Area, Oregon														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
										Kw	Kf	T		
	In	*Pct*	*Pct*	*Pct*	*g/cc*	*micro m/sec*	*In/In*	*Pct*	*Pct*					
8B—Bornstedt silt loam, 0 to 8 percent slopes														
Bornstedt	0-8	- 9-	-67-	20-24- 27	1.30-1.50	4.00-14.00	0.15-0.17	0.0-2.9	3.0-4.0	.37	.37	5	6	48
	8-33	- 7-	-62-	27-31- 35	1.40-1.60	4.00-14.00	0.13-0.17	0.0-2.9	1.0-3.0	.37	.37			
	33-71	- 7-	-48-	40-45- 50	1.30-1.50	0.42-1.40	0.12-0.15	0.0-2.9	0.5-1.0	.32	.32			

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 7, Aug 20, 2012

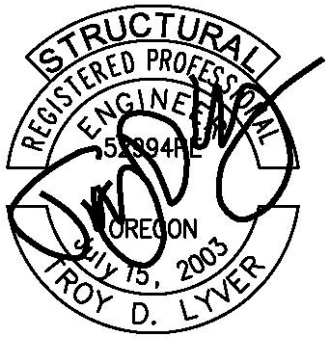
LYVER ENGINEERING AND DESIGN
7950 SE 106th, Portland, Oregon 97266
Ph: 503.705.5283 Fax: 503.482.7449 TroyL@Lyver-EAD.com www.Lyver-EAD.com

Design for;
Teen Challenge

New Building and Site Improvements
405 Warner Parrott
Oregon City, Oregon 97045

These preliminary calculations are for the design and validation of the proposed storm water system for the revised and improved site parking plan and building area for the proposed building.

The information contained is for the sole use of Teen Challenge to provide a new building and site improvements at the address listed above. All other systems and design is by others and outside the scope of this submittal.



EXPIRES: 12-31-14

Job Number 12-210
October 1, 2013

1.0 Purpose of this Report

The purpose of this report is to demonstrate the adequacy of the proposed storm water system and utility locations planned for this development. This report shows the proposed project meets the requirements of the City of Oregon City Storm water and Grading Design Standards and the City of Oregon City Master Plan Requirements.

2.0 Project Location and Description

The project is developed at;
405 Warner Parrott Road
Oregon City, OR 97045
Clackamas County Map 3-2E-06CA
Tax Lots 1700 and 1800

The proposed project is to add two new buildings to the existing developed site. The two buildings are a 2 story dormitory and a one story office building. The building coverage is approximately 2367 sf for the office and 5340 sf for the dorm. In addition, new parking and maneuvering/circulation is proposed. The extension of the northwest parking and turnaround is approximately 80' x 90'. The increased parking along the existing parking area and drive through is 45' x 130'. In addition, there is a covered storage shed, covered bar-b-que area, and access sidewalks for a total of about 3400 sf. Therefore, the total new impervious area is about 24,150 sf.

Existing and Proposed Utilities:

The public utilities in Warner Parrott Road are a 12" water line, 8" sewer line, and a 30" storm line. The site has an assumed 1"

water service, 6" sewer, and 6" storm lines. The power is supplied from a power pole on the south west lot corner on Warner Parrott and another on the inside corner of the lot with a meter and power pole on the southwest corner of the existing structure. It is proposed that the 2 new building will tap the existing services and be extended as needed. The storm water will be managed as discussed below. Based on the current public infrastructure, it does not appear that any upgrades or modification will be required. We will analyze our demands and uses and may be required to provide upgraded to the on-site utilities. I have shown the proposed and current locations on the attached site and utility plan.

Existing and Proposed Storm Water Management:

The current parking/circulation and existing building drain to 2 existing catch basins. We will upgrade the last area drain to a storm water management filter to improve the quality of the water we discharge but not detain or slow the volume since it is an existing condition. The new impervious parking and sidewalk and well as building on the rear of the site will be managed through the use of a storm filter area drain for the parking and a storm wall infiltration trench in the proposed lawn area. The volume of detention and filtration will be accomplished through the use of these two facilities. The attached calculations show the preliminary volumes and rate of discharge. For the new parking area along the existing parking, we will utilize a parking landscape swale and ditch. In addition, the office building and related sidewalks will also discharge in the swale. The swale will discharge into a soakage trench below. The attached calculations show the preliminary volumes and rate of discharge. All new impervious areas are to be totally managed on site while the existing storm discharge will still exit the property to the existing public storm system.

3.0 Regulatory Design Criteria

The storm system is designed using IDF Rational and SWMM. The project overall is considered medium in size per the sizing limitations, but the individual areas are small that provide discharge to the on-site soakage trenches. All new impervious areas are managed on site with linear detention and discharge systems. All existing drainage is being discharged at the existing rate per the existing size of pipe. A new connection is being made to accommodate the pipe re-location required for the footprint of the new building.

The floodplain is the COFFEE sub-basin. The existing project is surrounded by developed neighborhoods with existing drainage. Our new areas are being resolved on site and no impact to downstream structures is demanded.

4.0 Summary of Storm water Detention Results

See the attached graphical print outs for the design storm events and values.

CHAPTER 4 - STORMWATER QUANTITY CONTROL FACILITIES

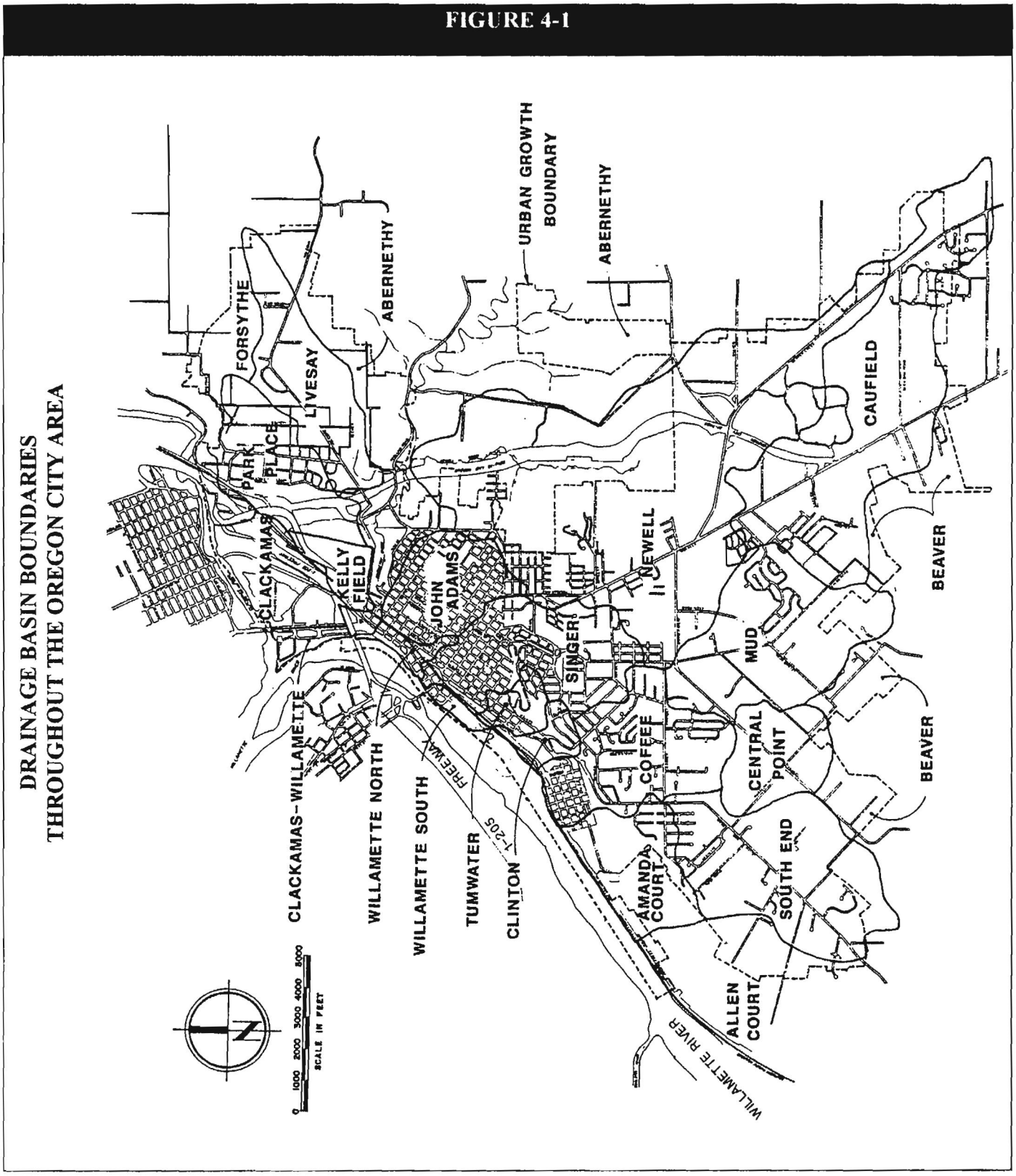
4.1 DRAINAGE BASINS

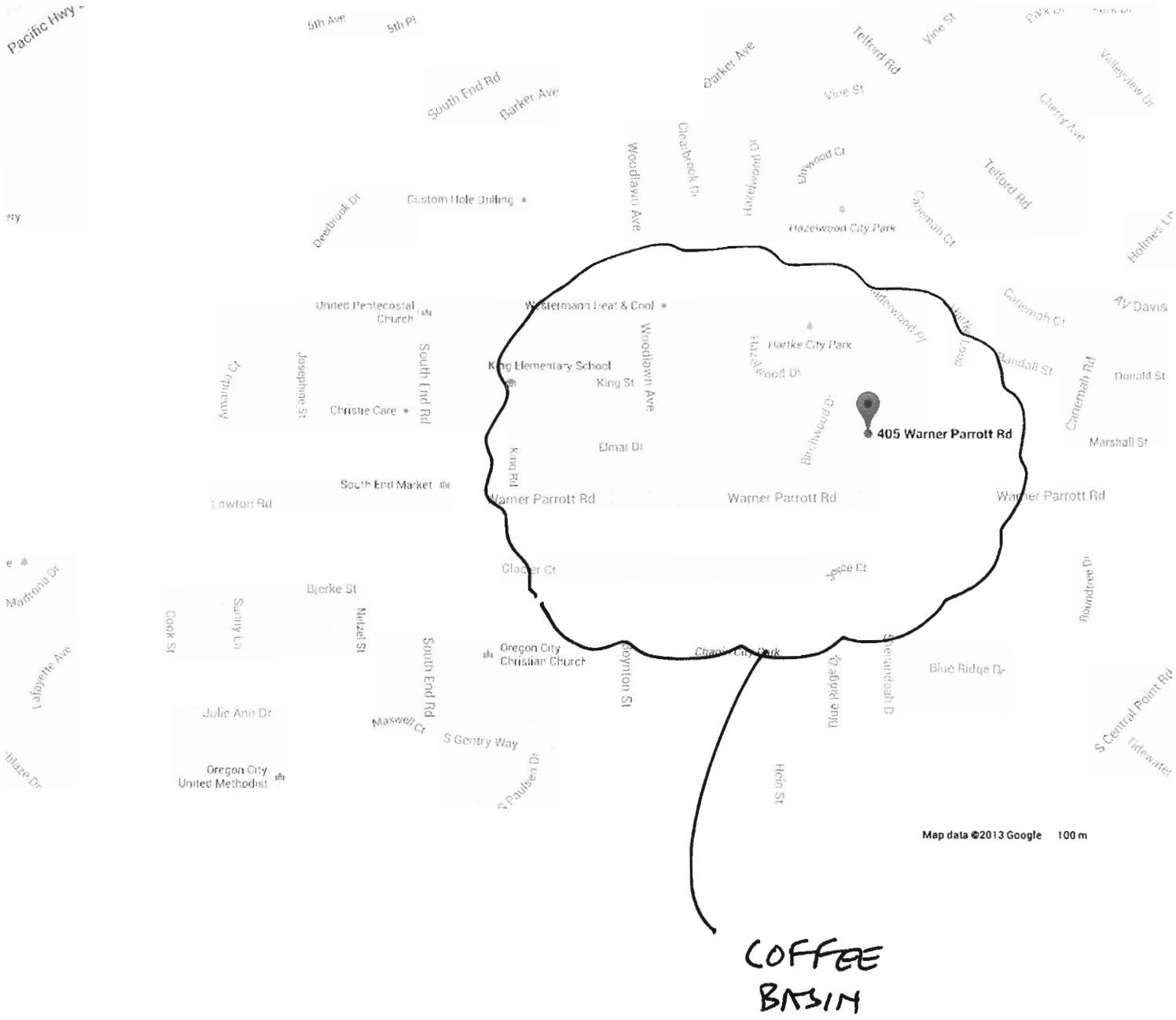
The 1988 Drainage Master Plan divided the Oregon City Area into 22 major drainage areas as depicted in Figure 4-1 (reference: Drainage Master Plan - Figure 3-1). Table 4-0 identifies the drainage basins and the minimum peak rate stormwater runoff control requirements. It is anticipated that as each drainage area is studied in further detail, the peak rate stormwater runoff control requirement may be revised. The requirements presented in this table represent the minimum requirements and shall be required unless expressly exempted by Section 4.1.3 of this document. Additionally, the City Engineer may require that runoff from a development site (or redevelopment site) be controlled for additional design storm events or to a more stringent level.

Table 4-0

Drainage Basin Name	Minimum Peak Rate Stormwater Runoff Control Requirements
Clackamas Clackamas-Willamette Willamette North Willamette South	• The post-development peak stormwater discharge rate from the development site for the ten-year, 24-hour duration design storm events shall at no time exceed the open channel flow capacity of downstream stormwater facilities.
Abernethy Allen Court Amanda Court Beaver Caufield * Central Point Coffee Clinton Forsythe John Adams Kelly Field Livesay Mud Newell Park Place Singer South End Tumwater	• The post-development peak stormwater discharge rate from the development site for the two-year, 24-hour duration design storm events shall at no time exceed fifty percent (50%) of the pre-development peak stormwater runoff rate for the same design storm event. • The post-development peak stormwater discharge rate from the development site for the five-year, 24-hour duration design storm events shall at no time exceed the pre-development peak stormwater runoff rate for the same design storm event. • The post-development peak stormwater discharge rate from the development site for the 25-year, 24-hour duration design storm events shall at no time exceed the pre-development peak stormwater runoff rate for the ten-year, 24-hour duration design storm events. * This supersedes the Caufield Basin Master Plan requirements.

FIGURE 4-1


DRAINAGE BASIN BOUNDARIES
THROUGHOUT THE OREGON CITY AREA
FORSYTHE
LIVESAY
ABERNETHY
URBAN GROWTH BOUNDARY
ABERNETHY
CAUFIELD
BEAVER
PARK PLACE
CLACKAMAS
KELLY FIELD
JOHN ADAMS
NEWELL
SINGER
MUD
BEAVER
CLACKAMAS–WILLAMETTE
WILLAMETTE NORTH
WILLAMETTE SOUTH
FREEWAY
I-205
TUMWATER
CLINTON
COFFEE
CENTRAL POINT
AMANDA COURT
SOUTH END
ALLEN COURT
WILLAMETTE RIVER
0 1000 2000 3000 4000 5000
SCALE IN FEET



COFFEE BASIN

5.0 Sources of Information and relevant reports.

STORM DRAINAGE CALCULATIONS

Client: Teen Challenge
Project: 405 Warner Parrot
By: TDL
Date: 6/14/2013
Job No: 12-210

Design Parameters:

ALL CALCULATIONS USE RATIONAL METHOD: **Q = C i A**

Runoff Coefficients "C" For The Rational Method

	Flat	Rolling (2% - 10%)	Hilly (Over 10%)
Pavements & Roofs	0.90	0.90	0.90
Earth Shoulders	0.50	0.50	0.50
Drives & Walks	0.75	0.80	0.85
Gravel Pavement	0.50	0.55	0.60
City Business Areas	0.80	0.85	0.85
Apartment Dwelling Areas	0.50	0.60	0.70
Light Residential (1 to 3 units/ac.)	0.35	0.40	0.45
Normal Residential (3 to 6 units/ac.)	0.50	0.55	0.60
Dense Residential (6 to 15 units/ac.)	0.70	0.75	0.80
Lawns	0.17	0.22	0.35
Grass Shoulders	0.25	0.25	0.25
Side Slopes, Earth	0.60	0.60	0.60
Side Slopes, Turf	0.30	0.30	0.30
Median Areas, Turf	0.25	0.30	0.30
Cultivated Land, Clay & Loam	0.50	0.55	0.60
Cultivated Land, Sand & Gravel	0.25	0.30	0.35
Industrial Areas, Light	0.50	0.70	0.80
Industrial Areas, Heavy	0.60	0.80	0.90
Parks & Cemetaries	0.10	0.15	0.25
Playgrounds	0.20	0.25	0.30
Woodland & Forests	0.10	0.15	0.20
Meadows & Pasture Land	0.25	0.30	0.35
Unimproved Areas	0.10	0.20	0.30

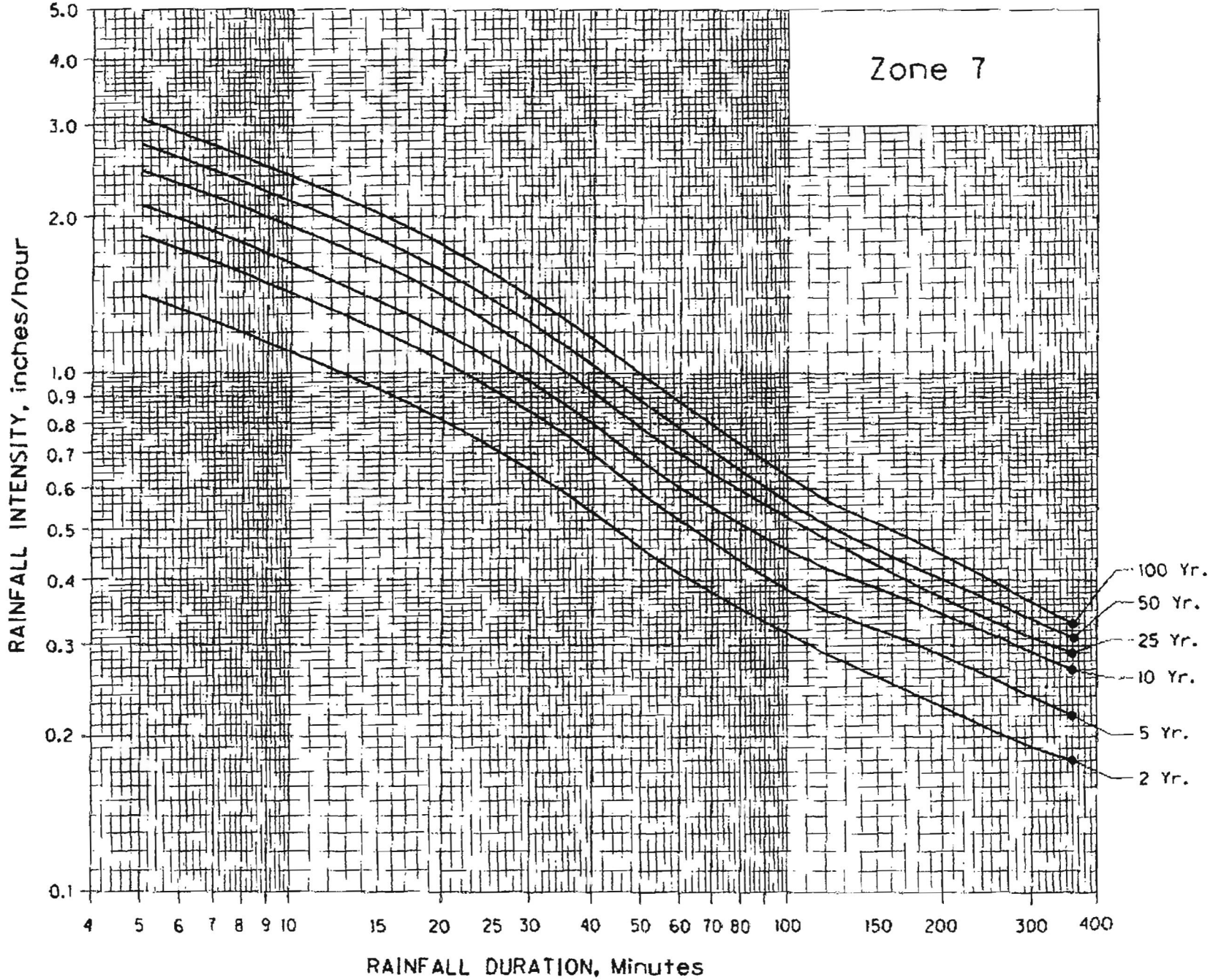
(Reference - ODOT Hydraulics Manual, January 1990)

Manning's Roughness Coefficients "n" For Overland Sheet Flow

Pavements & Roofs	0.014	Meadows, Pasture & Range Land	0.150
City Business Areas	0.014	Rural Res. Areas (< 6 units/ac.)	0.240
Graveled Surfaces	0.020	Playgrounds, Light Turf	0.240
Apartment Dwelling Areas	0.050	Parks & Cemetaries, Heavy Turf	0.400
Industrial Areas	0.050	Woodland & Forests	0.400
Urban Res. Areas (> 6 units/ac.)	0.080		

(Reference - ODOT Hydraulics Manual, January 1990)

RAINFALL INTENSITY - DURATION - RECURRENCE INTERVAL CURVES



6.0 Design Parameters.

EXISTING CONDITIONS:

PAVING / PACING

	470 + 45 =	10000	
	240 + 45 =	10000	0.69 AC
		≈ 29700	
ROOF	100 + 90 =	16200	0.37 AC
GRAVEL	10 # (200 + 200) =	4000 SF	0.09 AC
GRASS:	135 + 200 =	27000	
	200 + 60 =	12000	
	9 + 240 =	2160	
	30 + 210 =	7900	
	5 + 240 =	1200	
		≈ 50340 SF	1.16 AC

NEW AREA TO NEW IMPERVIOUS:

REAR	123 + 48 =	5904	
	80 + 90 =	7200	
	80 + 40 =	3200	
	150 + 10 =	1500	
		17804	0.41 AC
FRONT	120 + 50 =	6000	
	40 + 80 =	3200	
		9200	0.21 AC

PROJECT:	TEEN CHALLENGE	DESCRIPTION:	
CLIENT:	JEKYLL SE		
LYVER ENGINEERING AND DESIGN		DATE: 6/14/13	ENGINEER: TDL
7950 SE 106th, Portland, Oregon 97266		PROJECT NO. 12-210	SHEET:
Ph: 503 705 5283 Fax: 503 482 7449 Tro...@LyverEAD.com ...LyverEAD.com			

Determination of Required Detention Storage

Client: Teen Challenge
Project: 409 Warner Parrott
By: TDL
Date: 6/14/2013
Job No: 12-210

FRONT LOT

Storm Frequency: 25-yr

1 Time (min)	2 CA (acres)	3 Rain Intensity (in/hr)	4 Inflow Rate (cfs)	5 Inflow Volume (ft^3)	6 Outflow Rate (cfs)	7 Outflow Volume (ft^3)	8 Req'd Storage (ft^3)
5	0.19	2.5	0.48	142.88	1.03	309	-166.12
10	0.19	1.9	0.36	217.18	1.03	618	-400.82
15	0.19	1.7	0.32	291.48	1.03	927	-635.52
20	0.19	1.4	0.27	320.06	1.03	1236	-915.94
30	0.19	1.1	0.21	377.21	1.03	1854	-1476.79
40	0.19	0.9	0.17	411.51	1.03	2472	-2060.49
50	0.19	0.8	0.15	457.23	1.03	3090	-2632.77
70	0.19	0.55	0.10	440.08	1.03	4326	-3885.92
100	0.19	0.45	0.09	514.38	1.03	6180	-5665.62
150	0.19	0.38	0.07	651.55	1.03	9270	-8618.45
200	0.19	0.36	0.07	823.01	1.03	12360	-11536.99
300	0.19	0.33	0.06	1131.64	1.03	18540	-17408.36

Req'd Storage = **100**

"C" Values vs. Areas:

C_1	0.90	Area $_1$	0.21	acres
C_2		Area $_2$		acres
C_3		Area $_3$		acres
C_4		Area $_4$		acres
C_5		Area $_5$		acres
Weighted C=	0.90	Total =	0.21	acres

GRAVEL MULCH 30% VOID

.3(4)(5)(40) = 240 CF

Determination of Required Detention Storage

Client: Teen Challenge
Project: 409 Warner Parrott
By: TDL
Date: 6/14/2013
Job No: 12-210

RUN LOT

Storm Frequency: 25-yr

1 Time (min)	2 CA (acres)	3 Rain Intensity (in/hr)	4 Inflow Rate (cfs)	5 Inflow Volume (ft^3)	6 Outflow Rate (cfs)	7 Outflow Volume (ft^3)	8 Req'd Storage (ft^3)
5	0.37	2.5	0.93	278.96	1.03	309	-30.04
10	0.37	1.9	0.71	424.03	1.03	618	-193.97
15	0.37	1.7	0.63	569.09	1.03	927	-357.91
20	0.37	1.4	0.52	624.88	1.03	1236	-611.12
30	0.37	1.1	0.41	736.46	1.03	1854	-1117.54
40	0.37	0.9	0.33	803.42	1.03	2472	-1668.58
50	0.37	0.8	0.30	892.68	1.03	3090	-2197.32
70	0.37	0.55	0.20	859.21	1.03	4326	-3466.79
100	0.37	0.45	0.17	1004.27	1.03	6180	-5175.73
150	0.37	0.38	0.14	1272.08	1.03	9270	-7997.92
200	0.37	0.36	0.13	1606.83	1.03	12360	-10753.17
300	0.37	0.33	0.12	2209.39	1.03	18540	-16330.61

Req'd Storage = **100**

"C" Values vs. Areas:

C_1	0.90	Area $_1$	0.41	acres
C_2		Area $_2$		acres
C_3		Area $_3$		acres
C_4		Area $_4$		acres
C_5		Area $_5$		acres
Weighted C=	0.90	Total =	0.41	acres

GRAVEL TRENCH - USE 30% VOID

$.3(4)(5)(40) = 240$ CF

Design Data:

Description: DETERMINE PRE-DEVELOPED SITE DISCHARGE

Design Frequency: 25 years **See following sheets for design I-D-F Curve**

Allow. Site Discharge = n/a cfs/acre

"C" values vs. Areas:

C_1	0.90	Area $_1$	0.69	acres
C_2	0.90	Area $_2$	0.37	acres
C_3	0.50	Area $_3$	0.09	acres
C_4	0.25	Area $_4$	1.16	acres
C_5		Area $_5$		acres
Weighted C =	0.56	Total =	2.31	acres

Design Calculations:

Overland Sheet Flow -

Set Duration = T_c to determine "i" (Adjust Trial "i" until T_c = D)

$$\mathbf{T_c = KL^{0.6}n^{0.6} / i^{0.4}S^{0.3}}$$

K =	0.93		Constant
L =	300	ft	Overland Flow Length (max. 300')
n =	0.15		Mannings Roughness
S =	0.005		Avg. Overland Slope
Try 'i':	1.3	in/hr	Rainfall Intensity
T_c =	40.28	min	Overland Flow Time (set equal to duration, D)

From I-D-F Curve:

'i' = 0.9 in/hr @ D = 40 min.

Shallow Concentrated Flow -

L =	450	ft	Shallow Concentrated Flow Length
S =	0.003		Avg. Watercourse Slope
V =	0.38	ft/sec	Flow Velocity (from Figure 2.3)
T_c =	19.74	min	Concentrated Flow Time

Design T_c = 60.02 min

'i' = 0.80 in/hr From I-D-F Curve

Q = C i A C = 0.56 i = 0.80 in/hr A = 2.31 acres

Q = 1.03 cfs **Q_{allow} = n/a cfs**

Notes: Maximum intensity used from I-D-F curve. See following sheets for on-site detention req'mts.

Design Data:

Description: DETERMINE PRE-DEVELOPED SITE DISCHARGE

Design Frequency: 5 years **See following sheets for design I-D-F Curve**

Allow. Site Discharge = n/a cfs/acre

"C" values vs. Areas:

C_1	0.90	Area $_1$	0.69	acres
C_2	0.90	Area $_2$	0.37	acres
C_3	0.50	Area $_3$	0.09	acres
C_4	0.25	Area $_4$	1.16	acres
C_5		Area $_5$		acres
Weighted C =	0.56	Total =	2.31	acres

Design Calculations:

Overland Sheet Flow -

Set Duration = T_c to determine "i" (Adjust Trial "i" until T_c = D)

$$\mathbf{T_c = KL^{0.6}n^{0.6} / i^{0.4}S^{0.3}}$$

K =	0.93		Constant
L =	300	ft	Overland Flow Length (max. 300')
n =	0.15		Mannings Roughness
S =	0.005		Avg. Overland Slope
Try 'i':	2.5	in/hr	Rainfall Intensity
T_c =	31.01	min	Overland Flow Time (set equal to duration, D)

From I-D-F Curve:

'i' = 2.5 in/hr @ D = 40 min.

Shallow Concentrated Flow -

L =	450	ft	Shallow Concentrated Flow Length
S =	0.003		Avg. Watercourse Slope
V =	0.38	ft/sec	Flow Velocity (from Figure 2.3)
T_c =	19.74	min	Concentrated Flow Time

Design T_c = 50.75 min

'i' = 2.20 in/hr From I-D-F Curve

Q = C i A C = 0.56 i = 2.20 in/hr A = 2.31 acres

Q = 2.84 cfs **Q_{allow} = n/a cfs**

Notes: Maximum intensity used from I-D-F curve. See following sheets for on-site detention req'mts.

Design Data:

Description: DETERMINE PRE-DEVELOPED SITE DISCHARGE

Design Frequency: 2 years **See following sheets for design I-D-F Curve**

Allow. Site Discharge = n/a cfs/acre

"C" values vs. Areas:

C_1	0.90	Area $_1$	0.69	acres
C_2	0.90	Area $_2$	0.37	acres
C_3	0.50	Area $_3$	0.09	acres
C_4	0.25	Area $_4$	1.16	acres
C_5		Area $_5$		acres

Weighted C = 0.56 Total = 2.31 acres

Design Calculations:

Overland Sheet Flow -

Set Duration = T_c to determine "i" (Adjust Trial "i" until T_c = D)

$$T_c = KL^{0.6}n^{0.6} / i^{0.4}S^{0.3}$$

K =	0.93		Constant
L =	300	ft	Overland Flow Length (max. 300')
n =	0.15		Mannings Roughness
S =	0.005		Avg. Overland Slope
Try 'i':	3.5	in/hr	Rainfall Intensity
T_c =	27.11	min	Overland Flow Time (set equal to duration, D)

From I-D-F Curve:

'i' = 3.5 in/hr @ D = 40 min.

Shallow Concentrated Flow -

L =	450	ft	Shallow Concentrated Flow Length
S =	0.003		Avg. Watercourse Slope
V =	0.38	ft/sec	Flow Velocity (from Figure 2.3)
T_c =	19.74	min	Concentrated Flow Time

Design T_c = 46.84 min

'i' = 3.20 in/hr From I-D-F Curve

Q = C i A C = 0.56 i = 3.20 in/hr A = 2.31 acres

Q = 4.12 cfs **Q_{allow} = n/a cfs**

Notes: Maximum intensity used from I-D-F curve. See following sheets for on-site detention req'mts.

Storm Pipe Calculations

Client: Teen Challenge
Project: 405 Warner Parrott
By: TDL
Date: 6/14/2013
Job No: 12-210

Pipe ID:

$$Q = (1.486/n)(AR^{2/3})(S^{1/2})$$

Design Q =	1.03	cfs
Pipe "n" =	0.015	

Try:

S =	0.015	
Pipe ø =	1	ft

Table 10.1:

y/d_o =	0.94
$AR^{2/3}/d_o^{8/3}$ =	0.3353

$AR^{2/3}$ = 0.3353

Allow Q = 4.068 cfs **OK**

Pipe ID:

$$Q = (1.486/n)(AR^{2/3})(S^{1/2})$$

Design Q =	1.03	cfs
Pipe "n" =	0.015	

Try:

S =	0.005	
Pipe ø =	1	ft

Table 10.1:

y/d_o =	0.94
$AR^{2/3}/d_o^{8/3}$ =	0.3353

$AR^{2/3}$ = 0.3353

Allow Q = 2.349 cfs **OK**

USE 12" ϕ RCP PIPE

7.0 Calculation Methodology.

Rainfall Intensity Duration Frequency Curve:

For developments less than 20 acres using the Rational Method, rainfall intensities shall be taken from the ODOT Zone 7 Intensity-Duration-Frequency (IDF) Curves. For smaller areas having a time of concentration of 10 minutes or less, the following rainfall intensities shall apply.

5-Year	1.0 inches/hr.
10-Year	1.2 inches/hr.
25-Year	1.5 inches/hr.
50-Year	1.9 inches/hr.
100 Year	2.3 inches/hr.

Runoff Coefficients:

LAND USE	SLOPE		
	2% or Less	2% to 7%	7% or More
Unimproved Areas	.10	.20	.30
Meadows & Pasture Land	.25	.30	.35
Woodland & Forests	.10	.15	.20
Impervious Surfaces (Pavement, Roofs, Driveways, Gravel, etc)	.92	.92	.92
Agricultural	.15	.20	.25
Parks & Cemeteries	.15	.20	.25
Lawns	.17	.22	.35
Playgrounds	.20	.25	.30
Low Density Residential (1 to 3 units per acre)	.45	.50	.55
Medium Density Residential (3 to 6 units per acre)	.55	.60	.65
High Density Residential (6 to 15 units per acre)	.75	.80	.85
Commercial & City Business Areas	.85	.85	.85
Light Industrial	.65	.70	.80
Heavy Industrial	.75	.80	.90
Parks and Open Spaces	.10	.15	.20
Mobile Home Parks	.60	.65	.70

Time of Concentration:

Time of Concentration shall be calculated using the Soil Conservation Service Method or other approved method.

After a maximum of 300-feet, sheet flow typically becomes shallow concentrated flow. Open channel flow is assumed to begin where surveyed cross-section information has been obtained, where channels are visible on aerial photographs, or where blue lines (indicating streams) appear on Unites States Geological Survey *(USGS)* quadrangle sheets.

Runoff Control:

Development of areas within the City of Hubbard must provide runoff controls to limit the developed condition's peak rates of runoff to the pre-development runoff rate. Detention is the collection and temporary storage of surface water with the outflow rate restricted usually to the pre-developed flow rate. Required detention storage is equal to the difference in volume of excess runoff from the design storm event with post-development conditions and the 5-year storm with pre-development conditions.

Detention is required for all developments, except where determined unnecessary by the City Engineer.

Control orifices and structures shall be sized using approved engineering methods. To prevent plugging, the minimum diameter of the orifice shall be 2-inches. The detention facility shall have an overflow system with the capacity to past the 50-year storm event to an accessible drainage feature.

Detention shall be supplied either by subsurface storage in conduits and structures, or by a pond. Temporary parking lot ponding may be utilized as storage volume with approval of the City Engineer.

Hydraulic Considerations:

The minimum design velocity for storm drainage conduits shall be 3.0 fps. Pipe slopes of 15% or greater will require anchor walls at approved intervals. Manning's "n" value of 0.013 shall be used for flow and velocity calculations. Manning's equation shall be used for design of piped systems where practicable.

When pipe depths exceed 10-feet, calculations for pipe loading and strength shall be submitted.

Subsurface utilities crossing private property shall have a minimum easement width of 10 feet.

Storm Water Quality:

Point source water quality facilities shall be provided where required by the City Engineer. Catch basins shall be outfitted with approved "turndowns" and sumps for oil/water separation and sedimentation control. Storm water quality manholes shall be installed in all proposed storm drains outletting into existing drainage facilities.

8.0 Description of Proposed Storm water Quantity.

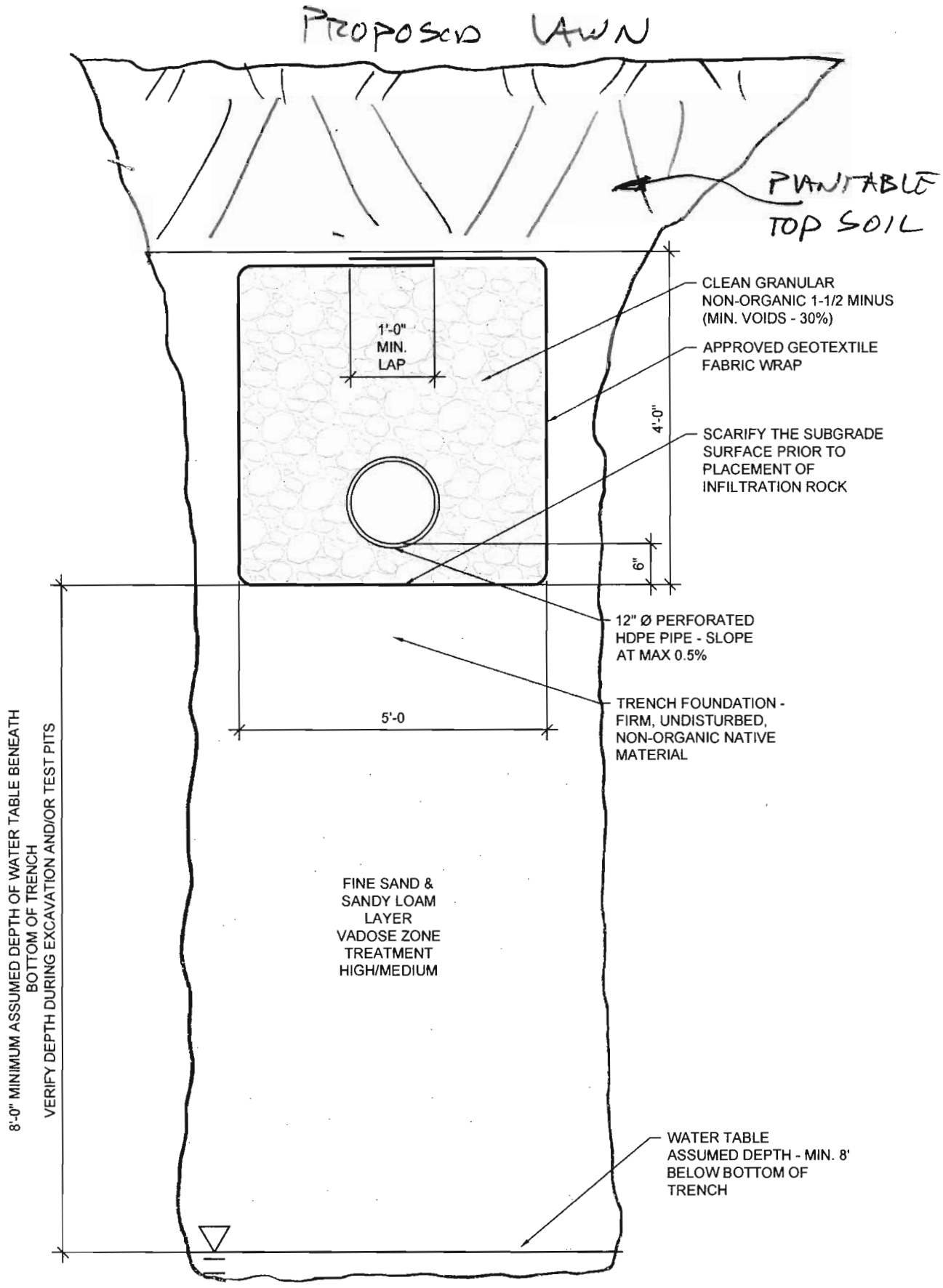
See previous sections of report and calculations. The detention system is achieved with the use of 2 new soakage trenches that manage the water on site and filtrate also, see section 9.0.

9.0 Description of Proposed Storm water Quality.

The existing catch basins are to be replaced with new storm filter basins to provide the filtration required for meeting the regulatory requirements for discharge. The new impervious areas will be caught in a new storm filter catch basins as shown or discharge into the soakage trench that provides the required filtration before discharge into the soil.

10.0 Description of Storm water Safeguards.

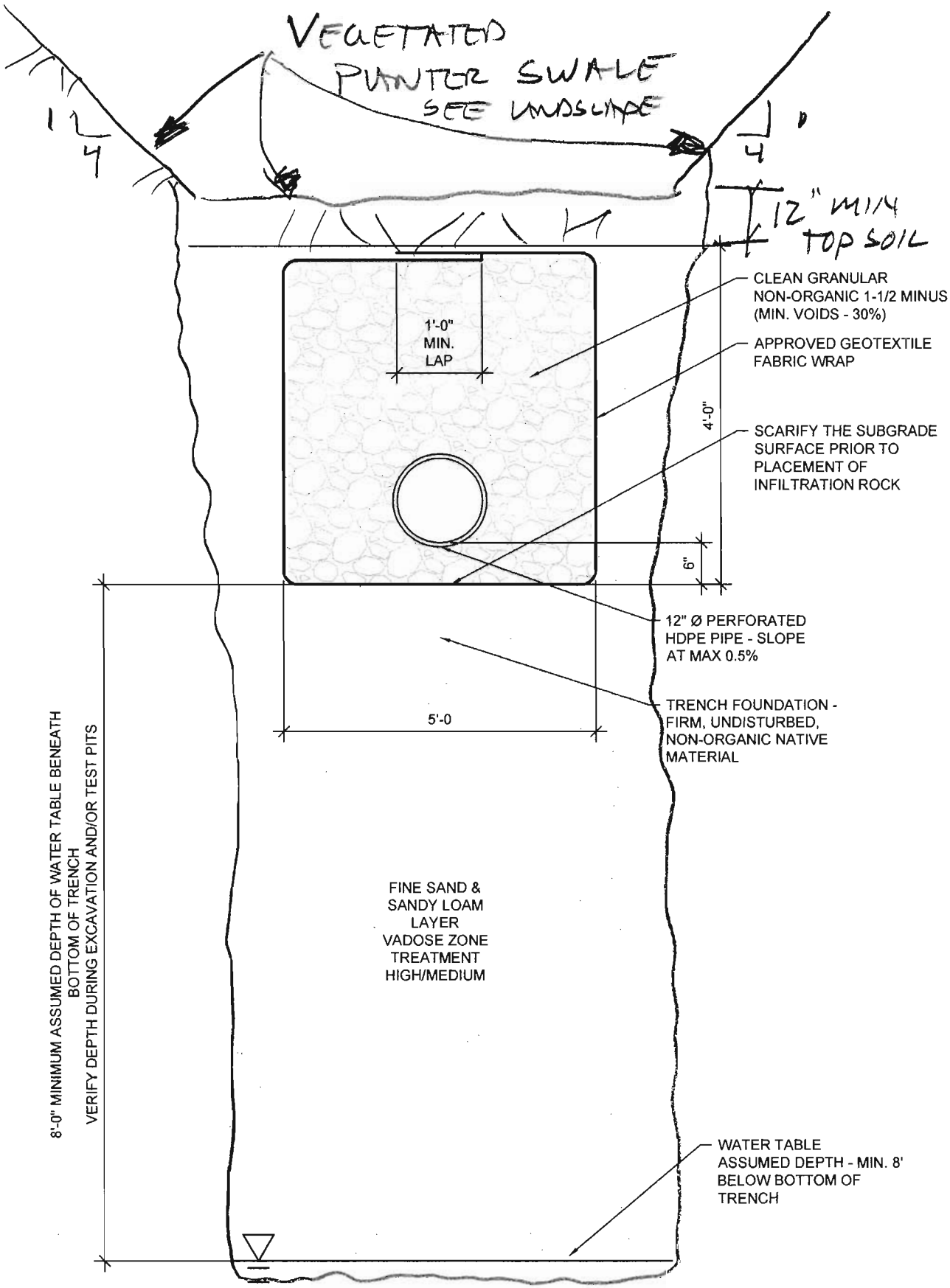
The area of the existing impervious areas will contain the exceeded storm event within the grade of the parking area. If the volume of the parking is exceeded, the water will flow over the sidewalk and spill into Warner Parrott Road. The new impervious area will be contained in the grade of the soakage trench areas. Any exceeded volume will also flow out through the existing impervious area and will also over flow out onto Warner Parrott Road.



A / SK-1 **INFILTRATION TRENCH**

NTS

AT LAWN



6 SK-1

INFILTRATION TRENCH

NTS

AT PLANTER/SWALE

SHORE PINE LANE

PROPOSED SEWER

PROPOSED WATER

(E) WATER SUPPLY

(E) AREA DRAIN

(E) PRIVATE SEWER ASSUMED 6"

PROPOSED WATER

PROPOSED SEWER

(E) WATER VALVE

STORM MANHOLE

(E) 30" STORM

(E) 8" SEWER

(E) 12" WATER

Landscape Buffer Planting

6'ht Wood Fence at Property Line

Emergency Vehicle Access Only

6'ht Wood Fence at Property Line

Landscape Buffer Planting

Screen Wall

Realign Existing Parking Area

Bike Parking
4 Spaces

New Two Way
Entry/Exit Drive

Proposed
60'-0" Turnaround

Bike Parking
4 Spaces

NEW AREA DRAIN/FILTER

Storm Water Planter
w/ SOAKAGE TRENCH

Existing Building

Entry Plaza
with Seating

Proposed
Office
Building
One Story

Proposed
Dorm Building
Two Stories

D.S.

D.S.

Lawn

Proposed Outdoor Cooking
Covered Trash and Recycling Area

(E) 6"

NEW PARROT ROAD

Street Trees

Existing Gravel
Maintenance Drive

6' ht Wood Fence at Property Line

Landscape Buffer Planting

Covered
Grill Terrace

(E) COMPACTED GRAVEL TO BE PAVED

Storage/Tool
Shed

Vegetable Garden

Stormwater
Planter/Detention
Facility

(E) Power Pole

PROPOSED SOAKAGE TRENCH IN/BELOW PLANTER

(E) Area Drain Replace w/ Stormfilter Unit

(E) Power Pole

New 6' Ht. Solid Wood Fence
Continuous at East-West and North
Property Lines

AREA DRAIN

PROPOSED SOAKAGE TRENCH

(E) Power Access & Meter

PROPOSED NEW PAVING

PROPOSED SITE PLAN

6/14/13

SITE ADDRESS:
405 WARNIE PARROT ROAD
OREGON CITY 97045

LOT AREA: 96,930 S.F.

PROPOSED PARKING: 66 SPACES

0 10 20 40 60 80 100 N

Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

LYVER ENGINEERING AND DESIGN
7990 SE 109th, Portland, Oregon 97266
ph: 503.705.5583 fax: 503.482.1486 lyver@lyver-E&D.com

Portland Metro Men's Center
Teen Challenge International
PROPOSED SITE PLAN

Site Plan

REVISIONS:

DATE: 6/14/13
SCALE: 1" = 20'-0"
SHEET: S.P.1

The following information has been replaced and updated.

Portland Metro Men's Center
Conditional Use Permit/Site and Design Review
Application Narrative

Project Information:

Applicant/Owner:	Teen Challenge International, Pacific Northwest Centers Attn: Garry Wallace 405 Warner Parrott Rd. Oregon City, Oregon 97045 (971) 275-3341
Planning Consultant:	Rick Givens 18680 Sunblaze Dr. Oregon City, OR 97045 (503) 479-0097
Project Architect:	J.E. Krause, Architect 15259 SE 82nd Drive, Suite 202 Clackamas, Oregon 97015 (503) 656-4111
Project Engineer:	Troy Lyver, P.E. Lyver Engineering & Design, LLC. 7950 Se 106th Ave Portland, Oregon 97266 (503) 705-5283
Landscape Architect:	Brian Bainnson Quatrefoil, Inc. 404 SE 80th Ave Portland, OR 97215 (503) 256-8955
Traffic Engineer:	Lancaster Engineering, Inc. Todd Mobley, PE, PTOE 321 SW 4th Avenue, Suite 400 Portland, OR 97204 (503) 248-0313
Request:	Conditional Use Permit, Site Design Review for a church and associated Christian recovery program, including dormitory facilities.
Location:	The property is located at 405 Warner Parrott Rd. in Oregon City, OR.
Legal Description:	3 2E 06CA 01700 & 01800
Site Area:	2.13 Acres
Zoning:	R-10 Single-family Residential District.

Introduction:

This application requests conditional use permit approval for a religious institution and associated Christian recovery program, including dormitory facilities for up to 60 students enrolled in the program. The application also requests site plan and design review approval for the project.

Portland Metro Men's Center is owned by Teen Challenge International Pacific Northwest Centers (TCIPNC), a nonprofit religious institution operating under Section 501(c)(3) of the Internal Revenue Code. Portland Metro Men's Center operates a Christian recovery program to help people with drug and alcohol addiction issues overcome these problems and begin new lives. The program began in New York City in 1958 under the direction of Rev. David Wilkerson. Today there are over 200 centers in the United States and over 1,000 worldwide in some 90 countries.

Proposed Use

Portland Metro Men's Center provides a religious-based drug and alcohol recovery program. It does not provide any medical treatment and, therefore, is not licensed by the State of Oregon. The subject property is located on the site of the former Assembly of God church located at 405 Warner Parrott Road in Oregon City. The existing church building is presently being used by the applicant for operation of the recovery program, including counseling, religious training and worship services. At the present time, the students enrolled in the program are brought to the site from existing residence facilities in Portland. They are also transported to off-site stores operated by TCIPNC to receive occupational training included in the recovery program. Students are not permitted to drive.

Prior to enrollment in the program, applicants are carefully screened. The program at the subject site is limited to adult men. Individuals with criminal histories involving violence or sexual crimes are not permitted to enroll in the program. No alcohol or illegal drugs of any kind are permitted and students are tested regularly to ensure that there is no abuse of these substances. Prescription medications are monitored and provided to students in accordance with the doctor's instructions.

This project proposes the construction of a 10,590 square foot dormitory on the rear of the subject property to house the students and approximately 2 staff. At the present time, there are approximately 28 students enrolled in the program. There are 7 staff members on-site to run the program. At full operation, housing would be provided for up to 60 students and enrollment would be limited to this number. The program will include 10 staff members at full operation, 2 of whom will be housed in the dormitory.

The existing church sanctuary is used for worship services for students and staff and for graduation ceremonies and similar events. The kitchen and dining facilities are proposed to be remodeled and will provide for the feeding of students enrolled in the program.

A new office building is proposed to be constructed on the front of the subject property, adjacent to Warner Parrott Road. This office space will be used by the staff of Portland Metro Men's Centers exclusively, not by TCIPNC. TCIPNC has its offices located in Lebanon, Oregon.

Existing Site Conditions

The project site is located on Warner Parrott Road between Brookside Road and Birchwood Drive. The former Assembly of God church building is sited centrally on the subject property. The existing church building measures 10,831 square feet and includes a sanctuary, office space, a kitchen and dining area. A parking lot for approximately 41 cars is situated in front and along the east side of the church. The site is fairly level, with a slight slope towards Warner Parrott Road.



Vicinity Map


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Compliance with Chapter 17.12 - R-10 SINGLE-FAMILY DWELLING DISTRICT

Section 17.08.030(I) establishes religious institutions as a conditional use that may be permitted in the R-10 zone when authorized as subject to the provisions of Chapter 17.56.

17.12.040 - Dimensional standards.

Dimensional standards in the R-10 district are:

A. Minimum lot areas, ten thousand square feet;
B. Minimum lot width, sixty-five feet;
C. Minimum lot depth, eighty feet;
D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
E. Minimum required setbacks:
  1. Front yard, twenty feet minimum setback,
  2. Front porch, fifteen feet minimum setback,
  3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.
  4. Interior side yard, ten feet minimum setback for at least one side yard; eight feet minimum setback for the other side yard,
  5. Corner side yard, fifteen feet minimum setback,
  6. Rear yard, twenty feet minimum setback,
  7. Rear porch, fifteen feet minimum setback.
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.

Applicant Response:

A. The subject property measures 2.13 acres (92,783 square feet) in area, exceeding the minimum 10,000 sq. ft. standard.
B. The site has a lot width of approximately 143 feet in the front portion of the property, expanding to 200 feet wide in the rear area, well exceeding the 65 foot minimum.
C. The property has a lot depth of approximately 544 feet, exceeding the 80 foot minimum.
D. Both the existing building and the proposed buildings are less than 35 feet or 2.5 stories in height.
E. As shown on the site plan, all existing and proposed buildings conform to the setback standards of the R-10 zone.
F. Not applicable. The site does not contain any garage structures.
G. The existing school building has a foot print of 94,031 square feet. Additionally, there are a 5,000 sq. ft. covered play area and an outbuilding measuring approximately 930 sq. ft. in area. With the addition of the new 8,290 sq. ft. modular building, the total lot coverage would come to 108,251 sq. ft. This would equal 13.61% coverage for the 795,217 sq. ft. site, which is well under the 40 percent maximum allowable coverage.

Chapter 17.50 Administration and Procedures

Applicant Response: Consistent with the requirements of this section, this application for a Conditional Use Permit and Site Plan and Design Review will be processed through a Type III process. This process will provide for notice to property owners within 300 feet of the site, and a review of the application by the Planning Commission at a public hearing. A pre-application conference was held on March 13, 2013 (PA 13-09) prior to the submission of this application. As required by Section 17.50.055, the applicant contacted the South End Neighborhood Association and attended a meeting with that group on March 21, 2013. Notes are attached that reflect the discussion with that group. A City Land Use application form has been completed and is included with the submittal package. All of the information required for submittal as listed in Section 17.50.080 and on the application checklist is also included. The City will provide appropriate notice pursuant to Section 17.50.090 and the applicant will post signs on the property consistent with Section 17.50.100.

Chapter 17.56 Conditional Uses

17.56.010 - Permit—Authorization—Standards—Conditions.

A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require planning commission approval of a modification to the original conditional use permit.

A. The following conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the planning commission after due notice and public hearing, according to procedure as provided in Chapter 17.50. The planning commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:

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

Applicant Response: Religious Institutions are listed as a conditional use in OCMC 17.08.030.I. The definition of "religious institutions" provided in Section 17.04.1014 is:

"A church or place of worship or religious assembly with related facilities such as the following in any combination: rectory or convent, private school, meeting hall, offices for administration of the institution, licensed child or adult daycare, playground or cemetery".

This application is being requested by Portland Metro Men's Center, which is owned and operated by Teen Challenge International Pacific Northwest Centers. TCIPNC is a Christian 501(c)(3) non-profit religious organization. It provides religious training, holds regular Christian worship services, and provides faith-based counseling to students enrolled in its Christian recovery program. The educational component of the program is consistent with the private school element under this land use category. Convents and rectories, as well as some private schools, provide living quarters in conjunction with religious institutions. We also note,

however, that group homes for more than 15 people are permitted as a conditional use in this zoning district under OCMC 17.08.030.J. The dormitory portion of the use may also be authorized under this category.

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

Applicant Response: The subject property measures 2.13 acres (92,783 square feet) in area and is presently developed with a church building and parking lot. As shown on the site plan, the proposed dormitory building and offices fit on the site in conformance with setback and lot coverage standards. The site is free of any known natural hazards and is level in topography. There are no physical limitations to the use of the property and its characteristics are suited to the proposed use.

3. *The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;*

Applicant Response: Sewer, water and storm drainage utilities are present and adequate to service the proposed uses, as indicated on the site plan and the attached storm water report. The site is located on Warner Parrott Road, which is designated as a Minor Arterial by the Oregon City Transportation System Plan. The attached Transportation Impact Assessment prepared by Lancaster Engineering demonstrates that the transportation system is adequate to serve the proposed expanded school enrollment. For these reasons, the proposed use is timely.

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

Applicant Response: The Transportation Impact Assessment prepared by Lancaster Engineering demonstrates that the transportation system is adequate to serve the increased school size. For these reasons, the proposed uses will not limit or impair the use of surrounding properties.

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

Applicant Response: The following Comprehensive Plan policies were identified as being relevant to this application:

> *Policy 1.1.1*
> *Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*
>
> Applicant Response: In accordance with this policy, the applicant attended a meeting of the South End Neighborhood Association to discuss the project prior to the submission of this application. A summary of the comments from the meeting are attached.

Policy 5.4.13
Adopt and/or establish standards for all new development that promote the use of pervious surfaces and prevent negative ecological effects of urban stormwater runoff on streams, creeks and rivers.

Applicant Response: The project includes provisions for stormwater detention and treatment in the design of the site plan. These measures will serve to meet the requirements of this policy to prevent negative ecological effects on area waterways.

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.

Applicant Response: As discussed above, the plans for this project include measures for treatment and detention of stormwater, consistent with this policy.

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

Applicant Response: The lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties.

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

Applicant Response: The project provides for full development of an existing underdeveloped property. There is considerable vacant land on this site and the proposed development makes for more efficient use of the site and existing public facilities and services.

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

Applicant Response: The proposed expansion of use of this site is consistent with this policy in that it enhances efficiency of use of existing public facilities serving this site.

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

Applicant Response: As shown on the plans submitted and the preliminary storm drainage calculations with this application, provisions have been made to mitigate stormwater impacts consistent with this policy and City standards.

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

Applicant Response: Please refer to the preliminary storm drainage calculations submitted with this application. The proposed detention and treatment facilities included in the design of the project will comply with this policy and City engineering standards.

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

Applicant Response: The applicant recognizes the authority of the city to impose reasonable conditions of approval pursuant to this section. The proposed locations of the new buildings comply with the setback standards of the R-10 zone. We will review and reserve the right to comment upon such conditions as may be proposed by staff or the Planning Commission through the public hearing process.

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

Applicant Response: As discussed above in comments relating to the R-10 district standards, the proposed locations of the new buildings conform to all required dimensional standards.

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

Applicant Response: As discussed above, the proposed new structure and the existing church building conform to required dimensional standards.

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

Applicant Response: Not applicable to this proposal.

17.56.040 - Criteria and standards for conditional uses.

In addition to the standards listed herein in Section 17.56.010, which are to be considered in the approval of all conditional uses and the standards of the zone in which the conditional use is located, the following additional standards shall be applicable:

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

   Applicant Response: There are exit doors on the rear and side elevations of the proposed dormitory building that will be located within 50 feet of residential properties. The lighting associated with these exits would be normal porch lighting consistent with residential uses and would not be excessive or obtrusive on the residential properties. Please refer to the lighting plan. No openings on the office building would be located within 50' of a residential property. No new openings are proposed for the existing church building within 50' of a residential property.

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

   Applicant Response: According to the pre-application conference notes, Warner Parrott Road is a minor arterial street and requires a minimum right-of-way width of 64 feet. A preliminary review of the Clackamas County Assessor's map for this area and survey records indicate that the existing right-of-way is 60 feet in width. Consistent with providing for 32' of right-of-way from centerline, a two foot dedication will be required along the property frontage. The street is improved to a width of 40' with curbs on both sides, consistent with City standards, but the existing 6' curb-tight sidewalk needs to be upgraded to a 7' width. This is shown on the site plan, as are new street trees to be planted within an easement behind the sidewalk.

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

   Applicant Response: Not applicable. No such facilities are proposed.

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

Applicant Response: Not applicable. The proposed use is not a school.

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

Applicant Response: Not applicable. No helicopter landing facility is proposed.

F. Residential Care Facilities.

Applicant Response: Not applicable. No residential care facilities are proposed.

G. Bed and Breakfast Inns. Upon approval of a conditional use application for a bed and breakfast inn, the planning commission shall include the following as additional standards and criteria:

Applicant Response: Not applicable. No such use is proposed.

17.62 SITE PLAN AND DESIGN REVIEW CRITERIA:

Site plan and design review is required by Section 17.62.030 for all development that requires conditional use approval. In compliance with that requirement, this application includes the plans and information required for site plan and design review. As required by Section 17.62.020, a pre-application conference was held with city staff on October 9, 2012. The application exceeds the scale of development that would be allowed under the Minor site plan and design review provisions of Section 17.62.035, so that section is not applicable to this application.

17.62.040 – Plans required.

Applicant Response: As required by this section, this application includes a site plan containing the information specified in subsection 17.62.040(A), a landscaping plan, architectural drawings showing floor plans, elevations, and exterior materials, a materials board, an erosion and sediment control plan, the legal description of the property, a lighting plan, and a traffic impact analysis.

17.62.050 – Standards

A. All development shall comply with the following standards:

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

Applicant Response: These standards require that a minimum of 15% of the site be landscaped. The total site contains 2.13 acres (92,783 sq. ft.). Existing buildings plus the proposed building combine to cover 108,251 sq. ft. Parking and vehicular travel lanes total 95,848 sq. ft. The tennis courts, which presently cover 24,018 sq. ft. of the site will be removed, thereby increasing the landscaped area. Thus, following construction of the new building and with removal of the tennis courts, the total landscaped area will exceed 74 percent of the site. A landscape plan for the portion of the site that will be disturbed by this project has been prepared by a registered landscape architect and is included with the application submittal. Existing landscaped areas of the site are visible from the public streets that abut the property. The

amount of landscaped area is well in excess of the 15% standard even if the parking lot landscaping is discounted.

The subject property is not located within a Natural Resource Overlay District, nor is it within the Downtown Design District, so provisions of this section that address such areas are not applicable.

2. *Vehicular Access and Connectivity.*

Applicant Response: The parking lot design will provide ample parking to provide for the proposed use. The local street serving the residential neighborhood to the north, Shore Pine Lane, is stubbed to the property line of the subject site. There is no viable option to connect this street through the subject property because of the location of the existing church building and because existing properties to the south and west are fully developed without street stubs to this site. A gate will be provided at the end of this street to provide a secondary emergency vehicle access point. The proposed parking lot is located behind the new office building location. No parking garages, alleyways, or buildings containing above-grade structured parking are proposed. Please see discussion below relating to other parking standards.

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

    a. *Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark …*

    Applicant Response: The proposed design of the new office and dormitory building are complementary to the surrounding residential development. The buildings are similar in height and in the proposed construction materials to the homes in residential neighborhoods that abut the property. The site is not located in any of the city's historic districts.

    b. *In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning…*

    Applicant Response: Not applicable. The site is not within a historic area.

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

    Applicant Response: The proposed grading plan has been designed in accordance with Chapter 15.48 and other applicable standards. Please refer to discussion of that chapter below in this narrative.

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

Applicant Response: Not applicable. The site is not located within the Geologic Hazard overlay district.

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

   Applicant Response: Site drainage from the new construction has been designed in accordance with Chapter 13.12. Please see discussion of that section below, as well as the plans and storm drainage report submitted with this application.

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

   Applicant Response: Please see discussion of Chapter 17.52 below.

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

   Applicant Response: The existing sidewalk along Warner Parrott Road will be upgraded to 7' in width to conform to City standards. Curbs are already installed along the street.

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

   Applicant Response: The proposed site plan provides for a system of walkways from parking areas to the school entrances. The walkway system connects all main building entrances and provides for access through the site to the public sidewalk along Warner Parrott Road. All walkways will be hard-surfaced and will be a minimum of 5' in width.

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

    Applicant Response: No common facilities are proposed. All facilities on the site are owned and maintained by Portland Metro Men's Center.

11. *Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.*

    Applicant Response: Please see discussion of Chapter 17.41 below in this narrative.

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

    Applicant Response: There are no water resource areas or habitat conservation areas on the subject property or within close proximity to the site. Chapter 17.49 does not apply.

13. *All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference…*

    Applicant Response: Neither the existing church facility nor the proposed office or dormitory building will generate or have any significant impact upon air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference.

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

    Applicant Response: A 12-inch city water line is located in Warner Parrott Road and an 8-inch line is located in Shore Pine Place. Eight-inch sanitary sewer lines are installed in Warner Parrott Road and Shore Pine Place. Water connections to the existing church are installed, but will be reviewed at the time of building permit application for potential needs to upgrade services for the new buildings. A grease trap will be installed to accommodate the upgraded kitchen that will serve the 60 residents in the program. There is an existing 12-inch storm sewer line along the eastern property line, a 6-inch line along a portion of the west property line, and a 30-inch storm line in Warner Parrott Road. The sewer, water, and storm sewer utilities all have adequate capacity to serve the proposed use and no new public utilities are proposed. On-site mitigation measures will be provided to assure compliance with City storm detention and treatment requirements, as shown on plans submitted with this application.

15. *Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation.*

    When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:

    a. *For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no*

approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.

b. *For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.*
c. *For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.*

Applicant Response: Please refer to the attached Transportation Impact Analysis for discussion of compliance with these standards.

16. *If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.*

Applicant Response: Tri-Met service is provided on Warner Parrott Road at its intersection with Linn Avenue, approximately .45 mile east of the subject property. There is no need for a bus stop, bus shelter, turnout lane or other transit facility at this location as there is no bus service along the project's street frontage.

17. *All utility lines shall be placed underground.*

Applicant Response: All new utility lines will be placed underground, as shown on the utility plan.

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

Applicant Response: As shown on the site plan, the pedestrian walkways serving will be designed to provide for access by physically handicapped people.

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

Applicant Response: Not applicable. The proposed development does not include residential construction.

20. *Screening of Mechanical Equipment:*

    Applicant Response: The proposed modular building will make use of ground-mounted heat pumps that will be located to the rear of the proposed building. Landscaping will screen the heat pumps from view.

21. *Building Materials.*

    Applicant Response: Exterior building materials consist of fiber cement lap siding, cedar shingles, and (on the office building) stonework. Roofing is architectural grade asphalt shingles. No materials listed as "prohibited" are proposed to be used, nor are any materials subject to special material standards.

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

    Applicant Response: The applicant understands that the city may impose reasonable conditions of approval for this project.

17.62.055 - Institutional and commercial building standards.

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

Applicant Response: The proposed use is an institutional use and this project is subject to the provisions of this section.

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

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

Applicant Response: The scale of the proposed building and the materials used are commonly used in residential construction in the R-10 district.

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

Applicant Response: Not applicable.

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

Applicant Response: The proposed office and dormitory buildings are consistent with the residential character of the surrounding neighborhood in terms of scale, being one and two story buildings, and roof pitch. They also share common exterior materials with typical residences found in this area.

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

Applicant Response: We are not aware of any such conflicts.

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

Applicant Response: The subject property fronts on Warner Parrott Road for a distance of 143 feet. The proposed office building is located along this frontage and a setback of approximately 18 feet is proposed. This greater setback distance is warranted due to the inclusion of additional design features provided under Section 17.62.055D, as discussed below.

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

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

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

   Applicant Response: The office building setback area includes an entry plaza that incorporates outdoor seating, enhanced landscaping, and patterned/enhanced concrete. The inclusion of these features warrants an additional 15 feet of setback, for a total allowed setback distance of 20'. The site plan complies with this setback distance.

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

Applicant Response: Both new buildings have their most architecturally significant façade oriented towards Warner Parrott Road. The primary entrances are all clearly defined and have sheltering porch roofs.

3. *Entryways. The primary entranceway for each commercial or retail establishment shall face the major street…*

   Applicant Response: While the proposed office building is not a commercial or retail use, and these provisions therefore are not applicable, it does face the major street frontage on Warner Parrott Road.

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

   Applicant Response: Not applicable. The proposed development does not include commercial or retail uses.

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

   Applicant Response: Not applicable. No trellises, canopies, or fabric awnings are proposed.

E. Corner Lots.

Applicant Response: Not applicable. The subject property is not located on a corner lot.

F. Commercial First Floor Frontage.

Applicant Response: Not applicable. The proposed development does not include commercial or retail uses.

G. Variation in Massing.

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

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

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

Applicant Response: Both new buildings have variations in massing and comply with these standards. The office building is 80 feet long and 18 feet high. It has 6 changes in projecting/recessing wall planes. The longest horizontal mass without a change in wall plane or roof height is 14', well within the one-to-three ratio. The changes in elevation massing are not simply for cosmetic effect, but relate to the entrance location and interior work space layout.

The proposed dormitory building is 123 feet in length and is 28 feet high. The front elevation provides for changes in height of the building as well as for projecting and recessed elements. These variations relate to the design of the floor plan and are not simply for cosmetic effect.

H. Minimum Wall Articulation.

1. Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:
   i. Change in plane,
   ii. Change in texture or masonry pattern or color,
   iii. Windows, treillage with landscaping appropriate for establishment on a trellis.
   iv. An equivalent element that subdivides the wall into human scale proportions.

   Applicant Response: The proposed office building façade is divided into sections by changes in plane. The longest wall facade without a change in plane measures 25'. All planes include window elements and there are no blank walls. Similarly, the dormitory building's front elevation does not have any blank, uninterrupted walls exceeding 30' in length. There are windows on all wall planes on the front elevation.

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

   Applicant Response: The office building does not exceed 100 feet so these provisions do not apply to that structure. The proposed dormitory building is 123' in length. Wall plane projections and recesses are incorporated into the design. Three percent of the building's length would require that the recesses/projections be at least 3.6' deep. The projection of the front porch/second story lounge is 10 feet. Twenty percent of the 123' length would require that the projection be at least 24.6' long. The projection measures 25 feet. No uninterrupted facades exceeding 100 feet are proposed.

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

   Applicant Response: The ground floor façade of the dormitory building has 70' of doors and windows. Excluding the stairs at both ends of the building, the front façade measures approximately 115' in length. The display windows equal approximately 61% of its length. Structural roof overhangs provide coverage similar to awnings over the windows on the side wings of the building.

   The office building measures 80 feet in length and has 49 feet of display windows and doors, which equates to 61 percent of the horizontal length.

4. Building facades must include a repeating pattern that includes any one or more of the following elements:
   a. Color change;
   b. Texture change;

c. Material module change.

Applicant Response: The façade of the office building incorporates repeating elements of window groupings, lap and cedar shake siding, and stonework. The dormitory building includes repeating window treatments incorporating shake detailing, lap siding, and shake siding roof gables.

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

   Applicant Response:

   Both buildings include multiple changes in wall planes of twelve or more inches, as shown on the building elevation drawings.

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

   Applicant Response: The window treatments and wall projections repeat at intervals of less than 30 feet.

I. Facade Transparency.

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

   Applicant Response: The front elevation of the office 80 feet in length. Glazing on the front elevation measures 49 feet in length, or 61%. The rear elevation also is 80 feet long, but it has 37 feet of windows and door glazing, or 46%. Windows on the side elevations measure 14 lineal feet each and the facades measure 44 feet in length, thus providing 31% transparency.

   The front façade of the proposed dormitory building measures 115’ in length, excluding the stairs. Seventy linear feet of window glazing is provided on the pedestrian level (61%). The rear elevation measures 123’ in length and 38 feet of windows are provided (31%). The end walls measure 42’ in length and provide 13 lineal feet of glazing (31%).

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

   Applicant Response: Not applicable. No false windows or door openings are proposed.

J. Roof Treatments.

1. *All facades shall have a recognizable "top" consisting of, but not limited to:*
   a. *Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or*
   b. *Sloping roof with overhangs and brackets; or*
   c. *Stepped parapets;*
   d. *Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk.*

   Applicant Response: The proposed designs for the roofs on both new buildings are sloping with overhangs, which provide a recognizable "top" consistent with this standard.

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

   Applicant Response: Not applicable. No mixed use buildings with flat roofs are proposed.

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

   Applicant Response: Not applicable. No other roof forms are proposed.

K. Drive-through facilities shall:

Applicant Response: Not applicable. No drive-through facilities are proposed.

17.62.056 - Additional standards for large retail establishments.

Applicant Response: Not applicable. No retail uses are proposed.

17.62.057 - Multi-family standards.

Applicant Response: Not applicable. No multi-family development is proposed.

17.62.059 - Cottage housing.

Applicant Response: Not applicable. No cottage housing is proposed.

17.62.065 - Outdoor lighting.

B. Applicability.

1. General.

a. All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.

b. The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.

2. Lighting Plan Requirement.

All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.

Applicant Response: The proposed plan for outdoor lighting consists of recessed "can" lights for all porches and entryways.

17.62.080 - Special development standards along transit streets.

Applicant Response: Not applicable. The site is not located along a transit street.

17.62.085 - Refuse and recycling standards for commercial, industrial, and multi-family developments.

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

A. Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
B. Designed with sturdy materials, which are compatible to the primary structure(s);
C. Fully enclosed and visually screened;
D. Located in a manner easily and safely accessible by collection vehicles;
E. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
F. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
G. Maintained by the property owner;
H. Used only for purposes of storing solid waste and recyclable materials;
I. Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.

Applicant Response: The area designated for refuse and recycling is shown on the site plan and is located to the rear of the kitchen area. It is fully enclosed and visually screened, as required by this section, and is located on a level, hard surface. It is accessible via the existing driveway located to

the rear of the existing church building. Final construction plans will be submitted at time of building permit application to show compliance with Chapter 8.20.

Chapter 17.52 Off-Street Parking and Loading

17.52.020 - Number of automobile spaces required.

Applicant Response: Table 17.52.020 sets the parking requirements for the three different use elements contained in this proposed development: The dormitory falls under the category for group homes and must provide a minimum of 1 per 7 beds and a maximum of 1 per 5 beds. The facility provides for 60 beds, generating a minimum requirement of 9 spaces and a maximum of 12 parking spaces. Office uses are required to provide a minimum of 2.7 parking spaces per 1,000 sq. ft. of floor area and a maximum of 3.3 parking spaces. The proposed office building will contain 2,367 sq. ft. of floor area, generating a minimum parking requirement of 6 spaces and a maximum of 7. The parking requirements for a religious assembly building are based on permissible range or .25 to .5 parking spaces per seat in the sanctuary. The pews in the existing church seat approximately 160 people, which would generate an acceptable range of 40 to 80 parking spaces. Thus, the total parking requirements for the uses proposed on this site range from a minimum of 55 spaces to a maximum of 99 spaces. The site plan provides parking for a total of 66 cars, which falls within the acceptable range.

17.52.030. Standards for automobile parking

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

Applicant Response: The access point onto Warner Parrott Road is presently split into an entry driveway and an exit driveway. The revised design provides for a more safe, single entry/exit design. The design ensures that there will be no backing or other maneuvering within a street right-of-way. The driveway approach is level and well under the 15% maximum standard.

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

Applicant Response: The proposed parking lot will be paved and will include provisions for storm water detention and water quality treatment consistent with City standards. Please see the site plan and storm report submitted with this application.

C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city Public Works Stormwater and Grading Design Standards.

Applicant Response: The parking lot will be designed in conformance with these provisions. Preliminary plans are shown on the site plan and a storm drainage report is attached. Final plans will be reviewed by City engineering staff to ensure compliance with these standards.

D. Dimensional Requirements.

Applicant Response: The proposed parking lot has been designed to conform to the City's parking dimensional standards, as noted on the site plan.

17.52.040 – Bicycle Parking

Applicant Response: The provisions of this section require a minimum of one bicycle space per 20 automobile spaces. There are 66 automobile spaces proposed, so a minimum of 4 bicycle spaces is required. As shown on the site plan, 4 spaces are proposed to be provided in front of the dormitory building and an additional rack for 4 bicycles will be provided to the rear of the office building. The bicycle parking will be clearly marked and is to be located in an area visible from the building and street. The proposed locations will not interfere with pedestrian or vehicular movement. The racks will be appropriately anchored to the concrete pads so that bicycles can be securely locked to them.

17.52.060 - Parking lot landscaping.

A. Development Standards.

1. *The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*
2. *All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*
3. *Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.*
4. *Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;*
5. *Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;*
6. *All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.*
7. *The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.*
8. *Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*

Applicant Response: The preliminary landscape plan submitted with this application shows plans for parking lot landscaping. The plan has been designed to conform to the above standards.

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

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

a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;

b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and

c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.

Applicant Response: A buffer is provided along all perimeter parking areas. Trees are shown on the plan spaced closer than the 35' maximum distance standard. Ground cover plantings are depicted, as is a hedge.

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

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

a. Trees spaced a maximum of thirty-five feet apart;

b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and

c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or

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

Applicant Response: The required landscape plantings for the buffers between parking areas and the parking lot are depicted on the landscape plan. Plantings include both trees and ground covers.

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

a. A minimum of one tree per six parking spaces.

b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

c. Shrubs spaced no more than four feet apart on average.

d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.

e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or

Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Applicant Response: Interior parking lot landscaping is depicted on the landscape plan and complies with the planting requirements.

E. Installation.

1. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.

2. The site, soils and proposed irrigation systems shall be appropriate for the healthy and long-term maintenance of the proposed plant species.

3. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city, such as the posting of a surety.

Applicant Response: Installation specifications are listed on the second sheet of the landscape plan and conform to the above criteria.

Chapter 13.12 – Stormwater Management

13.12.050 - Applicability and exemptions.

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

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

Comment: The proposed construction is subject to the stormwater management provisions of this chapter. Stormwater management for the project is depicted on the preliminary utility plan and is discussed in a memorandum from Lyver Engineering and Design that addresses stormwater management and compliance with city standards.

13.12.080 - Submittal requirements.

A. Timing and Scope of Required Submittal.

1. Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.

2. Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.

3. Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.

4. Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.

B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Comment: A storm drainage report and preliminary storm drainage plan have been prepared for this proposed project and are included in the application submittal package. These documents have been prepared in accordance with city standards.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

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

A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;
B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020
C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
    1. Do not exceed the capacity of receiving drainage conveyance facilities;
    2. Do not increase the potential for streambank erosion; and
    3. Do not add volume to an off-site closed depression without providing for mitigation.

Applicant Response: Please refer to the attached Preliminary Utility Plan and memorandum from Lyver Engineering and Design.

D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
    1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and
    2. Stormwater quality control facilities which:
        a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;
        b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and
        c. Minimize any increase in nonpoint source pollution.

Comment: Plans for accommodating stormwater quality and control are specified in the memorandum from Lyver Engineering and Design.

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

Comment: As shown on the Preliminary Utility Plan, the storm drainage system will provide for collection of all storm water from the parking lot and from roofs and footings associated with this project. Please refer to the discussion of the proposed design in the memorandum from Lyver Engineering and Design.

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

Comment: Not applicable. The storm sewer system does not discharge to an open channel or stream.

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

Comment: Portland Metro Men's Center will maintain the private storm drainage facilities on the subject property.

Chapter 15.48 – Grading, Filling and Excavating

This site is presently developed with a church and parking lot facilities. The property is level and the plans call for no significant grading activities on the property other than excavation for foundations. Final engineering plans will be provided prior to issuance of building permits.

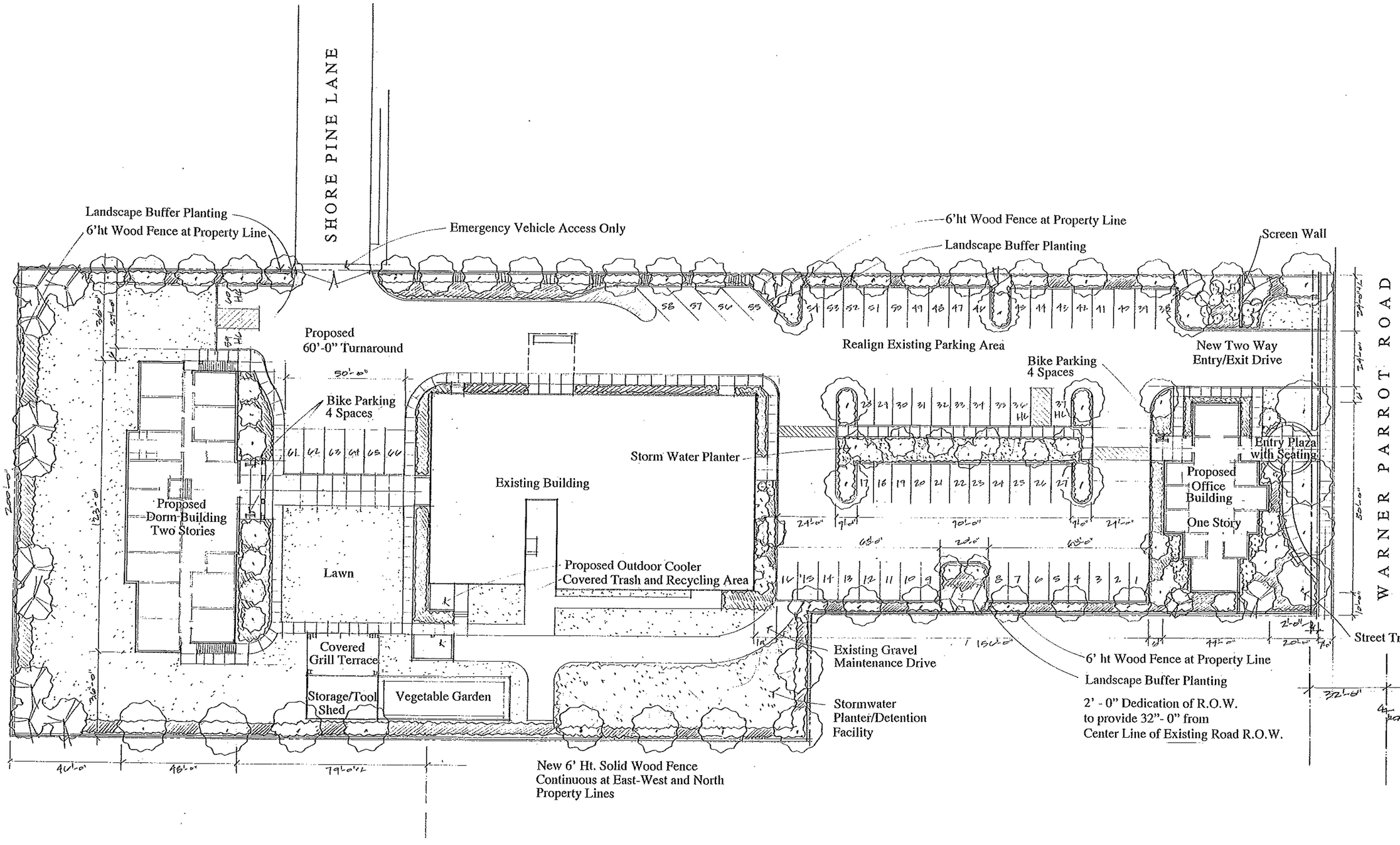
CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.

Comment: There are no existing trees on the subject property, so these provisions do not apply.

17.60 – Variance Requests

Not applicable. No variances are requested or required.



Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

SITE ADDRESS:
405 WARNER PARROT ROAD
OREGON CITY 97045
LOT AREA: 96,930 SF
PROPOSED PARKING: 66 SPACES

0 10 20 40 60 80 100

Quatrefoil, Inc.
Design • Landscape Architecture • Space Planning
404 SE 8th Ave. Portland, Oregon 97214
Tel (503) 236-8555 Fax (503) 236-3660

REGISTERED
352
BRIAN E. BANNISON
OREGON
07/26/1996
LANDSCAPE ARCHITECT

Portland and Metro Men's Center
Teen Challenge International

Site Plan

REVISIONS:
5.22.2013
5.24.2013

DATE: 5.14.2012
SCALE: 1" = 20'-0"
SHEET: L1

PLANTING NOTES

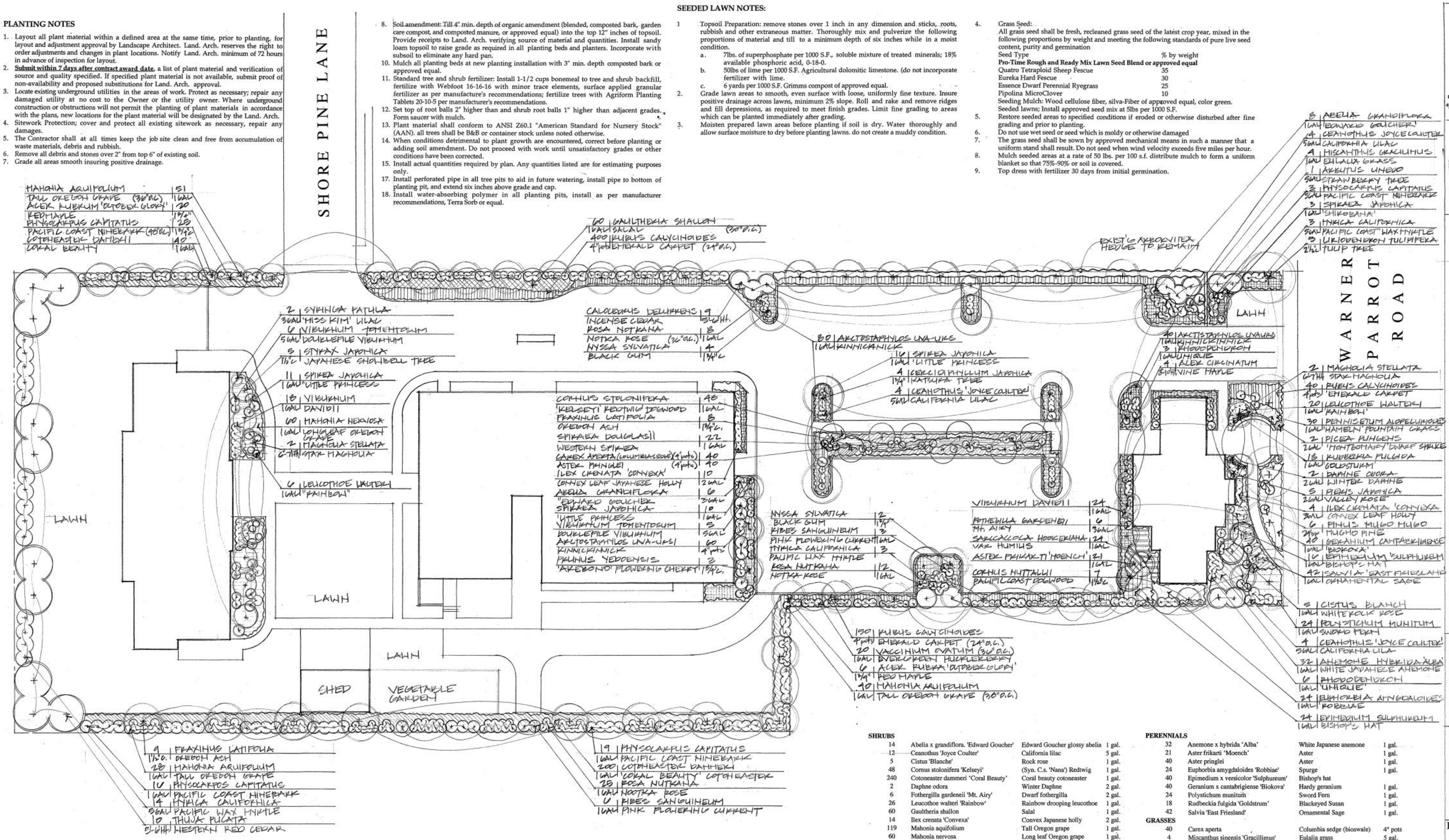
1. Layout all plant material within a defined area at the same time, prior to planting, for layout and adjustment approval by Landscape Architect. Land. Arch. reserves the right to order adjustments and changes in plant locations. Notify Land. Arch. minimum of 72 hours in advance of inspection for layout.
2. **Submit within 7 days after contract award date**, a list of plant material and verification of source and quality specified. If specified plant material is not available, submit proof of non-availability and proposed substitutions for Land. Arch. approval.
3. Locate existing underground utilities in the areas of work. Protect as necessary; repair any damaged utility at no cost to the Owner or the utility owner. Where underground construction or obstructions will not permit the planting of plant materials in accordance with the plans, new locations for the plant material will be designated by the Land. Arch.
4. Sitework Protection; cover and protect all existing sitework as necessary, repair any damages.
5. The Contractor shall at all times keep the job site clean and free from accumulation of waste materials, debris and rubbish.
6. Remove all debris and stones over 2" from top 6" of existing soil.
7. Grade all areas smooth insuring positive drainage.
8. Soil amendment: Till 4" min. depth of organic amendment (blended, composted bark, garden care compost, and composted manure, or approved equal) into the top 12" inches of topsoil. Provide receipts to Land. Arch. verifying source of material and quantities. Install sandy loam topsoil to raise grade as required in all planting beds and planters. Incorporate with subsoil to eliminate any hard pan.
10. Mulch all planting beds at new planting installation with 3" min. depth composted bark or approved equal.
11. Standard tree and shrub fertilizer: Install 1-1/2 cups bonemeal to tree and shrub backfill, fertilize with Webfoot 16-16-16 with minor trace elements, surface applied granular fertilizer as per manufacture's recommendations; fertilize trees with Agriform Planting Tablets 20-10-5 per manufacturer's recommendations.
12. Set top of root balls 2" higher than and shrub root balls 1" higher than adjacent grades. Form saucer with mulch.
13. Plant material shall conform to ANSI Z60.1 "American Standard for Nursery Stock" (AAN). all trees shall be B&B or container stock unless noted otherwise.
14. When conditions detrimental to plant growth are encountered, correct before planting or adding soil amendment. Do not proceed with work until unsatisfactory grades or other conditions have been corrected.
15. Install actual quantities required by plan. Any quantities listed are for estimating purposes only.
17. Install perforated pipe in all tree pits to aid in future watering, install pipe to bottom of planting pit, and extend six inches above grade and cap.
18. Install water-absorbing polymer in all planting pits, install as per manufacturer recommendations, Terra Sorb or equal.

SEEDED LAWN NOTES:

1. Topsoil Preparation: remove stones over 1 inch in any dimension and sticks, roots, rubbish and other extraneous matter. Thoroughly mix and pulverize the following proportions of material and till to a minimum depth of six inches while in a moist condition.
   a. 7lbs. of superphosphate per 1000 S.F., soluble mixture of treated minerals; 18% available phosphoric acid, 0-18-0.
   b. 50lbs of lime per 1000 S.F. Agricultural dolomitic limestone. (do not incorporate fertilizer with lime.
   c. 6 yards per 1000 S.F. Grimms compost of approved equal.
2. Grade lawn areas to smooth, even surface with loose, uniformly fine texture. Insure positive drainage across lawns, minimum 2% slope. Roll and rake and remove ridges and fill depressions, as required to meet finish grades. Limit fine grading to areas which can be planted immediately after grading.
3. Moisten prepared lawn areas before planting if soil is dry. Water thoroughly and allow surface moisture to dry before planting lawns. do not create a muddy condition.
4. Grass Seed:
   All grass seed shall be fresh, recleaned grass seed of the latest crop year, mixed in the following proportions by weight and meeting the following standards of pure live seed content, purity and germination

Seed Type	% by weight
Pro-Time Rough and Ready Mix Lawn Seed Blend or approved equal	
Quatro Tetraploid Sheep Fescue	35
Eureka Hard Fescue	30
Essence Dwarf Perennial Ryegrass	25
Pipolina MicroClover	10

   Seeding Mulch: Wood cellulose fiber, silva-Fiber of approved equal, color green.
   Seeded lawns; Install approved seed mix at 5lbs per 1000 S.F.
5. Restore seeded areas to specified conditions if eroded or otherwise disturbed after fine grading and prior to planting.
6. Do not use wet seed or seed which is moldy or otherwise damaged
7. The grass seed shall be sown by approved mechanical means in such a manner that a uniform stand shall result. Do not seed when wind velocity exceeds five miles per hour.
8. Mulch seeded areas at a rate of 50 lbs. per 100 s.f. distribute mulch to form a uniform blanket so that 75%-90% or soil is covered.
9. Top dress with fertilizer 30 days from initial germination.



Quantity	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES			
4	Acer circinatum multi-stem	Vine maple	6'-7' Ht.
26	Acer rubrum 'October Glory'	October Glory' Red maple	1-3/4" cal.
1	Arbutus unedo	Strawberry tree	5 gal.
9	Calocedrus decurrens	Incense cedar	5'-6' ht.
4	Cercidiphyllum japonicum	Katsura tree	1 3/4" cal.
7	Cornus nuttallii	Pacific coast dogwood	1 3/4" cal.
17	Fraxinus latifolia	Oregon ash	1 3/4" cal.
5	Liriodendron tulipifera	Tulip tree	2 1/2" cal.
4	Magnolia stellata	Star Magnolia	6-7'ht.
6	Nyssa sylvatica	Tupelo, black gum	1 3/4" cal.
3	Prunus yedoensis 'Agebono'	Flowering Cherry	1 3/4" cal.
5	Styrax japonica	Japanese snowbell	1-1/2" cal
10	Thuja plicata	Western red cedar	5'-6' ht.

SHRUBS

14	Abelia x grandiflora. 'Edward Goucher'	Edward Goucher glossy abelia	1 gal.
12	Ceanothus 'Joyce Coulter'	California lilac	5 gal.
5	Cistus 'Blanche'	Rock rose	1 gal.
48	Cornus stolonifera 'Kelseyi'	(Syn. C.s. 'Nana') Redtwig	1 gal.
240	Cotoneaster dammeri 'Coral Beauty'	Coral beauty cotoneaster	1 gal.
2	Daphne odora	Winter Daphne	2 gal.
6	Fothergilla gardenii 'Mt. Airy'	Dwarf fothergilla	2 gal.
26	Leucothoe walteri 'Rainbow'	Rainbow drooping leucothoe	1 gal.
60	Gaultheria shallon	Salal	1 gal.
14	Ilex crenata 'Convexa'	Convex Japanese holly	2 gal.
119	Mahonia aquifolium	Tall Oregon grape	1 gal.
60	Mahonia nervosa	Long leaf Oregon grape	1 gal.
21	Myrica californica	Pacific wax myrtle	5 gal.
5	Pieris japonica 'Valley Rose'	Valley rose andromeda	2 gal.
43	Physocarpus capitatus	Pacific coast ninebark	1 gal.
9	Rhododendron 'Unique'	Yellow rhododendron	30" sp.
2	Picea pungens 'Montgomery'	Dwarf blue spruce	24" sp.
9	Ribes sanguineum	Pink flowering currant	1 gal.
6	Pinus mugo mugo	Mugho pine	24" sp.
45	Rosa nutkana	Nootka rose	1 gal.
24	Sarcococca hookeriana var. humilis	Sarcococca; Sweet box	1 gal.
22	Spiraea douglasii	Western spirea	1 gal.
13	Spiraea japonica 'Shirobana'	Shirobana spiraea	1 gal.
27	Spiraea japonica 'Little Princess'	Little Princess spiraea	1 gal.
2	Syringa patula 'Miss Kim'	Dwarf Lilac	2 gal.
20	Vaccinium ovatum	Evergreen huckleberry	1 gal.
42	Viburnum davidii	David viburnum	1 gal.
11	Viburnum plicatum tomentosum	Doublefile viburnum	5 gal.

PERENNIALS

32	Anemone x hybrida 'Alba'	White Japanese anemone	1 gal.
21	Aster frikarti 'Moench'	Aster	1 gal.
40	Aster pringlei	Aster	1 gal.
24	Euphorbia amygdaloides 'Robbiae'	Spurge	1 gal.
40	Epimedium x versicolor 'Sulphureum'	Bishop's hat	
40	Geranium x cantabrigiense 'Biokova'	Hardy geranium	1 gal.
24	Polystichum munitum	Sword Fern	1 gal.
18	Rudbeckia fulgida 'Goldstrum'	Blackeyed Susan	1 gal.
42	Salvia 'East Friesland'	Ornamental Sage	1 gal.

GRASSES

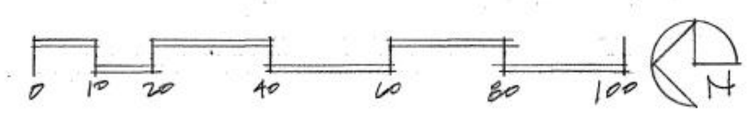
40	Carex aperta	Columbia sedge (bioswale)	4" pots
4	Miscanthus sinensis 'Gracillimus'	Eulalia grass	5 gal.
30	Pennisetum alopecuriodes 'Hameln'	Fountain grass	1 gal.

GROUNDCOVERS

180	Arctostaphylos uva-ursi	Kinnickinick	4" pots
590	Rubus calycinoides 'Emerald Carpet'	Emerald carpet creeping raspbe	4" pots

STORMWATER FACILITIES PLANTS

	Carex aperta	Columbia sedge (bioswale)	4" pots
	Fragaria chiloensis	Evergreen strawberry	4" pots
	Camassia quamash	Camas	4" pots
	Iris douglasiana	Douglas iris	4" pots
	Iris tenax	Oregon iris	4" pots
	Juncus effusus	Common rush	4" pots



Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

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Tel: (503) 236-8555 Fax: (503) 236-3460

REGISTERED LANDSCAPE ARCHITECT
362
BRIAN E. BAINNSON
OREGON
07/26/1996

Portland Metro Men's Center Teen Challenge International

Landscape Plan

REVISIONS:

DATE: 5.14.2013
SCALE: 1" = 20' – 0"
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Portland Metro Men's Center
Conditional Use Permit/Site and Design Review
Application Narrative

Project Information:

Applicant/Owner:	Teen Challenge International, Pacific Northwest Centers Attn: Garry Wallace 405 Warner Parrott Rd. Oregon City, Oregon 97045 (971) 275-3341
Planning Consultant:	Rick Givens 18680 Sunblaze Dr. Oregon City, OR 97045 (503) 479-0097
Project Architect:	J.E. Krause, Architect 15259 SE 82nd Drive, Suite 202 Clackamas, Oregon 97015 (503) 656-4111
Project Engineer:	Troy Lyver, P.E. Lyver Engineering & Design, LLC. 7950 SE 106th Ave Portland, Oregon 97266 (503) 705-5283
Landscape Architect:	Brian Bainnson Quatrefoil, Inc. 404 SE 80th Ave Portland, OR 97215 (503) 256-8955
Traffic Engineer:	Lancaster Engineering, Inc. Todd Mobley, PE, PTOE 321 SW 4th Avenue, Suite 400 Portland, OR 97204 (503) 248-0313
Request:	Conditional Use Permit, Site Design Review for a church and associated Christian recovery program, including dormitory facilities.
Location:	The property is located at 405 Warner Parrott Rd. in Oregon City, OR.
Legal Description:	3 2E 06CA 01700 & 01800
Site Area:	2.13 Acres
Zoning:	R-10 Single-family Residential District.

Introduction:

This application requests conditional use permit approval for a religious institution and associated Christian recovery program, including dormitory facilities for up to 60 students enrolled in the program. The application also requests site plan and design review approval for the project.

Portland Metro Men's Center is owned by Teen Challenge International Pacific Northwest Centers (TCIPNC), a nonprofit religious institution operating under Section 501(c)(3) of the Internal Revenue Code. Portland Metro Men's Center operates a Christian recovery program to help people with drug and alcohol addiction issues overcome these problems and begin new lives. The program began in New York City in 1958 under the direction of Rev. David Wilkerson. Today there are over 200 centers in the United States and over 1,000 worldwide in some 90 countries.

Proposed Use

Portland Metro Men's Center provides a religious-based drug and alcohol recovery program. It does not provide any medical treatment and, therefore, is not licensed by the State of Oregon. The subject property is located on the site of the former Assembly of God church located at 405 Warner Parrott Road in Oregon City. The existing church building is presently being used by the applicant for operation of the recovery program, including counseling, religious training and worship services. At the present time, the students enrolled in the program are brought to the site from existing residence facilities in Portland. They are also transported to off-site stores operated by TCIPNC to receive occupational training included in the recovery program. Students are not permitted to drive.

Prior to enrollment in the program, applicants are carefully screened. The program at the subject site is limited to adult men. Individuals with criminal histories involving violence or sexual crimes are not permitted to enroll in the program. No alcohol or illegal drugs of any kind are permitted and students are tested regularly to ensure that there is no abuse of these substances. Prescription medications are monitored and provided to students in accordance with the doctor's instructions.

This project proposes the construction of a 10,590 square foot dormitory on the rear of the subject property to house the students and approximately 2 staff. At the present time, there are approximately 28 students enrolled in the program. There are 7 staff members on-site to run the program. At full operation, housing would be provided for up to 60 students and enrollment would be limited to this number. The program will include 10 staff members at full operation, 2 of whom will be housed in the dormitory.

The existing church sanctuary is used for worship services for students and staff and for graduation ceremonies and similar events. The kitchen and dining facilities are proposed to be remodeled and will provide for the feeding of students enrolled in the program.

A new office building is proposed to be constructed on the front of the subject property, adjacent to Warner Parrott Road. This office space will be used by the staff of Portland Metro Men's Centers exclusively, not by TCIPNC. TCIPNC has its offices located in Lebanon, Oregon.

Existing Site Conditions

The project site is located on Warner Parrott Road between Brookside Road and Birchwood Drive. The former Assembly of God church building is sited centrally on the subject property. The existing church building measures 10,831 square feet and includes a sanctuary, office space, a kitchen and dining area. A parking lot for approximately 41 cars is situated in front and along the east side of the church. The site is fairly level, with a slight slope towards Warner Parrott Road.



Vicinity Map


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Compliance with Chapter 17.12 - R-10 SINGLE-FAMILY DWELLING DISTRICT

Section 17.08.030(I) establishes religious institutions as a conditional use that may be permitted in the R-10 zone when authorized as subject to the provisions of Chapter 17.56.

17.12.040 - Dimensional standards.

Dimensional standards in the R-10 district are:

A. Minimum lot areas, ten thousand square feet;
B. Minimum lot width, sixty-five feet;
C. Minimum lot depth, eighty feet;
D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
E. Minimum required setbacks:
  1. Front yard, twenty feet minimum setback,
  2. Front porch, fifteen feet minimum setback,
  3. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet in residential areas.
  4. Interior side yard, ten feet minimum setback for at least one side yard; eight feet minimum setback for the other side yard,
  5. Corner side yard, fifteen feet minimum setback,
  6. Rear yard, twenty feet minimum setback,
  7. Rear porch, fifteen feet minimum setback.
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.

Applicant Response:

A. The subject property measures 2.13 acres (92,783 square feet) in area, exceeding the minimum 10,000 sq. ft. standard.
B. The site has a lot width of approximately 143 feet in the front portion of the property, expanding to 200 feet wide in the rear area, well exceeding the 65 foot minimum.
C. The property has a lot depth of approximately 544 feet, exceeding the 80 foot minimum.
D. Both the existing building and the proposed buildings are less than 35 feet or 2.5 stories in height.
E. As shown on the site plan, all existing and proposed buildings conform to the setback standards of the R-10 zone.
F. Not applicable. The site does not contain any garage structures.
G. The existing school building has a foot print of 94,031 square feet. Additionally, there are a 5,000 sq. ft. covered play area and an outbuilding measuring approximately 930 sq. ft. in area. With the addition of the new 8,290 sq. ft. modular building, the total lot coverage would come to 108,251 sq. ft. This would equal 13.61% coverage for the 795,217 sq. ft. site, which is well under the 40 percent maximum allowable coverage.

Chapter 17.50 Administration and Procedures

Applicant Response: Consistent with the requirements of this section, this application for a Conditional Use Permit and Site Plan and Design Review will be processed through a Type III process. This process will provide for notice to property owners within 300 feet of the site, and a review of the application by the Planning Commission at a public hearing. A pre-application conference was held on March 13, 2013 (PA 13-09) prior to the submission of this application. As required by Section 17.50.055, the applicant contacted the South End Neighborhood Association and attended a meeting with that group on March 21, 2013. Notes are attached that reflect the discussion with that group. A City Land Use application form has been completed and is included with the submittal package. All of the information required for submittal as listed in Section 17.50.080 and on the application checklist is also included. The City will provide appropriate notice pursuant to Section 17.50.090 and the applicant will post signs on the property consistent with Section 17.50.100.

Chapter 17.56 Conditional Uses

17.56.010 - Permit—Authorization—Standards—Conditions.

A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require planning commission approval of a modification to the original conditional use permit.

A. The following conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the planning commission after due notice and public hearing, according to procedure as provided in Chapter 17.50. The planning commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:

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

Applicant Response: Religious Institutions are listed as a conditional use in OCMC 17.08.030.I. The definition of "religious institutions" provided in Section 17.04.1014 is:

"A church or place of worship or religious assembly with related facilities such as the following in any combination: rectory or convent, private school, meeting hall, offices for administration of the institution, licensed child or adult daycare, playground or cemetery".

This application is being requested by Portland Metro Men's Center, which is owned and operated by Teen Challenge International Pacific Northwest Centers. TCIPNC is a Christian 501(c)(3) non-profit religious organization. It provides religious training, holds regular Christian worship services, and provides faith-based counseling to students enrolled in its Christian recovery program. The educational component of the program is consistent with the private school element under this land use category. Convents and rectories, as well as some private schools, provide living quarters in conjunction with religious institutions. We also note,

however, that group homes for more than 15 people are permitted as a conditional use in this zoning district under OCMC 17.08.030.J. The dormitory portion of the use may also be authorized under this category.

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

Applicant Response: The subject property measures 2.13 acres (92,783 square feet) in area and is presently developed with a church building and parking lot. As shown on the site plan, the proposed dormitory building and offices fit on the site in conformance with setback and lot coverage standards. The site is free of any known natural hazards and is level in topography. There are no physical limitations to the use of the property and its characteristics are suited to the proposed use.

3. *The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;*

Applicant Response: Sewer, water and storm drainage utilities are present and adequate to service the proposed uses, as indicated on the site plan and the attached storm water report. The site is located on Warner Parrott Road, which is designated as a Minor Arterial by the Oregon City Transportation System Plan. The attached Transportation Impact Assessment prepared by Lancaster Engineering demonstrates that the transportation system is adequate to serve the proposed expanded school enrollment. For these reasons, the proposed use is timely.

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

Applicant Response: The Transportation Impact Assessment prepared by Lancaster Engineering demonstrates that the transportation system is adequate to serve the increased school size. For these reasons, the proposed uses will not limit or impair the use of surrounding properties.

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

Applicant Response: The following Comprehensive Plan policies were identified as being relevant to this application:

> *Policy 1.1.1*
> *Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*
>
> Applicant Response: In accordance with this policy, the applicant attended a meeting of the South End Neighborhood Association to discuss the project prior to the submission of this application. A summary of the comments from the meeting are attached.

Policy 5.4.13
Adopt and/or establish standards for all new development that promote the use of pervious surfaces and prevent negative ecological effects of urban stormwater runoff on streams, creeks and rivers.

Applicant Response: The project includes provisions for stormwater detention and treatment in the design of the site plan. These measures will serve to meet the requirements of this policy to prevent negative ecological effects on area waterways.

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.

Applicant Response: As discussed above, the plans for this project include measures for treatment and detention of stormwater, consistent with this policy.

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

Applicant Response: The lighting plan includes provisions for shielding of lights to reduce glare and minimize impacts on nearby properties.

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

Applicant Response: The project provides for full development of an existing underdeveloped property. There is considerable vacant land on this site and the proposed development makes for more efficient use of the site and existing public facilities and services.

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

Applicant Response: The proposed expansion of use of this site is consistent with this policy in that it enhances efficiency of use of existing public facilities serving this site.

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

Applicant Response: As shown on the plans submitted and the preliminary storm drainage calculations with this application, provisions have been made to mitigate stormwater impacts consistent with this policy and City standards.

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

Applicant Response: Please refer to the preliminary storm drainage calculations submitted with this application. The proposed detention and treatment facilities included in the design of the project will comply with this policy and City engineering standards.

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

Applicant Response: The applicant recognizes the authority of the city to impose reasonable conditions of approval pursuant to this section. The proposed locations of the new buildings comply with the setback standards of the R-10 zone. We will review and reserve the right to comment upon such conditions as may be proposed by staff or the Planning Commission through the public hearing process.

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

Applicant Response: As discussed above in comments relating to the R-10 district standards, the proposed locations of the new buildings conform to all required dimensional standards.

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

Applicant Response: As discussed above, the proposed new structure and the existing church building conform to required dimensional standards.

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

Applicant Response: Not applicable to this proposal.

17.56.040 - Criteria and standards for conditional uses.

In addition to the standards listed herein in Section 17.56.010, which are to be considered in the approval of all conditional uses and the standards of the zone in which the conditional use is located, the following additional standards shall be applicable:

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

   Applicant Response: There are exit doors on the rear and side elevations of the proposed dormitory building that will be located within 50 feet of residential properties. The lighting associated with these exits would be normal porch lighting consistent with residential uses and would not be excessive or obtrusive on the residential properties. Please refer to the lighting plan. No openings on the office building would be located within 50' of a residential property. No new openings are proposed for the existing church building within 50' of a residential property.

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

   Applicant Response: According to the pre-application conference notes, Warner Parrott Road is a minor arterial street and requires a minimum right-of-way width of 64 feet. A preliminary review of the Clackamas County Assessor's map for this area and survey records indicate that the existing right-of-way is 60 feet in width. Consistent with providing for 32' of right-of-way from centerline, a two foot dedication will be required along the property frontage. The street is improved to a width of 40' with curbs on both sides, consistent with City standards, but the existing 6' curb-tight sidewalk needs to be upgraded to a 7' width. This is shown on the site plan, as are new street trees to be planted within an easement behind the sidewalk.

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

   Applicant Response: Not applicable. No such facilities are proposed.

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

Applicant Response: Not applicable. The proposed use is not a school.

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

Applicant Response: Not applicable. No helicopter landing facility is proposed.

F. Residential Care Facilities.

Applicant Response: Not applicable. No residential care facilities are proposed.

G. Bed and Breakfast Inns. Upon approval of a conditional use application for a bed and breakfast inn, the planning commission shall include the following as additional standards and criteria:

Applicant Response: Not applicable. No such use is proposed.

17.62 SITE PLAN AND DESIGN REVIEW CRITERIA:

Site plan and design review is required by Section 17.62.030 for all development that requires conditional use approval. In compliance with that requirement, this application includes the plans and information required for site plan and design review. As required by Section 17.62.020, a pre-application conference was held with city staff on October 9, 2012. The application exceeds the scale of development that would be allowed under the Minor site plan and design review provisions of Section 17.62.035, so that section is not applicable to this application.

17.62.040 – Plans required.

Applicant Response: As required by this section, this application includes a site plan containing the information specified in subsection 17.62.040(A), a landscaping plan, architectural drawings showing floor plans, elevations, and exterior materials, a materials board, an erosion and sediment control plan, the legal description of the property, a lighting plan, and a traffic impact analysis.

17.62.050 – Standards

A. All development shall comply with the following standards:

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

Applicant Response: These standards require that a minimum of 15% of the site be landscaped. The total site contains 2.13 acres (92,783 sq. ft.). Existing buildings plus the proposed building combine to cover 108,251 sq. ft. Parking and vehicular travel lanes total 95,848 sq. ft. The tennis courts, which presently cover 24,018 sq. ft. of the site will be removed, thereby increasing the landscaped area. Thus, following construction of the new building and with removal of the tennis courts, the total landscaped area will exceed 74 percent of the site. A landscape plan for the portion of the site that will be disturbed by this project has been prepared by a registered landscape architect and is included with the application submittal. Existing landscaped areas of the site are visible from the public streets that abut the property. The

amount of landscaped area is well in excess of the 15% standard even if the parking lot landscaping is discounted.

The subject property is not located within a Natural Resource Overlay District, nor is it within the Downtown Design District, so provisions of this section that address such areas are not applicable.

2. *Vehicular Access and Connectivity.*

Applicant Response: The parking lot design will provide ample parking to provide for the proposed use. The local street serving the residential neighborhood to the north, Shore Pine Lane, is stubbed to the property line of the subject site. There is no viable option to connect this street through the subject property because of the location of the existing church building and because existing properties to the south and west are fully developed without street stubs to this site. A gate will be provided at the end of this street to provide a secondary emergency vehicle access point. The proposed parking lot is located behind the new office building location. No parking garages, alleyways, or buildings containing above-grade structured parking are proposed. Please see discussion below relating to other parking standards.

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

    a. *Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark …*

    Applicant Response: The proposed design of the new office and dormitory building are complementary to the surrounding residential development. The buildings are similar in height and in the proposed construction materials to the homes in residential neighborhoods that abut the property. The site is not located in any of the city's historic districts.

    b. *In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning…*

    Applicant Response: Not applicable. The site is not within a historic area.

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

    Applicant Response: The proposed grading plan has been designed in accordance with Chapter 15.48 and other applicable standards. Please refer to discussion of that chapter below in this narrative.

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

Applicant Response: Not applicable. The site is not located within the Geologic Hazard overlay district.

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

   Applicant Response: Site drainage from the new construction has been designed in accordance with Chapter 13.12. Please see discussion of that section below, as well as the plans and storm drainage report submitted with this application.

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

   Applicant Response: Please see discussion of Chapter 17.52 below.

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

   Applicant Response: The existing sidewalk along Warner Parrott Road will be upgraded to 7' in width to conform to City standards. Curbs are already installed along the street.

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

   Applicant Response: The proposed site plan provides for a system of walkways from parking areas to the school entrances. The walkway system connects all main building entrances and provides for access through the site to the public sidewalk along Warner Parrott Road. All walkways will be hard-surfaced and will be a minimum of 5' in width.

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

    Applicant Response: No common facilities are proposed. All facilities on the site are owned and maintained by Portland Metro Men's Center.

11. *Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.*

    Applicant Response: Please see discussion of Chapter 17.41 below in this narrative.

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

    Applicant Response: There are no water resource areas or habitat conservation areas on the subject property or within close proximity to the site. Chapter 17.49 does not apply.

13. *All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference…*

    Applicant Response: Neither the existing church facility nor the proposed office or dormitory building will generate or have any significant impact upon air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference.

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

    Applicant Response: A 12-inch city water line is located in Warner Parrott Road and an 8-inch line is located in Shore Pine Place. Eight-inch sanitary sewer lines are installed in Warner Parrott Road and Shore Pine Place. Water connections to the existing church are installed, but will be reviewed at the time of building permit application for potential needs to upgrade services for the new buildings. A grease trap will be installed to accommodate the upgraded kitchen that will serve the 60 residents in the program. There is an existing 12-inch storm sewer line along the eastern property line, a 6-inch line along a portion of the west property line, and a 30-inch storm line in Warner Parrott Road. The sewer, water, and storm sewer utilities all have adequate capacity to serve the proposed use and no new public utilities are proposed. On-site mitigation measures will be provided to assure compliance with City storm detention and treatment requirements, as shown on plans submitted with this application.

15. *Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation.*

    When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:

    a. *For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no*

approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.

b. *For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.*
c. *For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.*

Applicant Response: Please refer to the attached Transportation Impact Analysis for discussion of compliance with these standards.

16. *If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.*

Applicant Response: Tri-Met service is provided on Warner Parrott Road at its intersection with Linn Avenue, approximately .45 mile east of the subject property. There is no need for a bus stop, bus shelter, turnout lane or other transit facility at this location as there is no bus service along the project's street frontage.

17. *All utility lines shall be placed underground.*

Applicant Response: All new utility lines will be placed underground, as shown on the utility plan.

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

Applicant Response: As shown on the site plan, the pedestrian walkways serving will be designed to provide for access by physically handicapped people.

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

Applicant Response: Not applicable. The proposed development does not include residential construction.

20. *Screening of Mechanical Equipment:*

    Applicant Response: The proposed modular building will make use of ground-mounted heat pumps that will be located to the rear of the proposed building. Landscaping will screen the heat pumps from view.

21. *Building Materials.*

    Applicant Response: Exterior building materials consist of fiber cement lap siding, cedar shingles, and (on the office building) stonework. Roofing is architectural grade asphalt shingles. No materials listed as "prohibited" are proposed to be used, nor are any materials subject to special material standards.

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

    Applicant Response: The applicant understands that the city may impose reasonable conditions of approval for this project.

17.62.055 - Institutional and commercial building standards.

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

Applicant Response: The proposed use is an institutional use and this project is subject to the provisions of this section.

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

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

Applicant Response: The scale of the proposed building and the materials used are commonly used in residential construction in the R-10 district.

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

Applicant Response: Not applicable.

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

Applicant Response: The proposed office and dormitory buildings are consistent with the residential character of the surrounding neighborhood in terms of scale, being one and two story buildings, and roof pitch. They also share common exterior materials with typical residences found in this area.

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

Applicant Response: We are not aware of any such conflicts.

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

Applicant Response: The subject property fronts on Warner Parrott Road for a distance of 143 feet. The proposed office building is located along this frontage and a setback of approximately 18 feet is proposed. This greater setback distance is warranted due to the inclusion of additional design features provided under Section 17.62.055D, as discussed below.

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

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

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

   Applicant Response: The office building setback area includes an entry plaza that incorporates outdoor seating, enhanced landscaping, and patterned/enhanced concrete. The inclusion of these features warrants an additional 15 feet of setback, for a total allowed setback distance of 20'. The site plan complies with this setback distance.

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

Applicant Response: Both new buildings have their most architecturally significant façade oriented towards Warner Parrott Road. The primary entrances are all clearly defined and have sheltering porch roofs.

3. *Entryways. The primary entranceway for each commercial or retail establishment shall face the major street…*

   Applicant Response: While the proposed office building is not a commercial or retail use, and these provisions therefore are not applicable, it does face the major street frontage on Warner Parrott Road.

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

   Applicant Response: Not applicable. The proposed development does not include commercial or retail uses.

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

   Applicant Response: Not applicable. No trellises, canopies, or fabric awnings are proposed.

E. Corner Lots.

Applicant Response: Not applicable. The subject property is not located on a corner lot.

F. Commercial First Floor Frontage.

Applicant Response: Not applicable. The proposed development does not include commercial or retail uses.

G. Variation in Massing.

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

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

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

Applicant Response: Both new buildings have variations in massing and comply with these standards. The office building is 80 feet long and 18 feet high. It has 6 changes in projecting/recessing wall planes. The longest horizontal mass without a change in wall plane or roof height is 14', well within the one-to-three ratio. The changes in elevation massing are not simply for cosmetic effect, but relate to the entrance location and interior work space layout.

The proposed dormitory building is 123 feet in length and is 28 feet high. The front elevation provides for changes in height of the building as well as for projecting and recessed elements. These variations relate to the design of the floor plan and are not simply for cosmetic effect.

H. Minimum Wall Articulation.

1. Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:
   i. Change in plane,
   ii. Change in texture or masonry pattern or color,
   iii. Windows, treillage with landscaping appropriate for establishment on a trellis.
   iv. An equivalent element that subdivides the wall into human scale proportions.

   Applicant Response: The proposed office building façade is divided into sections by changes in plane. The longest wall facade without a change in plane measures 25'. All planes include window elements and there are no blank walls. Similarly, the dormitory building's front elevation does not have any blank, uninterrupted walls exceeding 30' in length. There are windows on all wall planes on the front elevation.

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

   Applicant Response: The office building does not exceed 100 feet so these provisions do not apply to that structure. The proposed dormitory building is 123' in length. Wall plane projections and recesses are incorporated into the design. Three percent of the building's length would require that the recesses/projections be at least 3.6' deep. The projection of the front porch/second story lounge is 10 feet. Twenty percent of the 123' length would require that the projection be at least 24.6' long. The projection measures 25 feet. No uninterrupted facades exceeding 100 feet are proposed.

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

   Applicant Response: The ground floor façade of the dormitory building has 70' of doors and windows. Excluding the stairs at both ends of the building, the front façade measures approximately 115' in length. The display windows equal approximately 61% of its length. Structural roof overhangs provide coverage similar to awnings over the windows on the side wings of the building.

   The office building measures 80 feet in length and has 49 feet of display windows and doors, which equates to 61 percent of the horizontal length.

4. Building facades must include a repeating pattern that includes any one or more of the following elements:
   a. Color change;
   b. Texture change;

c. Material module change.

Applicant Response: The façade of the office building incorporates repeating elements of window groupings, lap and cedar shake siding, and stonework. The dormitory building includes repeating window treatments incorporating shake detailing, lap siding, and shake siding roof gables.

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

   Applicant Response:

   Both buildings include multiple changes in wall planes of twelve or more inches, as shown on the building elevation drawings.

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

   Applicant Response: The window treatments and wall projections repeat at intervals of less than 30 feet.

I. Facade Transparency.

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

   Applicant Response: The front elevation of the office 80 feet in length. Glazing on the front elevation measures 49 feet in length, or 61%. The rear elevation also is 80 feet long, but it has 37 feet of windows and door glazing, or 46%. Windows on the side elevations measure 14 lineal feet each and the facades measure 44 feet in length, thus providing 31% transparency.

   The front façade of the proposed dormitory building measures 115’ in length, excluding the stairs. Seventy linear feet of window glazing is provided on the pedestrian level (61%). The rear elevation measures 123’ in length and 38 feet of windows are provided (31%). The end walls measure 42’ in length and provide 13 lineal feet of glazing (31%).

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

   Applicant Response: Not applicable. No false windows or door openings are proposed.

J. Roof Treatments.

1. *All facades shall have a recognizable "top" consisting of, but not limited to:*
   a. *Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or*
   b. *Sloping roof with overhangs and brackets; or*
   c. *Stepped parapets;*
   d. *Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk.*

   Applicant Response: The proposed designs for the roofs on both new buildings are sloping with overhangs, which provide a recognizable "top" consistent with this standard.

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

   Applicant Response: Not applicable. No mixed use buildings with flat roofs are proposed.

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

   Applicant Response: Not applicable. No other roof forms are proposed.

K. Drive-through facilities shall:

Applicant Response: Not applicable. No drive-through facilities are proposed.

Existing Structure:

In addition to the new structures proposed for this site, which are discussed above, the existing former church building will undergo interior remodeling. As a pre-existing structure constructed prior to the adoption of the institutional building design standards, it is exempt from these provisions except where remodeling would increase the degree of nonconformity. Staff has noted that a doorway is being removed to allow for the construction of new restroom facilities and concern has been expressed that this will decrease conformance with façade transparency standards. However, the existing door is solid and does not include any window area. As a result, there will be no reduction of transparency due to the proposed remodeling.

17.62.056 - Additional standards for large retail establishments.

Applicant Response: Not applicable. No retail uses are proposed.

17.62.057 - Multi-family standards.

Applicant Response: Not applicable. No multi-family development is proposed.

17.62.059 - Cottage housing.

Applicant Response: Not applicable. No cottage housing is proposed.

17.62.065 - Outdoor lighting.

B. Applicability.

1. General.

a. All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.

b. The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.

2. Lighting Plan Requirement.

All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.

Applicant Response: The proposed plan for outdoor lighting consists of recessed "can" lights for all porches and entryways and pole-mounted lights for the parking lot areas. The lighting plan submitted with this application depicts the location and photometric information for the entry lights and for lighting in the parking lot areas.

17.62.080 - Special development standards along transit streets.

Applicant Response: Not applicable. The site is not located along a transit street.

17.62.085 - Refuse and recycling standards for commercial, industrial, and multi-family developments.

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

A. Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
B. Designed with sturdy materials, which are compatible to the primary structure(s);
C. Fully enclosed and visually screened;
D. Located in a manner easily and safely accessible by collection vehicles;
E. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
F. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
G. Maintained by the property owner;
H. Used only for purposes of storing solid waste and recyclable materials;
I. Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.

Applicant Response: The area designated for refuse and recycling is shown on the site plan and is located to the rear of the kitchen area. It is fully enclosed and visually screened, as required by this section, and is located on a level, hard surface. It is accessible via the existing driveway located to the rear of the existing church building. Final construction plans will be submitted at time of building permit application to show compliance with Chapter 8.20.

Chapter 17.52 Off-Street Parking and Loading

17.52.020 - Number of automobile spaces required.

Applicant Response: Table 17.52.020 sets the parking requirements for the three different use elements contained in this proposed development: The dormitory falls under the category for group homes and must provide a minimum of 1 per 7 beds and a maximum of 1 per 5 beds. The facility provides for 60 beds, generating a minimum requirement of 9 spaces and a maximum of 12 parking spaces. Office uses are required to provide a minimum of 2.7 parking spaces per 1,000 sq. ft. of floor area and a maximum of 3.3 parking spaces. The proposed office building will contain 2,367 sq. ft. of floor area, generating a minimum parking requirement of 6 spaces and a maximum of 7. The parking requirements for a religious assembly building are based on permissible range or .25 to .5 parking spaces per seat in the sanctuary. The pews in the existing church seat approximately 160 people, which would generate an acceptable range of 40 to 80 parking spaces. Thus, the total parking requirements for the uses proposed on this site range from a minimum of 55 spaces to a maximum of 99 spaces. The site plan provides parking for a total of 66 cars, which falls within the acceptable range.

17.52.030. Standards for automobile parking

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

Applicant Response: The access point onto Warner Parrott Road is presently split into an entry driveway and an exit driveway. The revised design provides for a more safe, single entry/exit design. The design ensures that there will be no backing or other maneuvering within a street right-of-way. The driveway approach is level and well under the 15% maximum standard.

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

Applicant Response: The proposed parking lot will be paved and will include provisions for storm water detention and water quality treatment consistent with City standards. Please see the site plan and storm report submitted with this application.

C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city Public Works Stormwater and Grading Design Standards.

Applicant Response: The parking lot will be designed in conformance with these provisions. Preliminary plans are shown on the site plan and a storm drainage report is attached. Final plans will be reviewed by City engineering staff to ensure compliance with these standards.

D. Dimensional Requirements.

Applicant Response: The proposed parking lot has been designed to conform to the City's parking dimensional standards, as noted on the site plan.

17.52.040 – Bicycle Parking

Applicant Response: The provisions of this section require a minimum of one bicycle space per 20 automobile spaces. There are 66 automobile spaces proposed, so a minimum of 4 bicycle spaces is required. As shown on the site plan, 4 spaces are proposed to be provided in front of the dormitory building and an additional rack for 4 bicycles will be provided to the rear of the office building. The bicycle parking will be clearly marked and is to be located in an area visible from the building and street. The proposed locations will not interfere with pedestrian or vehicular movement. The racks will be appropriately anchored to the concrete pads so that bicycles can be securely locked to them.

17.52.060 - Parking lot landscaping.

A. Development Standards.

1. *The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*
2. *All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*
3. *Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.*
4. *Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;*
5. *Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;*

6. *All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.*
7. *The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.*
8. *Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*

Applicant Response: The preliminary landscape plan submitted with this application shows plans for parking lot landscaping. The plan has been designed to conform to the above standards.

B. *Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.*
   1. *The perimeter parking lot are[a] shall include:*
      a. *Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;*
      b. *Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
      c. *An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.*

Applicant Response: A buffer is provided along all perimeter parking areas. Trees are shown on the plan spaced closer than the 35’ maximum distance standard. Ground cover plantings are depicted, as is a hedge.

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

1. *Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:*
    a. *Trees spaced a maximum of thirty-five feet apart;*
    b. *Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
    c. *An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*
2. *Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.*

Applicant Response: The required landscape plantings for the buffers between parking areas and the parking lot are depicted on the landscape plan. Plantings include both trees and ground covers.

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

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

    Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Applicant Response: Interior parking lot landscaping is depicted on the landscape plan and complies with the planting requirements.

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

Applicant Response: Installation specifications are listed on the second sheet of the landscape plan and conform to the above criteria.

Chapter 12.04 – Streets, Sidewalks and Public Places

Comment: This project does not include proposals for any new public streets or places. Consistent with City street standards and the provisions of 12.04.180 Street design—Minimum right-of-way, an additional 2 feet of right-of-way will be dedicated along the frontage of the subject property to bring the total width to 32 feet from centerline, as specified in the pre-application conference notes. A seven foot wide sidewalk will be constructed along the project frontage, as depicted on the site plan.

Chapter 12.08 – Public and Street Trees

Section 12.08.015 requires that all new development provide for the planting of street trees adjacent to all street frontages. Consistent with these requirements, the Landscaping Plan shows the planting of a total of five 2 ½" caliper Tulip Trees along the Warner-Parrott Road frontage. Subsection 12.08.015A requires a minimum of one tree per 35 feet of frontage be planted. The frontage of the subject property measures 143 feet in length, so the proposed number of trees is consistent with this standard. The required clearances from intersections, fire hydrants, streetlights and power lines will be maintained. The proposed tree size exceeds the minimum 2" caliper specified in the code. The street trees will be maintained by the applicant, as required by this chapter.

Chapter 12.24 – Pedestrian/Bicycle Accessways

Comment: No pedestrian/bicycle accessways are proposed.

Chapter 13.12 – Stormwater Management

13.12.050 - Applicability and exemptions.

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

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

Comment: The proposed construction is subject to the stormwater management provisions of this chapter. Stormwater management for the project is depicted on the preliminary utility plan and is discussed in a memorandum from Lyver Engineering and Design that addresses stormwater management and compliance with city standards.

13.12.080 - Submittal requirements.

A. Timing and Scope of Required Submittal.

1. Applications subject to the stormwater conveyance requirements of this chapter shall include an engineered drainage plan and design flow calculation report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.

2. Applications subject to the stormwater quantity and/or Category A quality requirements of this chapter shall include an engineered drainage plan and an engineered drainage report submitted prior to, or contemporaneous with, submittal of an application for a building, land use or other city issued permit.

3. Applications subject to Category B water quality special management practices shall demonstrate compliance with the additional management practices for commercial, industrial and multi-unit dwelling land uses of the Public Works Stormwater and Grading Design Standards as part of the site plan and design review process.

4. Applications subject to Category C water quality requirements for the Clackamas River Watershed are subject to OAR 340-41-470 (Three Basin Rule). No new discharges will be approved until a copy of a current DEQ permit, or written statement from DEQ that none is required, is on file with the city.

B. Required engineered drainage plans, drainage reports, and design flow calculation reports, which contain methods and proposed facilities to manage stormwater conveyance, quantity and/or quality, shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

C. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Comment: A storm drainage report and preliminary storm drainage plan have been prepared for this proposed project and are included in the application submittal package. These documents have been prepared in accordance with city standards.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

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

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

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

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

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

Applicant Response: Please refer to the attached Preliminary Utility Plan and memorandum from Lyver Engineering and Design.

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

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

Comment: Plans for accommodating stormwater quality and control are specified in the memorandum from Lyver Engineering and Design.

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

Comment: As shown on the Preliminary Utility Plan, the storm drainage system will provide for collection of all storm water from the parking lot and from roofs and footings associated with this project. Please refer to the discussion of the proposed design in the memorandum from Lyver Engineering and Design.

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

Comment: Not applicable. The storm sewer system does not discharge to an open channel or stream.

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

Comment: Portland Metro Men's Center will maintain the private storm drainage facilities on the subject property.

Chapter 15.48 – Grading, Filling and Excavating

This site is presently developed with a church and parking lot facilities. The property is level and the plans call for no significant grading activities on the property other than excavation for foundations. Final engineering plans will be provided prior to issuance of building permits.

Chapter 17.41 – Tree Protection Standards

17.41.020 - Tree protection—Applicability.

Comment: There are no existing trees on the subject property. There are no improvements planned around the perimeter of the project that would interfere with trees growing off-site.

Chapter 17.54 – Supplemental Zoning Regulations and Exceptions

As shown on the Landscape Plan, fencing is proposed on the perimeter of the site. The fencing is subject to the standards set forth in Chapter 17.54.100. The proposed fence will be constructed of wood and will not exceed 6 feet in height. No fences are proposed in front of the front face of the proposed office building or within 40 feet of the public right-of-way, so the limitation of 42 inches in height for fences in such locations does not apply.

17.60 – Variance Requests

Not applicable. No variances are requested or required.

Chapter 16.20 – Property Line Adjustments and Abandonment Process and Standards

This application includes a proposal to consolidate Tax Lots 1700 and 1800 into a single parcel. The approval criteria for this application are as follows:

16.20.040 Adjustment/abandonment approval standards.

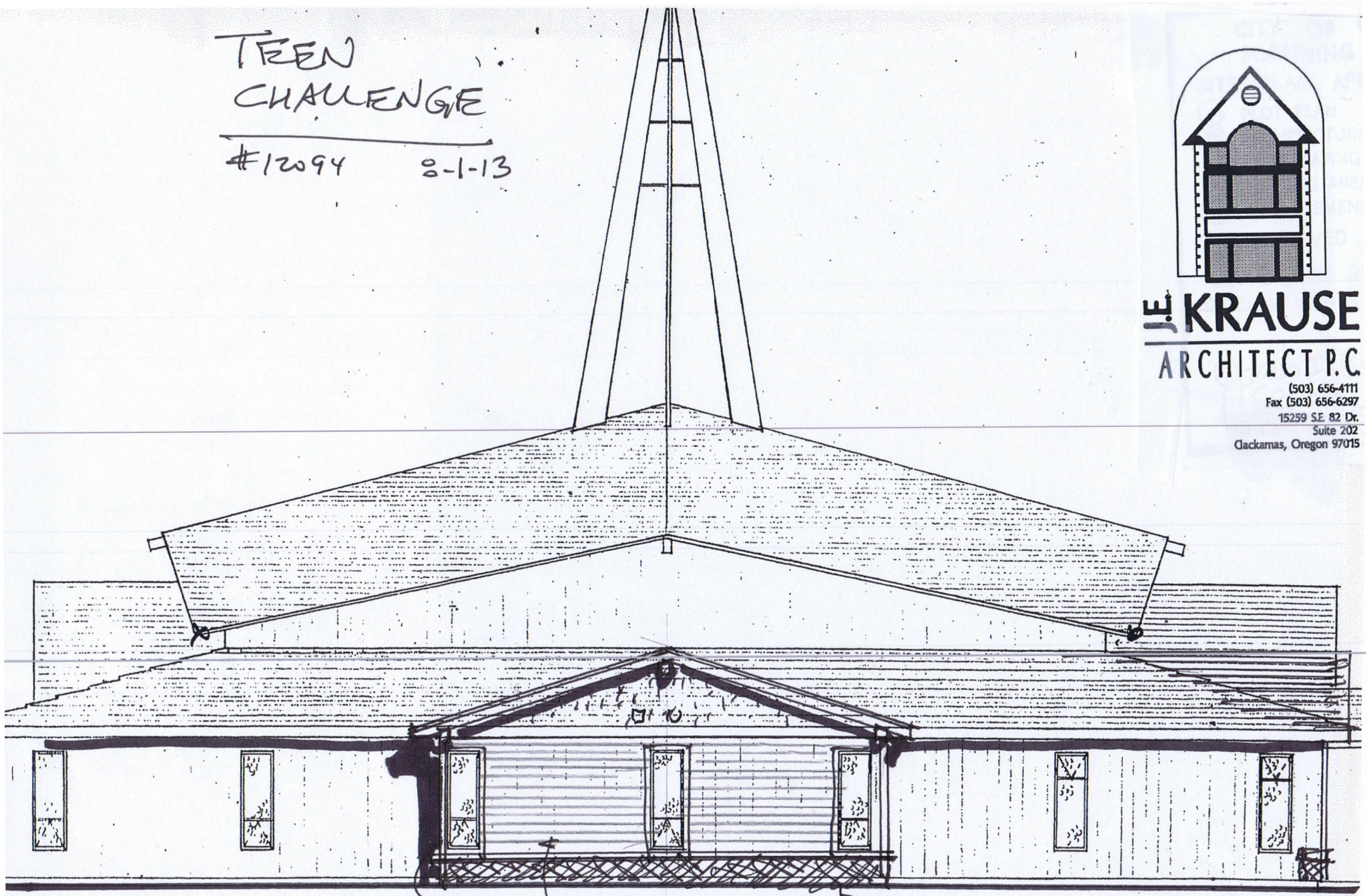
All parcels created through a lot line adjustment or abandonments shall conform to the applicable requirements of this title (including the standards within the zoning designation (lot width, depth, lot coverage, etc) as well as access and frontage requirements of Oregon City Municipal Code Chapter 16.16, ORS 92.010 to ORS 92.160, and any other applicable city or state law. The community development director shall determine if the applicant's submission complies with these standards, and issue to the applicant a notice of decision consistent with Section 17.50.120. The community development director decision is final and not appealable to any other decision-maker within the city.

Comment: The subject property is zoned R-10 and the compliance of the property with the development standards of this district have been addressed above under comments on Chapter 17.12. The combined property conforms to all applicable dimensional standards of the R-10 district. The lot has 143 feet of frontage on Warner-Parrott Road, satisfying City and State standards.

TEEN CHALLENGE

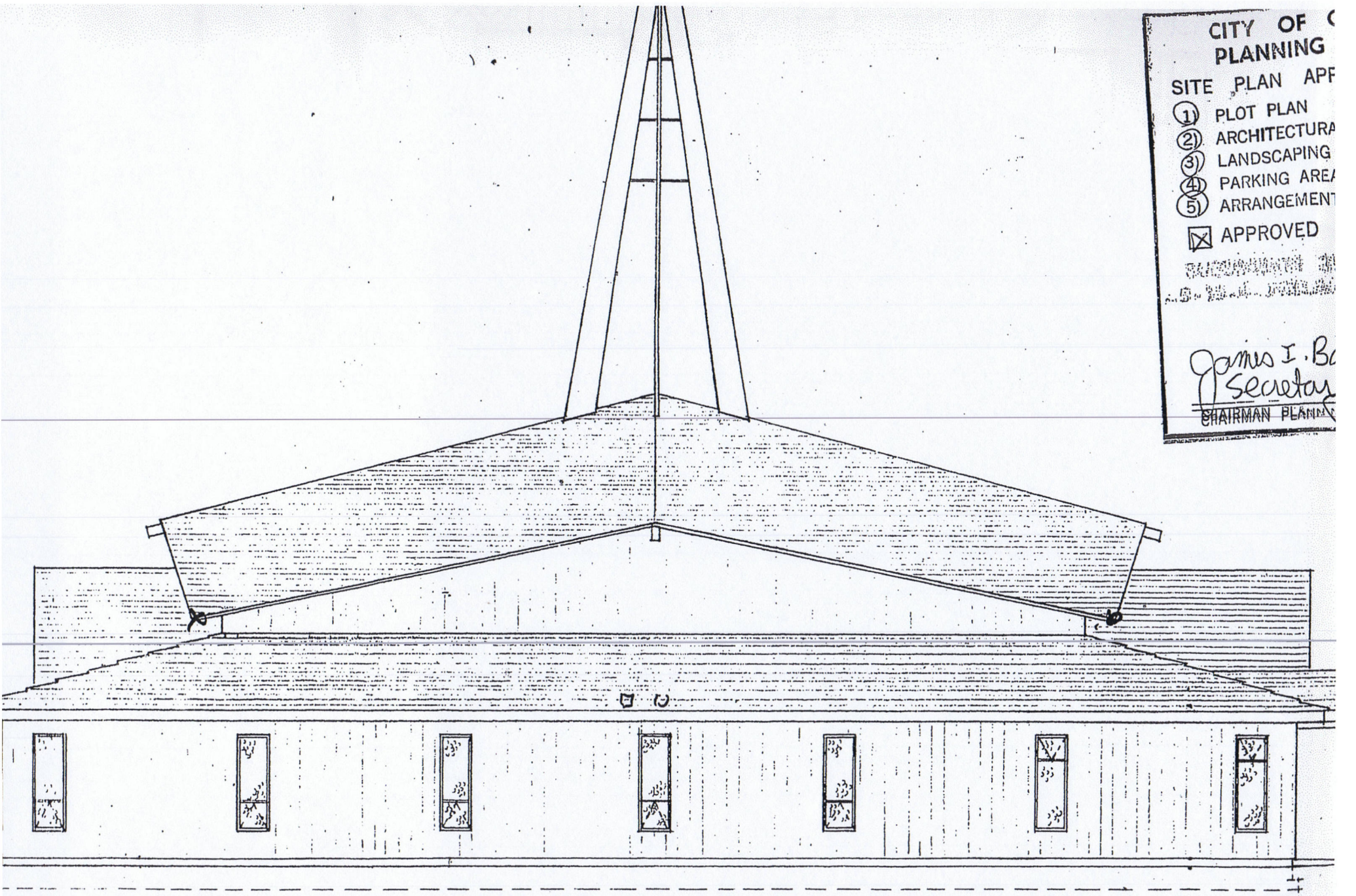
#12094 8-1-13

J.E. KRAUSE
ARCHITECT P.C.
(503) 656-4111
Fax (503) 656-6297
15259 S.E. 82 Dr.
Suite 202
Clackamas, Oregon 97015



FRONT ELEVATION - CHAPEL / CLASSROOMS

SCALE: 1/8" = 1'-0"



CITY OF
PLANNING
SITE PLAN APP
1) PLOT PLAN
2) ARCHITECTURA
3) LANDSCAPING
4) PARKING AREA
5) ARRANGEMENT
☒ APPROVED

James I. Ba
Secretary
CHAIRMAN PLANN

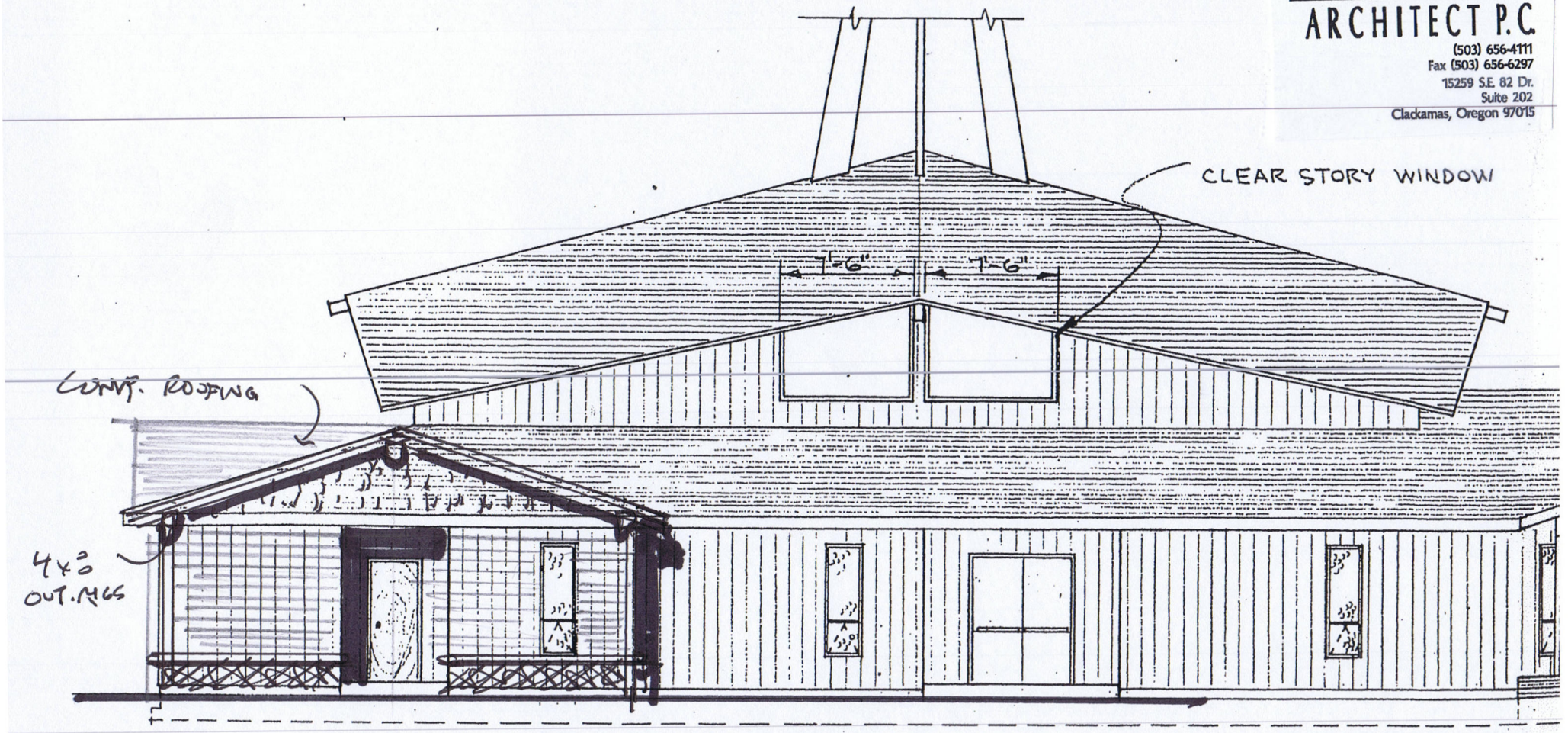
"EXISTING"

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

2

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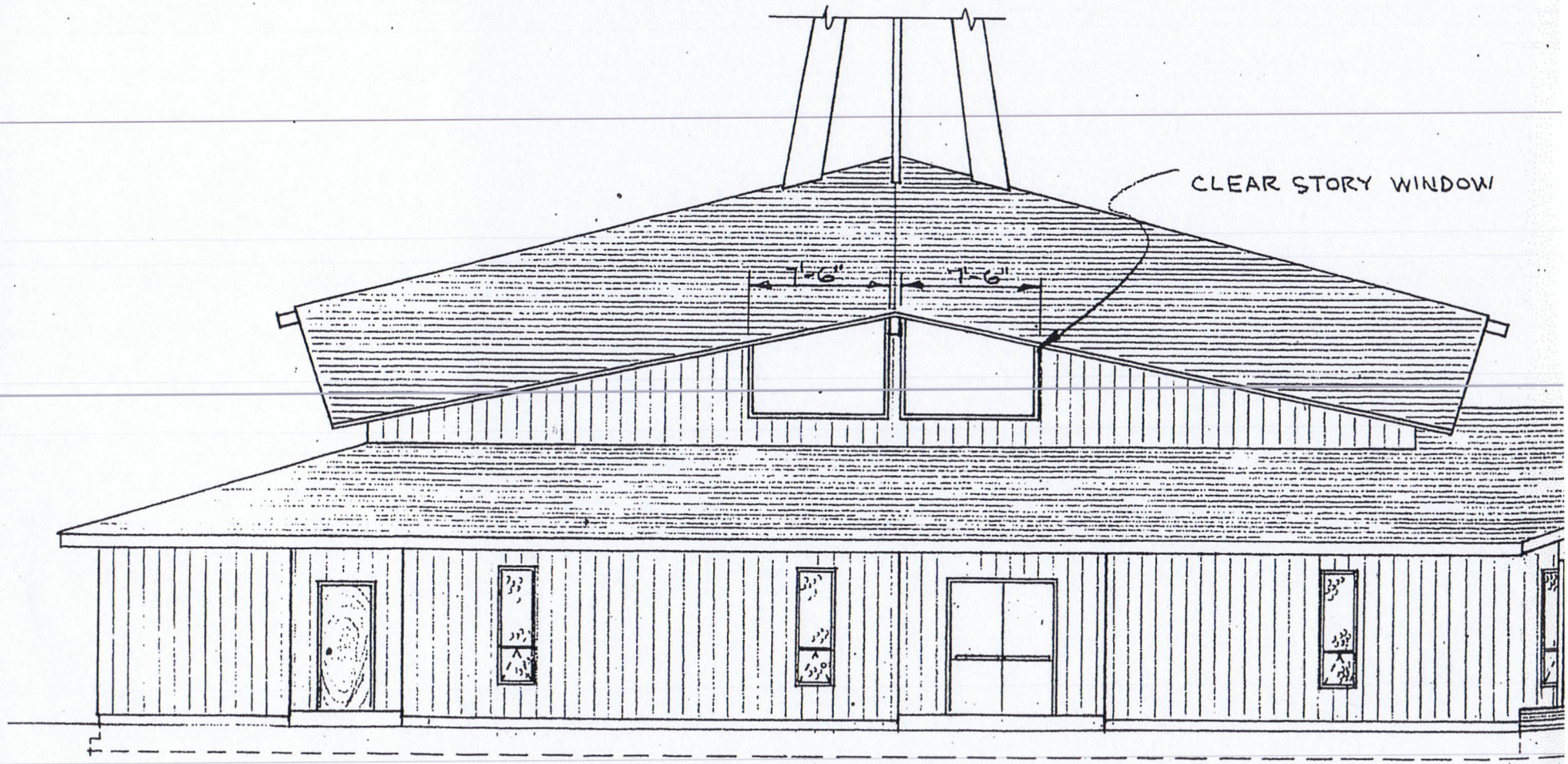


3

"PROPOSED"
RIGHT SIDE ELEVATION - CHAPEL/CLASS

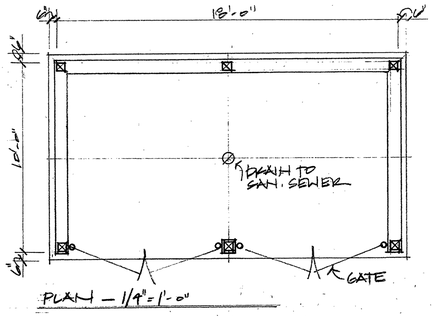
LEFT, SIDE

SCALE: 1

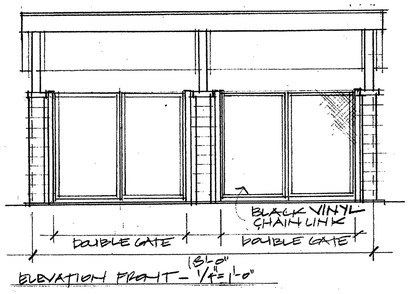


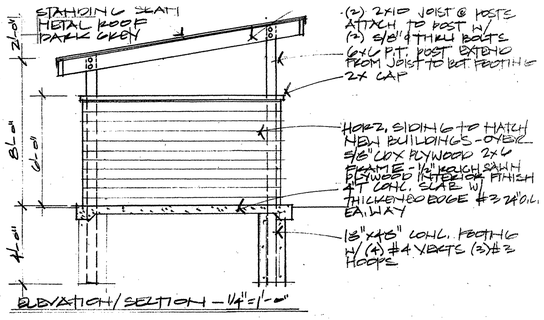
"EXISTING"

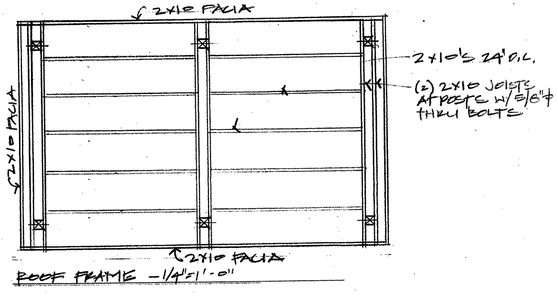
RIGHT SIDE ELEVATION



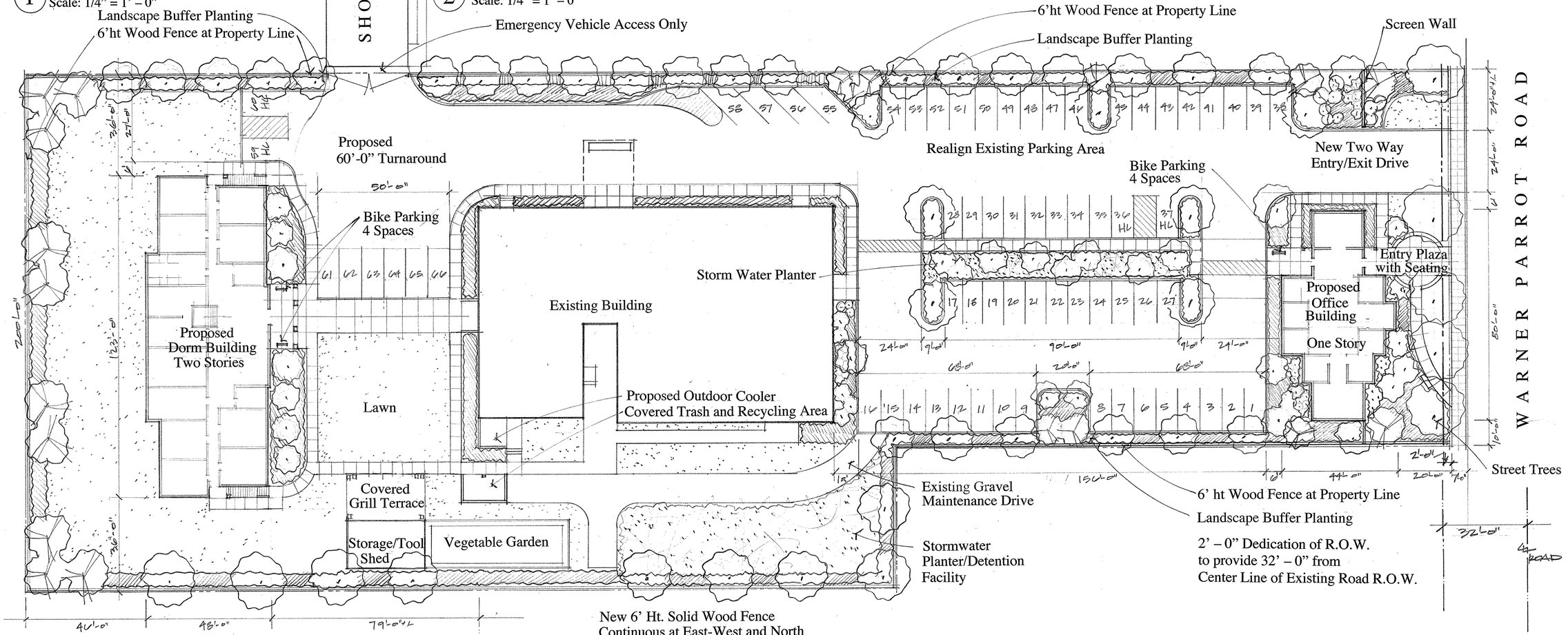
1 Covered Trash Area – Plan
Scale: 1/4" = 1' – 0"







2 Covered Trash Area – Elevations & Details
Scale: 1/4" = 1' – 0"



Architect: J.E. Krause Architect
Planner: Rick Givens, Planning Consultant
Landscape Architect: Quatrefoil, Inc
Engineering: Lyver Engineering and Design, llc.

SITE ADDRESS:
405 WARNER PARROT ROAD
OREGON CITY 97045

LOT AREA: 96,970 SF.

PROPOSED PARKING: 66 SPACES

0 10 20 40 60 80 100 N

Quatrefoil Inc.
Design • Landscape Architecture • Space Planning
404 SE 80th Ave. Portland, Oregon 97215
Tel: (503) 236-8555 Fax: (503) 236-5460

REGISTERED LANDSCAPE ARCHITECT
352
BRIAN E. BAINNSON
OREGON
07/26/1996

Portland Metro Men's Center
Teen Challenge International

Site Plan

REVISIONS:
5.22.2013
5.24.2013
6.21.2013

DATE: 5.14.2013

SCALE: 1" = 20' – 0"

SHEET: L1

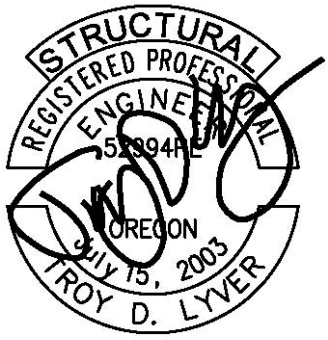
LYVER ENGINEERING AND DESIGN
7950 SE 106th, Portland, Oregon 97266
Ph: 503.705.5283 Fax: 503.482.7449 TroyL@Lyver-EAD.com www.Lyver-EAD.com

Design for;
Teen Challenge

New Building and Site Improvements
405 Warner Parrott
Oregon City, Oregon 97045

These preliminary calculations are for the design and validation of the proposed storm water system for the revised and improved site parking plan and building area for the proposed building.

The information contained is for the sole use of Teen Challenge to provide a new building and site improvements at the address listed above. All other systems and design is by others and outside the scope of this submittal.



EXPIRES: 12-31-14

Job Number 12-210
October 1, 2013

1.0 Purpose of this Report

The purpose of this report is to demonstrate the adequacy of the proposed storm water system and utility locations planned for this development. This report shows the proposed project meets the requirements of the City of Oregon City Storm water and Grading Design Standards and the City of Oregon City Master Plan Requirements.

2.0 Project Location and Description

The project is developed at;
405 Warner Parrott Road
Oregon City, OR 97045
Clackamas County Map 3-2E-06CA
Tax Lots 1700 and 1800

The proposed project is to add two new buildings to the existing developed site. The two buildings are a 2 story dormitory and a one story office building. The building coverage is approximately 2367 sf for the office and 5340 sf for the dorm. In addition, new parking and maneuvering/circulation is proposed. The extension of the northwest parking and turnaround is approximately 80' x 90'. The increased parking along the existing parking area and drive through is 45' x 130'. In addition, there is a covered storage shed, covered bar-b-que area, and access sidewalks for a total of about 3400 sf. Therefore, the total new impervious area is about 24,150 sf.

Existing and Proposed Utilities:

The public utilities in Warner Parrott Road are a 12" water line, 8" sewer line, and a 30" storm line. The site has an assumed 1"

water service, 6" sewer, and 6" storm lines. The power is supplied from a power pole on the south west lot corner on Warner Parrott and another on the inside corner of the lot with a meter and power pole on the southwest corner of the existing structure. It is proposed that the 2 new building will tap the existing services and be extended as needed. The storm water will be managed as discussed below. Based on the current public infrastructure, it does not appear that any upgrades or modification will be required. We will analyze our demands and uses and may be required to provide upgraded to the on-site utilities. I have shown the proposed and current locations on the attached site and utility plan.

Existing and Proposed Storm Water Management:

The current parking/circulation and existing building drain to 2 existing catch basins. We will upgrade the last area drain to a storm water management filter to improve the quality of the water we discharge but not detain or slow the volume since it is an existing condition. The new impervious parking and sidewalk and well as building on the rear of the site will be managed through the use of a storm filter area drain for the parking and a storm wall infiltration trench in the proposed lawn area. The volume of detention and filtration will be accomplished through the use of these two facilities. The attached calculations show the preliminary volumes and rate of discharge. For the new parking area along the existing parking, we will utilize a parking landscape swale and ditch. In addition, the office building and related sidewalks will also discharge in the swale. The swale will discharge into a soakage trench below. The attached calculations show the preliminary volumes and rate of discharge. All new impervious areas are to be totally managed on site while the existing storm discharge will still exit the property to the existing public storm system.

3.0 Regulatory Design Criteria

The storm system is designed using IDF Rational and SWMM. The project overall is considered medium in size per the sizing limitations, but the individual areas are small that provide discharge to the on-site soakage trenches. All new impervious areas are managed on site with linear detention and discharge systems. All existing drainage is being discharged at the existing rate per the existing size of pipe. A new connection is being made to accommodate the pipe re-location required for the footprint of the new building.

The floodplain is the COFFEE sub-basin. The existing project is surrounded by developed neighborhoods with existing drainage. Our new areas are being resolved on site and no impact to downstream structures is demanded.

4.0 Summary of Storm water Detention Results

See the attached graphical print outs for the design storm events and values.

CHAPTER 4 - STORMWATER QUANTITY CONTROL FACILITIES

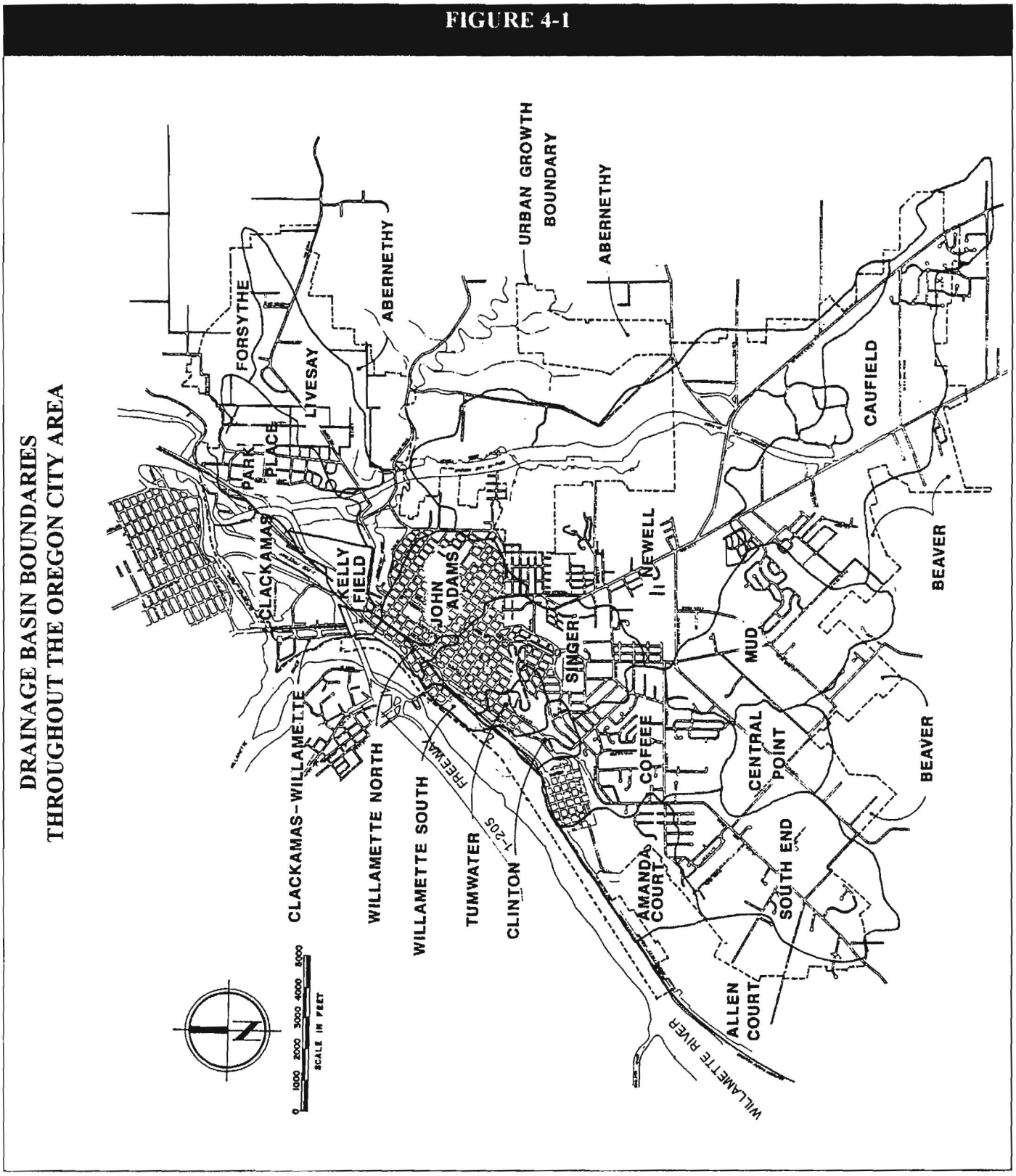
4.1 DRAINAGE BASINS

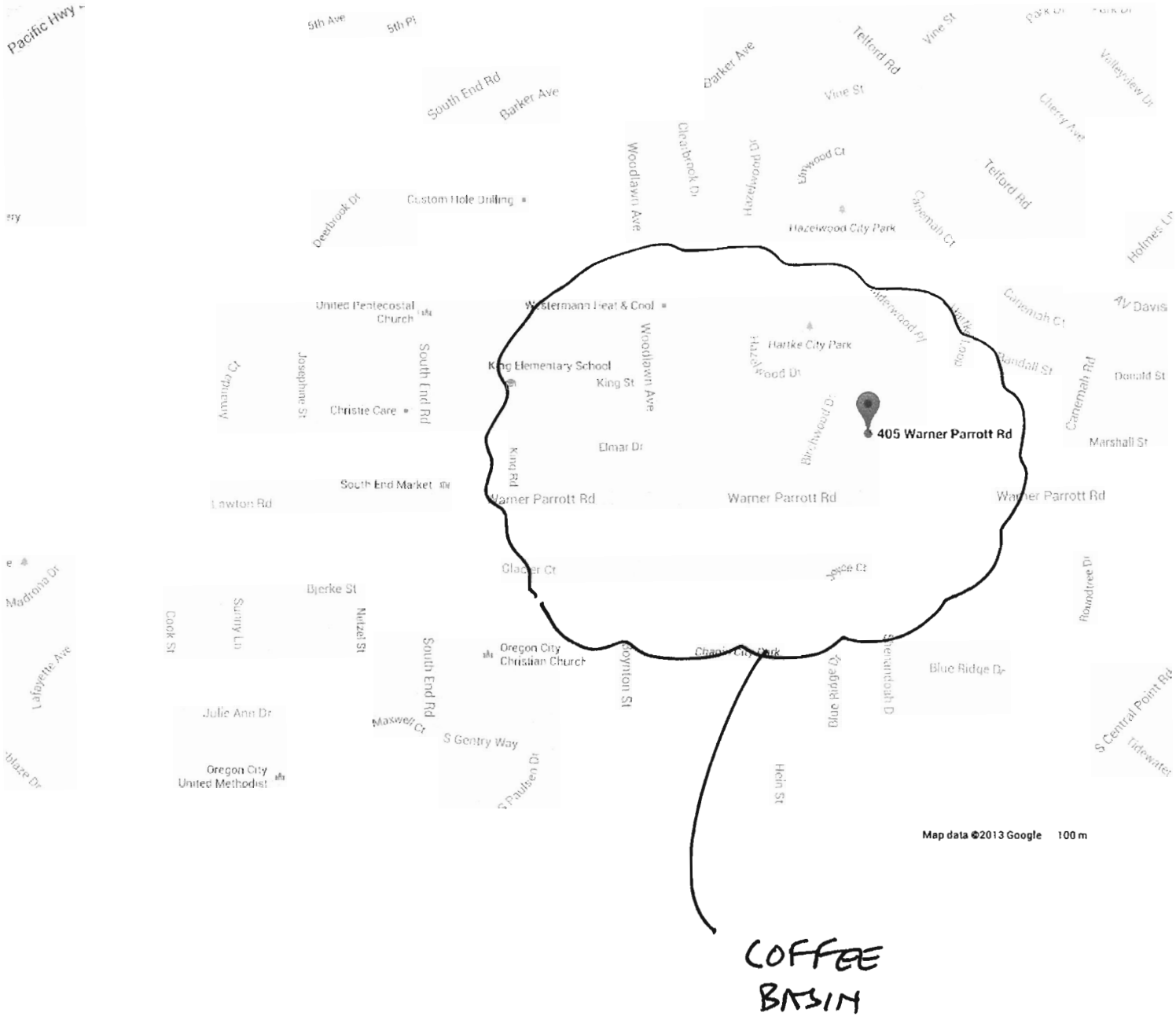
The 1988 Drainage Master Plan divided the Oregon City Area into 22 major drainage areas as depicted in Figure 4-1 (reference: Drainage Master Plan - Figure 3-1). Table 4-0 identifies the drainage basins and the minimum peak rate stormwater runoff control requirements. It is anticipated that as each drainage area is studied in further detail, the peak rate stormwater runoff control requirement may be revised. The requirements presented in this table represent the minimum requirements and shall be required unless expressly exempted by Section 4.1.3 of this document. Additionally, the City Engineer may require that runoff from a development site (or redevelopment site) be controlled for additional design storm events or to a more stringent level.

Table 4-0

Drainage Basin Name	Minimum Peak Rate Stormwater Runoff Control Requirements
Clackamas Clackamas-Willamette Willamette North Willamette South	• The post-development peak stormwater discharge rate from the development site for the ten-year, 24-hour duration design storm events shall at no time exceed the open channel flow capacity of downstream stormwater facilities.
Abernethy Allen Court Amanda Court Beaver Caufield * Central Point Coffee Clinton Forsythe John Adams Kelly Field Livesay Mud Newell Park Place Singer South End Tumwater	• The post-development peak stormwater discharge rate from the development site for the two-year, 24-hour duration design storm events shall at no time exceed fifty percent (50%) of the pre-development peak stormwater runoff rate for the same design storm event. • The post-development peak stormwater discharge rate from the development site for the five-year, 24-hour duration design storm events shall at no time exceed the pre-development peak stormwater runoff rate for the same design storm event. • The post-development peak stormwater discharge rate from the development site for the 25-year, 24-hour duration design storm events shall at no time exceed the pre-development peak stormwater runoff rate for the ten-year, 24-hour duration design storm events. * This supersedes the Caufield Basin Master Plan requirements.

FIGURE 4-1


DRAINAGE BASIN BOUNDARIES
THROUGHOUT THE OREGON CITY AREA
FORSYTHE
LIVESAY
ABERNETHY
URBAN GROWTH BOUNDARY
ABERNETHY
CAUFIELD
BEAVER
PARK PLACE
CLACKAMAS
KELLY FIELD
JOHN ADAMS
NEWELL
SINGER
MUD
BEAVER
CLACKAMAS–WILLAMETTE
WILLAMETTE NORTH
WILLAMETTE SOUTH
FREEWAY
I-205
TUMWATER
CLINTON
COFFEE
CENTRAL POINT
AMANDA COURT
SOUTH END
ALLEN COURT
WILLAMETTE RIVER
0 1000 2000 3000 4000 5000
SCALE IN FEET



COFFEE BASIN

5.0 Sources of Information and relevant reports.

STORM DRAINAGE CALCULATIONS

Client: Teen Challenge
Project: 405 Warner Parrot
By: TDL
Date: 6/14/2013
Job No: 12-210

Design Parameters:

ALL CALCULATIONS USE RATIONAL METHOD: **Q = C i A**

Runoff Coefficients "C" For The Rational Method

	Flat	Rolling (2% - 10%)	Hilly (Over 10%)
Pavements & Roofs	0.90	0.90	0.90
Earth Shoulders	0.50	0.50	0.50
Drives & Walks	0.75	0.80	0.85
Gravel Pavement	0.50	0.55	0.60
City Business Areas	0.80	0.85	0.85
Apartment Dwelling Areas	0.50	0.60	0.70
Light Residential (1 to 3 units/ac.)	0.35	0.40	0.45
Normal Residential (3 to 6 units/ac.)	0.50	0.55	0.60
Dense Residential (6 to 15 units/ac.)	0.70	0.75	0.80
Lawns	0.17	0.22	0.35
Grass Shoulders	0.25	0.25	0.25
Side Slopes, Earth	0.60	0.60	0.60
Side Slopes, Turf	0.30	0.30	0.30
Median Areas, Turf	0.25	0.30	0.30
Cultivated Land, Clay & Loam	0.50	0.55	0.60
Cultivated Land, Sand & Gravel	0.25	0.30	0.35
Industrial Areas, Light	0.50	0.70	0.80
Industrial Areas, Heavy	0.60	0.80	0.90
Parks & Cemetaries	0.10	0.15	0.25
Playgrounds	0.20	0.25	0.30
Woodland & Forests	0.10	0.15	0.20
Meadows & Pasture Land	0.25	0.30	0.35
Unimproved Areas	0.10	0.20	0.30

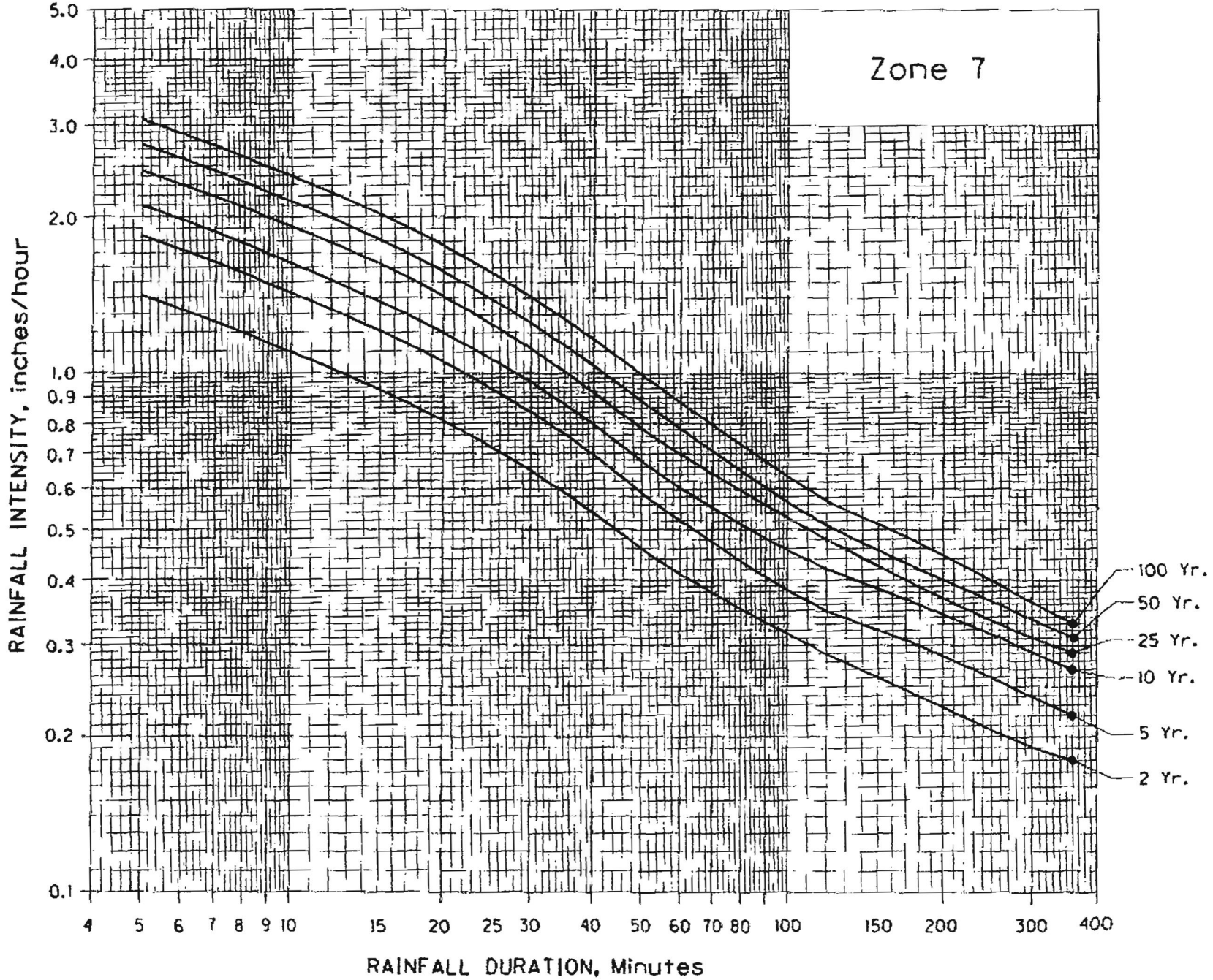
(Reference - ODOT Hydraulics Manual, January 1990)

Manning's Roughness Coefficients "n" For Overland Sheet Flow

Pavements & Roofs	0.014	Meadows, Pasture & Range Land	0.150
City Business Areas	0.014	Rural Res. Areas (< 6 units/ac.)	0.240
Graveled Surfaces	0.020	Playgrounds, Light Turf	0.240
Apartment Dwelling Areas	0.050	Parks & Cemetaries, Heavy Turf	0.400
Industrial Areas	0.050	Woodland & Forests	0.400
Urban Res. Areas (> 6 units/ac.)	0.080		

(Reference - ODOT Hydraulics Manual, January 1990)

RAINFALL INTENSITY - DURATION - RECURRENCE INTERVAL CURVES



6.0 Design Parameters.

EXISTING CONDITIONS:

PAVING / PACING

	470 + 45 =	10000	
	240 + 45 =	10000	0.69 AC
		≈ 29700	
ROOF	100 + 90 =	16200	0.37 AC
GRAVEL	10 # (200 + 200) =	4000 SF	0.09 AC
GRASS:	135 + 200 =	27000	
	200 + 60 =	12000	
	9 + 240 =	2160	
	30 + 210 =	7900	
	5 + 240 =	1200	
		≈ 50340 SF	1.16 AC

NEW AREA TO NEW IMPERVIOUS:

REAR	123 + 48 =	5904	
	80 + 90 =	7200	
	80 + 40 =	3200	
	150 + 10 =	1500	
		17804	0.41 AC
FRONT	120 + 50 =	6000	
	40 + 80 =	3200	
		9200	0.21 AC

PROJECT:	TEEN CHALLENGE	DESCRIPTION:	
CLIENT:	JEKYLL SE		
LYVER ENGINEERING AND DESIGN		DATE: 6/14/13	ENGINEER: TDL
7950 SE 106th, Portland, Oregon 97266		PROJECT NO. 12-210	SHEET:
Ph: 503 705 5283 Fax: 503 482 7449 Tro...@LyverEAD.com ...LyverEAD.com			

Determination of Required Detention Storage

Client: Teen Challenge
Project: 409 Warner Parrott
By: TDL
Date: 6/14/2013
Job No: 12-210

FRONT LOT

Storm Frequency: 25-yr

1 Time (min)	2 CA (acres)	3 Rain Intensity (in/hr)	4 Inflow Rate (cfs)	5 Inflow Volume (ft^3)	6 Outflow Rate (cfs)	7 Outflow Volume (ft^3)	8 Req'd Storage (ft^3)
5	0.19	2.5	0.48	142.88	1.03	309	-166.12
10	0.19	1.9	0.36	217.18	1.03	618	-400.82
15	0.19	1.7	0.32	291.48	1.03	927	-635.52
20	0.19	1.4	0.27	320.06	1.03	1236	-915.94
30	0.19	1.1	0.21	377.21	1.03	1854	-1476.79
40	0.19	0.9	0.17	411.51	1.03	2472	-2060.49
50	0.19	0.8	0.15	457.23	1.03	3090	-2632.77
70	0.19	0.55	0.10	440.08	1.03	4326	-3885.92
100	0.19	0.45	0.09	514.38	1.03	6180	-5665.62
150	0.19	0.38	0.07	651.55	1.03	9270	-8618.45
200	0.19	0.36	0.07	823.01	1.03	12360	-11536.99
300	0.19	0.33	0.06	1131.64	1.03	18540	-17408.36

Req'd Storage = **100**

"C" Values vs. Areas:

C_1	0.90	Area $_1$	0.21	acres
C_2		Area $_2$		acres
C_3		Area $_3$		acres
C_4		Area $_4$		acres
C_5		Area $_5$		acres
Weighted C=	0.90	Total =	0.21	acres

GRAVEL MULCH 30% VOID

.3(4)(5)(40) = 240 CF

Determination of Required Detention Storage

Client: Teen Challenge
Project: 409 Warner Parrott
By: TDL
Date: 6/14/2013
Job No: 12-210

RUN LOT

Storm Frequency: 25-yr

1 Time (min)	2 CA (acres)	3 Rain Intensity (in/hr)	4 Inflow Rate (cfs)	5 Inflow Volume (ft^3)	6 Outflow Rate (cfs)	7 Outflow Volume (ft^3)	8 Req'd Storage (ft^3)
5	0.37	2.5	0.93	278.96	1.03	309	-30.04
10	0.37	1.9	0.71	424.03	1.03	618	-193.97
15	0.37	1.7	0.63	569.09	1.03	927	-357.91
20	0.37	1.4	0.52	624.88	1.03	1236	-611.12
30	0.37	1.1	0.41	736.46	1.03	1854	-1117.54
40	0.37	0.9	0.33	803.42	1.03	2472	-1668.58
50	0.37	0.8	0.30	892.68	1.03	3090	-2197.32
70	0.37	0.55	0.20	859.21	1.03	4326	-3466.79
100	0.37	0.45	0.17	1004.27	1.03	6180	-5175.73
150	0.37	0.38	0.14	1272.08	1.03	9270	-7997.92
200	0.37	0.36	0.13	1606.83	1.03	12360	-10753.17
300	0.37	0.33	0.12	2209.39	1.03	18540	-16330.61

Req'd Storage = **100**

"C" Values vs. Areas:

C_1	0.90	Area $_1$	0.41	acres
C_2		Area $_2$		acres
C_3		Area $_3$		acres
C_4		Area $_4$		acres
C_5		Area $_5$		acres
Weighted C=	0.90	Total =	0.41	acres

GRAVEL TRENCH - USE 30% VOID

$.3(4)(5)(40) = 240$ CF

Design Data:

Description: DETERMINE PRE-DEVELOPED SITE DISCHARGE

Design Frequency: 25 years **See following sheets for design I-D-F Curve**

Allow. Site Discharge = n/a cfs/acre

"C" values vs. Areas:

C_1	0.90	Area $_1$	0.69	acres
C_2	0.90	Area $_2$	0.37	acres
C_3	0.50	Area $_3$	0.09	acres
C_4	0.25	Area $_4$	1.16	acres
C_5		Area $_5$		acres
Weighted C =	0.56	Total =	2.31	acres

Design Calculations:

Overland Sheet Flow -

Set Duration = T_c to determine "i" (Adjust Trial "i" until T_c = D)

$$\mathbf{T_c = KL^{0.6}n^{0.6} / i^{0.4}S^{0.3}}$$

K =	0.93		Constant
L =	300	ft	Overland Flow Length (max. 300')
n =	0.15		Mannings Roughness
S =	0.005		Avg. Overland Slope
Try 'i':	1.3	in/hr	Rainfall Intensity
T_c =	40.28	min	Overland Flow Time (set equal to duration, D)

From I-D-F Curve:

'i' = 0.9 in/hr @ D = 40 min.

Shallow Concentrated Flow -

L =	450	ft	Shallow Concentrated Flow Length
S =	0.003		Avg. Watercourse Slope
V =	0.38	ft/sec	Flow Velocity (from Figure 2.3)
T_c =	19.74	min	Concentrated Flow Time

Design T_c = 60.02 min

'i' = 0.80 in/hr From I-D-F Curve

Q = C i A C = 0.56 i = 0.80 in/hr A = 2.31 acres

Q = 1.03 cfs **Q_{allow} = n/a cfs**

Notes: Maximum intensity used from I-D-F curve. See following sheets for on-site detention req'mts.

Design Data:

Description: DETERMINE PRE-DEVELOPED SITE DISCHARGE

Design Frequency: 5 years **See following sheets for design I-D-F Curve**

Allow. Site Discharge = n/a cfs/acre

"C" values vs. Areas:

C_1	0.90	Area $_1$	0.69	acres
C_2	0.90	Area $_2$	0.37	acres
C_3	0.50	Area $_3$	0.09	acres
C_4	0.25	Area $_4$	1.16	acres
C_5		Area $_5$		acres
Weighted C =	0.56	Total =	2.31	acres

Design Calculations:

Overland Sheet Flow -

Set Duration = T_c to determine "i" (Adjust Trial "i" until T_c = D)

$$\mathbf{T_c = KL^{0.6}n^{0.6} / i^{0.4}S^{0.3}}$$

K =	0.93		Constant
L =	300	ft	Overland Flow Length (max. 300')
n =	0.15		Mannings Roughness
S =	0.005		Avg. Overland Slope
Try 'i':	2.5	in/hr	Rainfall Intensity
T_c =	31.01	min	Overland Flow Time (set equal to duration, D)

From I-D-F Curve:

'i' = 2.5 in/hr @ D = 40 min.

Shallow Concentrated Flow -

L =	450	ft	Shallow Concentrated Flow Length
S =	0.003		Avg. Watercourse Slope
V =	0.38	ft/sec	Flow Velocity (from Figure 2.3)
T_c =	19.74	min	Concentrated Flow Time

Design T_c = 50.75 min

'i' = 2.20 in/hr From I-D-F Curve

Q = C i A C = 0.56 i = 2.20 in/hr A = 2.31 acres

Q = 2.84 cfs **Q_{allow} = n/a cfs**

Notes: Maximum intensity used from I-D-F curve. See following sheets for on-site detention req'mts.

Design Data:

Description: DETERMINE PRE-DEVELOPED SITE DISCHARGE

Design Frequency: 2 years **See following sheets for design I-D-F Curve**

Allow. Site Discharge = n/a cfs/acre

"C" values vs. Areas:

C_1	0.90	Area $_1$	0.69	acres
C_2	0.90	Area $_2$	0.37	acres
C_3	0.50	Area $_3$	0.09	acres
C_4	0.25	Area $_4$	1.16	acres
C_5		Area $_5$		acres

Weighted C = 0.56 Total = 2.31 acres

Design Calculations:

Overland Sheet Flow -

Set Duration = T_c to determine "i" (Adjust Trial "i" until T_c = D)

$$T_c = KL^{0.6}n^{0.6} / i^{0.4}S^{0.3}$$

K =	0.93		Constant
L =	300	ft	Overland Flow Length (max. 300')
n =	0.15		Mannings Roughness
S =	0.005		Avg. Overland Slope
Try 'i':	3.5	in/hr	Rainfall Intensity
T_c =	27.11	min	Overland Flow Time (set equal to duration, D)

From I-D-F Curve:

'i' = 3.5 in/hr @ D = 40 min.

Shallow Concentrated Flow -

L =	450	ft	Shallow Concentrated Flow Length
S =	0.003		Avg. Watercourse Slope
V =	0.38	ft/sec	Flow Velocity (from Figure 2.3)
T_c =	19.74	min	Concentrated Flow Time

Design T_c = 46.84 min

'i' = 3.20 in/hr From I-D-F Curve

Q = C i A C = 0.56 i = 3.20 in/hr A = 2.31 acres

Q = 4.12 cfs **Q_{allow} = n/a cfs**

Notes: Maximum intensity used from I-D-F curve. See following sheets for on-site detention req'mts.

Storm Pipe Calculations

Client: Teen Challenge
Project: 405 Warner Parrott
By: TDL
Date: 6/14/2013
Job No: 12-210

Pipe ID:

$$Q = (1.486/n)(AR^{2/3})(S^{1/2})$$

Design Q =	1.03	cfs
Pipe "n" =	0.015	

Try:

S =	0.015	
Pipe ø =	1	ft

Table 10.1:

y/d_o =	0.94
$AR^{2/3}/d_o^{8/3}$ =	0.3353

$AR^{2/3}$ = 0.3353

Allow Q = 4.068 cfs **OK**

Pipe ID:

$$Q = (1.486/n)(AR^{2/3})(S^{1/2})$$

Design Q =	1.03	cfs
Pipe "n" =	0.015	

Try:

S =	0.005	
Pipe ø =	1	ft

Table 10.1:

y/d_o =	0.94
$AR^{2/3}/d_o^{8/3}$ =	0.3353

$AR^{2/3}$ = 0.3353

Allow Q = 2.349 cfs **OK**

USE 12" ϕ RCP PIPE

7.0 Calculation Methodology.

Rainfall Intensity Duration Frequency Curve:

For developments less than 20 acres using the Rational Method, rainfall intensities shall be taken from the ODOT Zone 7 Intensity-Duration-Frequency (IDF) Curves. For smaller areas having a time of concentration of 10 minutes or less, the following rainfall intensities shall apply.

5-Year	1.0 inches/hr.
10-Year	1.2 inches/hr.
25-Year	1.5 inches/hr.
50-Year	1.9 inches/hr.
100 Year	2.3 inches/hr.

Runoff Coefficients:

LAND USE	SLOPE		
	2% or Less	2% to 7%	7% or More
Unimproved Areas	.10	.20	.30
Meadows & Pasture Land	.25	.30	.35
Woodland & Forests	.10	.15	.20
Impervious Surfaces (Pavement, Roofs, Driveways, Gravel, etc)	.92	.92	.92
Agricultural	.15	.20	.25
Parks & Cemeteries	.15	.20	.25
Lawns	.17	.22	.35
Playgrounds	.20	.25	.30
Low Density Residential (1 to 3 units per acre)	.45	.50	.55
Medium Density Residential (3 to 6 units per acre)	.55	.60	.65
High Density Residential (6 to 15 units per acre)	.75	.80	.85
Commercial & City Business Areas	.85	.85	.85
Light Industrial	.65	.70	.80
Heavy Industrial	.75	.80	.90
Parks and Open Spaces	.10	.15	.20
Mobile Home Parks	.60	.65	.70

Time of Concentration:

Time of Concentration shall be calculated using the Soil Conservation Service Method or other approved method.

After a maximum of 300-feet, sheet flow typically becomes shallow concentrated flow. Open channel flow is assumed to begin where surveyed cross-section information has been obtained, where channels are visible on aerial photographs, or where blue lines (indicating streams) appear on Unites States Geological Survey *(USGS)* quadrangle sheets.

Runoff Control:

Development of areas within the City of Hubbard must provide runoff controls to limit the developed condition's peak rates of runoff to the pre-development runoff rate. Detention is the collection and temporary storage of surface water with the outflow rate restricted usually to the pre-developed flow rate. Required detention storage is equal to the difference in volume of excess runoff from the design storm event with post-development conditions and the 5-year storm with pre-development conditions.

Detention is required for all developments, except where determined unnecessary by the City Engineer.

Control orifices and structures shall be sized using approved engineering methods. To prevent plugging, the minimum diameter of the orifice shall be 2-inches. The detention facility shall have an overflow system with the capacity to past the 50-year storm event to an accessible drainage feature.

Detention shall be supplied either by subsurface storage in conduits and structures, or by a pond. Temporary parking lot ponding may be utilized as storage volume with approval of the City Engineer.

Hydraulic Considerations:

The minimum design velocity for storm drainage conduits shall be 3.0 fps. Pipe slopes of 15% or greater will require anchor walls at approved intervals. Manning's "n" value of 0.013 shall be used for flow and velocity calculations. Manning's equation shall be used for design of piped systems where practicable.

When pipe depths exceed 10-feet, calculations for pipe loading and strength shall be submitted.

Subsurface utilities crossing private property shall have a minimum easement width of 10 feet.

Storm Water Quality:

Point source water quality facilities shall be provided where required by the City Engineer. Catch basins shall be outfitted with approved "turndowns" and sumps for oil/water separation and sedimentation control. Storm water quality manholes shall be installed in all proposed storm drains outletting into existing drainage facilities.

8.0 Description of Proposed Storm water Quantity.

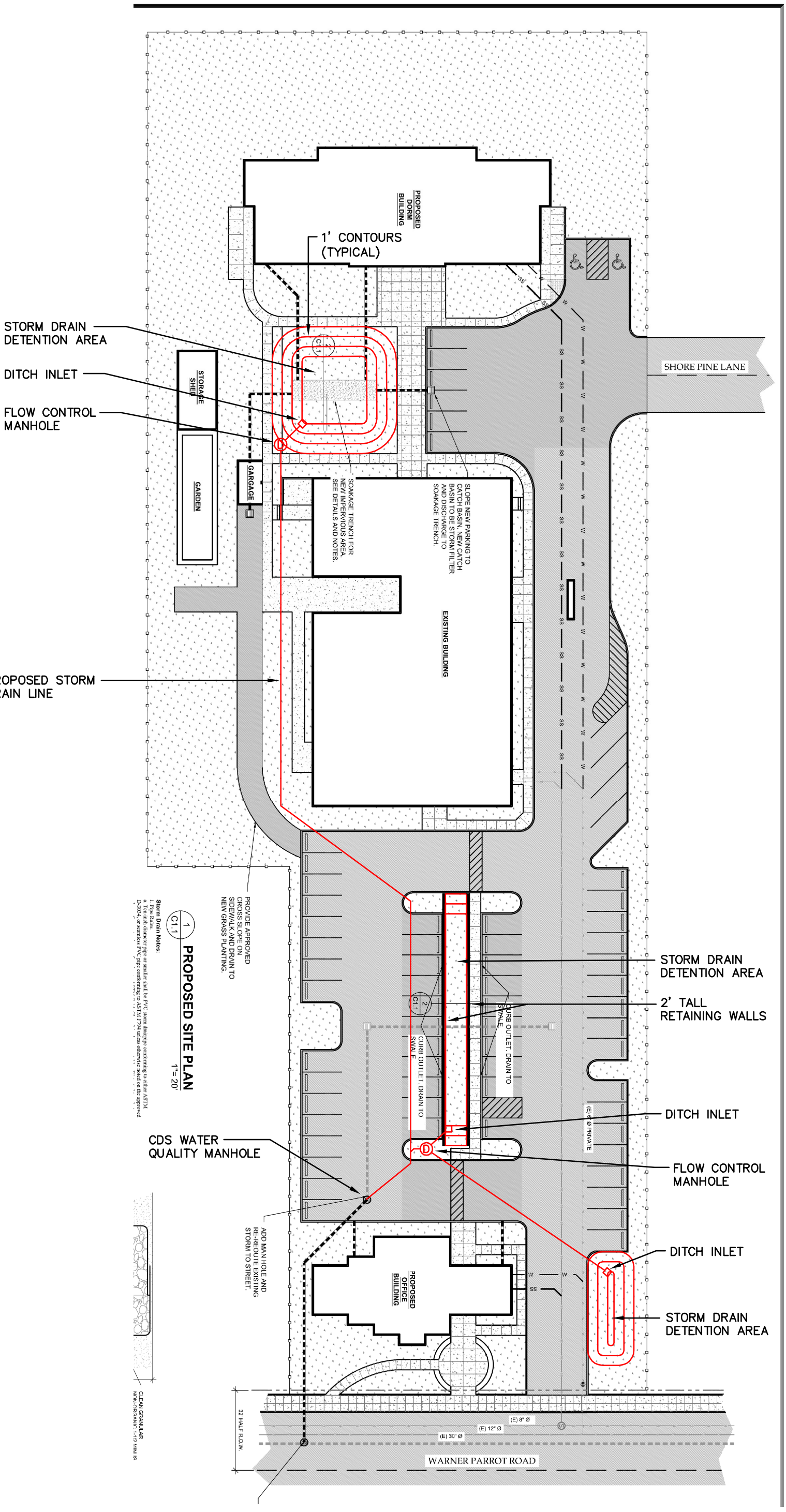
See previous sections of report and calculations. The detention system is achieved with the use of 2 new soakage trenches that manage the water on site and filtrate also, see section 9.0.

9.0 Description of Proposed Storm water Quality.

The existing catch basins are to be replaced with new storm filter basins to provide the filtration required for meeting the regulatory requirements for discharge. The new impervious areas will be caught in a new storm filter catch basins as shown or discharge into the soakage trench that provides the required filtration before discharge into the soil.

10.0 Description of Storm water Safeguards.

The area of the existing impervious areas will contain the exceeded storm event within the grade of the parking area. If the volume of the parking is exceeded, the water will flow over the sidewalk and spill into Warner Parrott Road. The new impervious area will be contained in the grade of the soakage trench areas. Any exceeded volume will also flow out through the existing impervious area and will also over flow out onto Warner Parrott Road.


STORM DRAIN DETENTION AREA
DITCH INLET
FLOW CONTROL MANHOLE
PROPOSED STORM DRAIN LINE
CDS WATER QUALITY MANHOLE
STORM DRAIN DETENTION AREA
2' TALL RETAINING WALLS
DITCH INLET
FLOW CONTROL MANHOLE
DITCH INLET
STORM DRAIN DETENTION AREA
PROPOSED DORM BUILDING
1' CONTOURS (TYPICAL)
SHORE PINE LANE
STORAGE SHED
GARDEN
GARGAGE
SOAKAGE TRENCH FOR NEW IMPERVIOUS AREA. SEE DETAILS AND NOTES.
SLOPE NEW PARKING TO CATCH BASIN. NEW CATCH BASIN TO BE STORM FILTER AND DISCHARGE TO SOAKAGE TRENCH.
EXISTING BUILDING
PROVIDE APPROVED CROSS SLOPE ON SIDEWALK AND DRAIN TO NEW GRASS PLANTING.
CURB OUTLET. DRAIN TO SWALE
CURB OUTLET DRAIN TO SWALE
(E) 8" Ø PRIVATE
ADD MAN HOLE AND RE-ROUTE EXISTING STORM TO STREET.
PROPOSED OFFICE BUILDING
(E) 8" Ø
(E) 12" Ø
(E) 30" Ø
32' HALF R.O.W.
WARNER PARROT ROAD
CLEAN GRANULAR NON-ORGANIC 1-1/2 MINUS
1 C1.1 PROPOSED SITE PLAN 1"= 20'
Storm Drain Notes:
1. Pipe Rules.
a. Ten-inch diameter pipe or smaller shall be PVC storm drainpipe conforming to either ASTM D-3034, or seamless PVC pipe conforming to ASTM F794 unless otherwise noted on the approved

CITY OF OREGON CITY
INCORPORATED 1844
P. O. Box 631

July 11, 1980

Oregon City Assembly of God Church
405 Warner Parrott Road
Oregon City, OR 97045

Attention: Pastor Jepson

Dear Pastor Jepson:

This is to notify you of the action taken by the Oregon City Planning Commission at their regular meeting of June 24, 1980:

> "It was moved by Caldwell, seconded by Barnett, to deny the application with the hope that the church will return at a later time with more complete plans, on the grounds of lack of information regarding neighborhood protection and playground space, and non-completion of prior site improvements.
>
> MOTION CARRIED."

Yours very truly,

Catherine M. Galbraith

Catherine M. Galbraith
Planning Director

kd

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>
> MOTION CARRIED."

Yours very truly,

Catherine M. Galbraith

Catherine M. Galbraith
Planning Director

kd

Testimony in Favor: There was none.

Testimony in Opposition: There was also none.

Planning Commission Discussion:

Betty Caldwell asked if the staff recommendation was similar for the previous Beverly Drive zone changes, since she was not present at that meeting. Arnold Wagner stated that conditions are basically the same, but that he feels the additional condition of prohibiting day-care centers is ncessary in this case as in the Groner and Younger re-zones.

Irma Sullivan inquired as to enforcement of the conditions if the property is sold. John Anicker stated that the restrictions go with the property, if ownership changes.

It was moved by Caldwell, seconded by Barnett, to recommend approval as per the staff recommendation, with the added restriction that day-care centers be prohibited, in accordance with the findings of fact proposed by staff.

The conditions are:

(a) No vehicular access to Beverly Drive. Driveway/access is to be developed as per the proposed site plan, with elimination of existing Beverly Drive access.

(b) Fencing along Beverly Drive and to the rear of the property must be provided and maintained.

(c) No multi-family development of the property.

(d) Parking: Up to fourteen (14) spaces are to be provided in the parking area shown on the site plan, and shall be sized and developed according to City standards, subject to approval of the City Engineer.

(e) Landscaping: All landscaping shown on site plan must be retained. The side yard along Beverly Drive must be maintained in landscaping, including trees. Wood fencing must be provided at the new rear (east) lot line and a tall hedge must be extended along the full length of it. Landscaping along the north line of the house must be retained (between the house and proposed parking). Tree at rear of parking space #11 on site plan must be retained.

(f) Any development of the property except single-family residential is subject to site plan and design review. Any unresolved disagreements between the property owner and Planning and Engineering staffs shall be grounds for referral to the Planning Commission.

(g) Curb to be provided along Beverly Drive subject to Engineer's resolution of any possible drainage problems.

(h) If property is not redeveloped to office use within two (2) years from date zone change becomes effective, conditions of approval must be reviewed by Planning Commission at the time of redevelopment.

(i) No child care or day care centers shall be permitted.

On the motion:

Bittner, Aye; Caldwell, Aye; Sullivan, Aye; Roley, Aye; Barnett, Aye; Wagner, Aye; Goertz, Aye: MOTION CARRIED.

* Public Hearing: Request for a Conditional Use Permit for a Private School, Oregon City Assembly of God Church, 405 Warner Parrott Road.

The staff report was read.

Irma Sullivan stated that she would abstain on this item, since she lives in the area.

Presentation by Applicant: Pastor Jepson presented the church's plan to expand the educational functions of the church; the plan is for a private school, of up to 50 students, grades one through twelve.

Regarding the concern for the lack of site improvements as stated in the staff recommendation, Pastor Jepson stated that he has been pastor for only one year, that the church had sold bonds to pay for the improvements, and that some had to be voided; consequently, the church was unable to afford to do the improvements. He stated that the church wishes to open the school on September 3rd, and that they have a problem with completing the site improvements prior to opening. He said the church is completing drawings for the Building Department for interior improvements needed for the school.

Betty Caldwell asked about the financial situation of the church, as to whether they can undertake expansion at this time. Chairman Goertz asked about the provision of playgrounds for students during class breaks. Pastor Jepson answered that the church is considering sharing facilities with other schools in the area. He said that the church could probably afford some landscaping, but that paving would be a financial problem.

Al Bittner asked about state regulations regarding schools. Pastor Jepson said they would meet all of them.

Chairman Goertz asked the staff if any correspondence had been received. Cathy Galbraith stated that she had received calls from several members of the church indicating their support and that she had had several discussions with the pastor regarding the application.

Testimony in Favor: There was none.

Testimony in Opposition:

Christina France, 1059 Birchwood Drive, stated that she is concerned with the varied age grouping of students and the impacts of the development. She questioned why the church should be permitted to expand its use when site improvements have not been done.

Richard France, 1059 Birchwood Drive, wondered who would complete the work on the site.

Edna Scharbrough, 427 Warner Parrott Road, said she is not in favor of the school because of traffic problems. She said that her neighbor had also asked her to convey her opposition.

Allan Rash, 419 Warner Parrott Road, spoke in opposition, based on traffic concerns.

Keith Odoms, 1076 Birchwood Drive, asked if he could speak in favor of the application. He stated that there are existing schools on the street which create noise. He has two children who will attend the school and he is in favor.

Applicant's Rebuttal: Pastor Jepson stated that he can understand neighbors' objections. He said this will be disciplined christian education, that there will be no substantial traffic and that the normal work day for the congregation on the site is Saturday.

Arnold Wagner asked whether the church has considered grades one through six to begin the facility. The pastor said that this is a new approach in education with highly individualized instruction and no major separation between grades. He said there is testing of each student per subject so that students can proceed at their own pace. He said that there will be three full-time staff people, plus resource people from the church.

Discussion by the Planning Commission:

Lorraine Barnett stated that she has had experience with private school students and teachers and that they are usually quite successful. She said she is concerned that several years have elapsed since the site plan improvements were to be completed.

Al Bittner and Carl Roley expressed the same concern.

Betty Caldwell stated that she feels some questions could be answered more definitely and that perhaps the church is trying to open the school too quickly.

Arnold Wagner agreed with the concern for site plan improvements and pointed out that the staff recommendation is for completion prior to opening.

Lorraine Barnett stated that the improvements should be completed and then the church should return to the Planning Commission. She felt that the educational aspects are good, but there are concersn for the site plan.

Carl Roley said that he is concerned that all aspects of the facility are well planned and thought through. He said he could not approve the application at this time, though.

Betty Caldwell agreed.

Arnold Wagner said that if other contractors and developers in the City are held to conditions, then the church should be no exception.

Carl Roley stated that the Commission does not have enough information on the school itself.

Betty Caldwell said she is not concerned with the educational aspects but is concerned with the physical development.

Chairman Goertz asked about enforcement of conditions. Cathy Galbraith stated that the staff would be put in an enforcement situation if the facility opens without the improvements. She said the Planning Commission could continue the item if desired.

Pastor Jepson stated that perhaps the church could try to make the improvements by September 3rd.

Al Bittner stated he is concerned with the lateness of the application, considering the beginning of the school year. He asked when the staff had first been approached. Cathy Galbraith stated that she had discussed this matter with the church people in May, but it was too late to make application for the May meeting.

Discussion by the Planning Commission continued regarding lack of information on specific aspects of the operation, particularly the playground.

Pastor Jepson stated that the church has been in the function of education for years, and that this is simply an expansion of this function.

Chairman Goertz expressed concern that if the application is denied, the church cannot return for six months.

Carl Roley felt that perhaps the item could be continued.

It was moved by Caldwell, seconded by Barnett, to deny the application with the hope that the church will return at a later time with more complete plans, on the grounds of lack of information regarding neighborhood protection and playground space, and non-completion of prior site improvements.

On the motion:

Bittner, Aye; Caldwell, Aye; Sullivan, Abstain; Roley, Aye; Barnett, Aye; Wagner, Nay; Goertz, Aye: MOTION CARRIED.

Continued Public Hearing - Conditional Use Permit for a Boarding and Lodging House at 303 S. High Street (corner of S. Second and High), by Elaine Murhammer and the Universal Life Church.

This item was continued from the May 27th meeting due to a lack of information. The amended program changes the proposed use from an emergency shelter for pregnant teens to a shelter for abused and battered women.

The staff recommendation was read.

A G E N D A

OREGON CITY PLANNING COMMISSION

REGULAR MEETING

COMMISSION MEETING ROOM

DATE: Tuesday, June 24, 1980

TIME: 7:30 p.m.

PLACE: City Hall
320 Warner Milne Road
Oregon City, OR 97045

1. APPROVAL OF MINUTES (Regular Meeting of May 27, 1980)

---

2. PUBLIC HEARING (Recommendation to City Commission)

DISTRICT (ZONE) CHANGE

APPLICANT: Regina Campbell

LOCATION: 193 Beverly Drive
(at Molalla Avenue)

NOW ZONED: R-6 Single-Family

REQUEST: LO Limited Office

---

3. PUBLIC HEARING

REQUEST FOR A CONDITIONAL USE PERMIT

Oregon City Assembly of God Church

LOCATION: 405 Warner Parrott Road

REQUEST: A Private School

---

4. CONTINUED PUBLIC HEARING OF CONDITIONAL USE PERMIT REQUEST (Decision)

Elaine Murhammer/
Universal Life Church

LOCATION: 303 S. High Street
(Corner of S. Second and High)

CITY OF OREGON CITY
INCORPORATED 1844
7th & JOHN ADAMS STREETS
OREGON CITY, OREGON 97045

June, 1980

PLANNING COMMISSION

PRE - HEARING REPORT

REQUEST: Conditional Use Permit - A Private School

BY: Oregon City Assembly of God Church

LOCATION: 405 Warner Parrott Road

HISTORY OF PROPERTY: In May, 1976, the church was granted permission by the Planning Commission to expand the church building with other site improvements. At that time, the Zoning Code required the Planning Commission's approval for location of schools and churches. In the new Zoning Code, a conditional use permit is now required for churches and schools.

SITUATION OF PROPERTY AND NATURE OF REQUEST: The 1.79 acre church site is proposed for use as a private school during the week. The proposed school is for the use of church members; the school will use the Alpha Omega system of teaching. Proposed grades are Kindergarten or First Grade through Twelfth Grade, number of students projected is fifty (50). Hours of operation would be 8:30 a.m. - 3:00 p.m., Monday through Friday. 1,400 square feet of the church is proposed for school use. Maximum capacity by building code is seventy (70) students.

The church is bounded by single-family residential homes to the east and west, with houses located along Warner Parrott Road. The Hazelwood Park subdivision is located to the rear. Hazelwood Park #6, a duplex development, is located along Birchwood Drive to the west of the church site. Single-family homes are located across Warner Parrott from the church. King School is located not far away on Warner Parrott and Mt. Pleasant School is located at the corner of Linn Avenue and Warner Parrott Road.

ANALYSIS: The Building and Fire Inspectors have looked at the building in terms of school occupancy. The preliminary inspection of the building determined that fire alarms, smoke detectors, door changes and safety glass installation are among required improvements.

The final plans for school occupancy need to be drawn by a licensed architect and presented to the State for review. Pastor Jeppesen at the church has indicated that the building improvements present no major problem and that they will work with the Building Department.

Site improvements, or lack thereof, are the major issue. The church expansion plan of 1976 included site plan review by the Planning Commission. The site plan submitted at that time by the church, approved by the Planning Commission with minor changes, is the same submitted for this application.

Although the church addition was completed several years ago, none of the site plan improvements that were required have been completed. Improvements shown on the plan, but not completed, include:

-- Formal paving of parking and access areas in asphalt (all parking and access is gravel, and not in good condition)

-- Provision of drain piping, to drain the front of the site (water from building gutters spills onto the ground)

-- Addition of formal landscaping between property lines (landscaping is grass and shrubs that was present on the site)

-- Curb and an asphalt walkway to be provided along Warner Parrott Road in front of the property (no walkway has been provided)

The above improvements need to be provided in any case, and are reasonable expectations if an intensification of use (school addition) is approved.

The property meets the criteria and standards for schools in Section 11-6-4 (E) of the Zoning Code (lot area, setbacks, etc.).

A problem came to light prior to the meeting in that the legal description submitted by the Church did not include Tax Lot 1800 (which is located alongside the access extension from the building to Warner Parrott). Therefore, public notices sent to surrounding property owners did not include this area. However, this area <u>was</u> included in the 1976 approved church expansion application. Theoretically, this property is not related to the school use, since improvements on the property should already have been done. The Planning Commission will need to determine if evidence raised at the public hearing is in particular opposition to use of Tax Lot 1800 as part of the school proposal. If not, the approval, if granted, can probably include this property as well.

CONSEQUENCES OF APPROVAL:

A school use would be added at this site, which would expand use from one to six days a week. Traffic movement, into/out of the site would increase during the week. Considering the size of the proposed use, this should not be a major problem.

CONSEQUENCES OF DENIAL: The members of the church would not be able to provide private education for their children at this site. No increase in traffic or use of the property would occur.

RECOMMENDATION: Approval, with conditions:

(1) Site plan improvements (parking, landscaping, drainage, etc.) approved by the Planning Commission in 1976 must be provided prior to opening the school.

(2) The applicant must agree to make improvements to the building as required by the Building and Fire inspectors.

(3) Walkway at entrance along Warner Parrott must be provided, as required by the Planning Commission in 1976.

CITY OF OREGON CITY
INCORPORATED 1844
7th & JOHN ADAMS STREETS
OREGON CITY, OREGON 97045

June, 1980

Application for a Conditional Use by Assembly of God Church

History and Situation of Property: See Pre-Hearing Report

Criteria

1) Will the proposed conditional use comply with the Comprehensive Plan and applicable State planning goals?

2) Will the proposed conditional use meet the dimensional requirements of the Zoning Code?

3) Will the proposed conditional use mitigate adverse effects upon neighboring properties?

Facts

1) The property is located in Oregon City at 405 Warner Parrott Road.

2) The property is owned by Oregon City Assembly of God Church.

3) Warner Parrott is a residential street with elementary schools at the east end and near the west end.

4) The lot is oversized and the existing building meets all required setbacks of the requested use.

5) At present the site is used for a church and no change in this status is foreseen.

6) Increased traffic will not be a problem, considering the size of the proposed school.

7) Previously required site improvements have not been provided.

8) Site improvements are necessary for the school operation.

Findings

1) The proposed conditional use does comply with the City's Comprehensive Plan.

2) The proposed conditional use is in compliance with State planning goals.

3) The approved site development conforms with the applicable zoning code requirements.

4) The proposed conditional use as modified by conditions of approval will mitigate to the greatest extent possible adverse effects on adjoining properties.

P ~~ETITION~~ FOR DISTRICT (~~ZONE~~) ANGE CONDITIONAL USE PERMIT

To the City Commission of Oregon City, Oregon: DATE May 23, 1980

(I,We), The Assemblies of God, Oregon City, respectfully request that property as indicated below be ~~re-zoned from~~ permitted to operate a school District (Zone) ~~to~~ ~~DISTRICT (ZONE)~~

PROPERTY DESCRIPTION: Legal attached 405 Warner Parrott

REASON FOR REQUESTED ~~CHANGE IN DISTRICT (ZONE)~~: (CHRISTIAN) Parochial School establishment

Oregon City Assembly of God	by Rev. J.W. Jesson, Pastor
APPLICANT'S SIGNATURE	APPLICANT'S SIGNATURE
405 Warner Parrot Road	405 Warner Parrot Road
APPLICANT'S ADDRESS	APPLICANT'S ADDRESS
656-0555	656-0555
TELEPHONE NUMBER	TELEPHONE NUMBER

LEGAL OWNERS

Oregon City Assembly of God, a corporation	405 Warner Parrot Road
INDIVIDUAL SIGNATURE*	ADDRESS
Rev. J.W. Jesson, President	405 Warner Parrot Road
INDIVIDUAL SIGNATURE*	ADDRESS

CONTRACT PURCHASERS

INDIVIDUAL SIGNATURE*	ADDRESS
INDIVIDUAL SIGNATURE*	ADDRESS

PROSPECTIVE PURCHASERS

INDIVIDUAL SIGNATURE*	ADDRESS
INDIVIDUAL SIGNATURE*	ADDRESS

VERIFIED BY: _____

~~$225.00~~ 175.00 Filing Fee Paid _____ (Filing fee not refundable)

Additional Costs Paid _____

Action by Planning Commission for recommendation to City Commission

APPROVED _____ DENIED _____

CHAIRMAN _____

SECRETARY _____

CITY COMMISSION MEETING _____

HEARING HELD _____

ORDINANCE FIRST READING _____

SECOND READING _____

APPLICANTS NOTIFIED _____

ENGINEER NOTIFIED _____

*Show whether husband and wife, single, Corp., Partnership, or other. FORM PC 9-65

GARVEY SCHUBERT BARER
A PARTNERSHIP OF PROFESSIONAL CORPORATIONS

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seattle, washington
washington, d.c.
GSBLAW.COM

MEMORANDUM

TO:	Charles Kidwell, Chair City of Oregon City Planning Commission
FROM:	Carrie Richter and Jennifer Bragar
DATE:	February 3, 2014
RE:	Portland Metro Men's Center City File No.: CU 13-01, SP 13-11, LL 13-04

INTRODUCTION

The Planning Commission is scheduled to hear the above referenced matter at its meeting on February 10, 2014. The proposal has already generated a number of comments to the City and has the potential to generate additional significant public interest. Although the Planning Commission has considered controversial matters before, this proposal has an additional overlay of federal law that may affect the Commission's consideration of the proposal. Accordingly, this memorandum is intended to identify that federal overlay and to provide some recommendations in handling the hearing and what could be emotionally charged public testimony.

DISCUSSION

The applicant, Portland Metro Men's Center, is seeking conditional use approval to allow, among other things, operation of a religious-based drug and alcohol recovery program. The proposal includes the construction of an office building (accommodating up to ten employees) and a dormitory building that will house as many as 62 residents, supported by a minimum two full time live-in staff.

The City Code authorizes two uses that the Planning Commission must consider in reviewing this application. First, the code allows religious institutional uses, which include a range of related religious assembly activities such as "private schools, meeting halls, and offices for administration of the institution," as conditional uses within the R-10 zone as set forth in Oregon City Municipal Code (OCMC) 17.08.030 and 17.04.1015. Although these religious uses do not include overnight lodging or dormitory-type uses, a second provision allows assisted living facilities or group homes accommodating more than 15 people also as a conditional use within the R-10 zone as required by OCMC 17.08.030. In order to be approved, these conditional uses must satisfy the criteria contained within OCMC Chapter 17.56.

Although the Commission routinely applies these types of criteria, there are several federal law overlays that will impact the way in which the Commission considers this proposal. This

memorandum is intended to introduce the federal acts that apply in these circumstances so that the Commission may keep these federal overlays in mind as it reviews the application. City staff will be prepared at the hearing to answer any additional questions you may have or that arise during the hearing.

The Fair Housing Act (FHA)

The Fair Housing Act (Title VIII of the 1968 Civil Rights Act) prohibits discrimination in the sale or rental of housing to persons of a particular race, color, religion, sex, or national origin. In 1988, Congress amended the FHA to extend the protection to people with disabilities. In passing these amendments, Congress recognized that "[t]he right to be free of housing discrimination is essential to the goal of independent living." Congress also noted that one of the purposes of the FHA is to prohibit practices that restrict the choices of people, including those with disabilities, to live where they want to live or that "discourage or obstruct [those] choices in a community, neighborhood or development."

The FHA protects people with "handicaps," and that term has been interpreted to mean individuals with physical or mental impairments that substantially limit one or more of their life activities. "Major life activities" include caring for one's self, walking, seeing, hearing, speaking, breathing, learning and working. Persons who are recovering from substance abuse are considered to have a handicap under the FHA, but persons engaged in current illegal use of, or addiction to, a controlled substances are not protected by the FHA. *Arlington Heights v. Metropolitan Housing Dev. Corp.*, 429 U.S. 252 (1977); *City of Edmonds v. Washington State Bldg. Code Council*, 18 F.3d 802, 803, 804 (9th Cir. 1994).

While local governments have authority to regulate land use, under the FHA, it is unlawful to deny housing because someone is recovering from alcohol or substance abuse. The obligation is to provide full access to housing and this obligation remains regardless of whether further state licensing or certification is required to provide medical treatment or rehabilitative care. It is also a violation "to refuse to permit, at the expense of the person with the handicap, reasonable modifications of existing premises occupied or to be occupied" or "to refuse to make reasonable accommodations in rules, policies, practices, or services when such accommodations may be necessary to afford such person equal opportunity to use and enjoy a dwelling." The FHA also makes it unlawful "to coerce, intimidate, threaten, or interfere" with a person's right to enjoy fair housing.

These laws impact the way in which communities, including Oregon City, may apply their zoning codes. For example, in *Regional Economic Community Action Program, Inc. v. City of Middletown*, 294 F.3d 35 (2nd Cir. 2002), the court found that the denial of a special use permit for a halfway house for recovering alcoholics may have been the result of intentional discrimination when the decision-makers made statements that the decision was based on the identity of the clients and safety concerns. The court found such statements provided pretextual evidence of intent to discriminate when the city allowed the development of a child-care project on the same property where the halfway house was to develop.

In a more recent case, *Pacific Shores Properties v. City of Newport*, 730 F.3d 1142 (9th Cir. 2013) the court found that adoption of an ordinance that limited the location for group homes had a disparate impact on siting of homes for recovering alcoholics because it did not impose the same limitations on temporary residential rental uses. Further, the court placed significant weight on comments from various decision-makers leading up to the adoption and implementation of this ordinance as evidence of animus. For example, the then-Mayor commented "I suspect that these [group home] facilities do nothing to really solve the problem but only serve as wherehouses [sic] for alcoholics and drug addicts until they really hit bottom."

A violation of the FHA can occur both when there is evidence of intentional discrimination as well as when the application of zoning rules that may be neutral on their face have a disparate impact on those protected by the act. Cases where courts have identified intentional discrimination are where the record evidences stereotypes and fears about crime or diminution in property values. "Any discrimination in housing that is based on unsupported stereotypes, prejudices, fear stemming from ignorance or generalizations, or aversion toward the handicapped is illegal." *Epicenter of Steubenville v. City of Steubenville*, 924 F.Supp. 845, 851 (S.D. Ohio 1996).

The Religious Land Use and Institutionalized Persons Act of 2000 (RLUIPA)

RLUIPA was adopted by Congress to respond to concerns that local governments were discriminating against churches in land use reviews, among other things. 42 U.S.C.A. §2000cc. RLUIPA defines "religious exercise" as "any exercise of religion, whether or not compelled by, or central to, a system of religious belief," including "the use… of real property" so long as the person, assembly, or institution "uses or intends to use the property for that purpose." When evaluating "religious exercise" under RLUIPA, courts often look to whether a proposed use is a sincere exercise of religion as opposed to merely a commercial activity carried out by a person, assembly or institution. Here, the proposed activities appear to be rooted in sincerely-held religious beliefs, are not for profit and generally not open to the public, except insofar as responding to the particular segment of the community that it serves.

RLUIPA protects religious activities in two ways. First, a local government cannot place the religious assembly use on "less than equal terms" with a non-religious assembly use. For example, a local government that approves a social hall, a restaurant, or a bar but denies a church or a food kitchen, where the impacts from the religious activity were comparable, could violate RLUIPA.

Second, a local government cannot apply a land use regulation in a way that imposes a "substantial burden" on the religious activity, unless the local government can show that the burden is "in furtherance of a compelling governmental interest" and "is the least restrictive means of furthering" that governmental interest. Disputes about this provision have occurred where a rule of general applicability is alleged to have a substantial burden on religious activity. For example, flood regulations required by FEMA or setback restrictions typically apply to all non-residential uses. In those cases where a substantial burden claim is made, the local

government has to establish that the restrictions are justified by across-the-board health or safety interests and, if so, the City's restrictions would be valid under RLUIPA.

RLUIPA violations occur most often when there is evidence in the record of discrimination as well as an indication that the local government processed the application differently than it did other proposals. For example, in New Jersey, the Al Falah Center sought conditional use approval to develop a mosque. Al Falah submitted with the application a traffic impact analysis that showed that the proposed mosque would cause only a moderate increase in traffic. Two weeks later, members of Al Falah met with the Town's planner, engineer, and traffic consultant to discuss the project. The planning staff did not identify any traffic related issues during the meeting. Shortly thereafter, when news of the proposal became public, the mosque proposal was met with anti-Muslim animus in editorial comments to a newspaper article, and by the 400 people who attended the first public hearing opposed to the application. In response to that public input, the local decision makers imposed new eleventh hour conditions of approval related to traffic and that decision was enough grounds for the District Court to grant a preliminary injunction in favor of Al Falah, finding that Al Falah was likely to succeed on the merits of its RLUIPA claim. *Al Falah Center v. Township of Bridgewater* (D. N.J. 2013)

Both the FHA and RLUIPA allow for the recovery of attorney fees, expenses and court costs in the event of a violation.[1]

RECOMMENDATIONS

Given this background, we recommend that you keep the following in mind as you consider this application:

- The application before the Commission is for a particular use of land that requires understanding the facts, with respect to the nature and intensity of the proposed use. The application must be analyzed against the applicable approval criteria. The characteristics of or circumstances affecting residents who may choose to reside in the proposed dormitory are not relevant to the approval criteria nor are perceived changes to property value resulting from such facility. The individuals who may seek residence are free to seek housing, either together or separately, anywhere within the City of Oregon City.

- Just as any individual may seek residence within the City of Oregon City, so too may any individual participate in the public review process for a conditional use permit. That right to participate brings with it all the rights of free speech protected by the state and federal constitutions. But only that

[1] In December 2013, the Town of Greenburgh, New York agreed to pay Fortress Bible Church $6.5 million to resolve its claims that the Town violated RLUIPA. This appears to be the largest amount ever paid to settle RLUIPA litigation.

testimony relevant to the approval criteria should be considered by decision makers to inform the Planning Commission's decision and associated findings.

- All religious and non-religious uses must be treated equally. For example, roadway capacity, public utility or service demand tolerances must be considered within the framework of whether other uses, permitted either outright or conditionally, within the R-10 zone would have comparable impacts.

- Consider focusing the health and safety measures as identified in the City Code or the City's Comprehensive Plan. Rooting your decision in these standards will ensure that your analysis and decision satisfies RLUIPA requirements.

PDX_DOCS:513012.3 [34758.00400]

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

July 30, 2013

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRAFFIC IMPACT STUDY – PORTLAND METRO MEN'S CENTER – CU13-01

Dear Ms. Terway:

In response to your request, I have reviewed the Traffic Impact Study (TIS) submitted for the proposed Portland Metro Men's Center at 405 Warner Parrott Road. The site is located on the north side of Warner Parrot Road at Shenandoah Drive. The TIS, dated May 31, 2013, was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering.

The proposal would change the use of the existing facility from its prior use as a conventional church to an adult drug and alcohol treatment facility. The proposal would include construction of a new dormitory and office building, remodeling of the existing church building, and related improvements, including a change in the location of the access.

Overall

I find the TIS addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed development.

Comments

1. ***Trip Generation.*** The TIS notes that the facility is unique with no data for precisely analogous land uses. The engineer uses trip generation rates taken from the Institute of Transportation Engineers' *Trip Generation* for three different uses: church, office building and assisted living facility. He combines these three to provide an estimate that he calls "a conservatively high approximation." His discussion of the facility including an explanation of the activities of the participants and staff and provides a good basis for his estimates of trip generation. Among the key attributes of the program he uses to justify what might appear to be a modest trip generation rate is a statement that program participants are not permitted to have personal vehicles on the site. I find the trip generation estimates to be reasonable. The facility is predicted to produce 18 new AM peak hour trips and 23 new PM peak hour trips. For comparison purposes this approximates the expected trip generation from a 23-lot subdivision.

2. ***Access Locations.*** As explained in the TIS, the existing access configuration would be changed. The existing access, a split inbound and outbound access near the center of the frontage on Warner Parrott Road, would be replaced with a single access point at the east

boundary of the property. The new access would be offset somewhat from Shenandoah Drive, but is as near to it as is practical given the property constraints. The engineer explains that an emergency access would be provided through a connection with Shore Pine Place. As part of the discussion of access, the engineer also evaluated traffic operations at the intersection of Warner Parrott Road and Shenandoah Drive. He performed this analysis for both the existing configuration and for the proposed configuration with the new access provided to the site. His analysis showed that the intersection operates very well with level of service B and very low volume-to-capacity ratios during both the AM and PM peak periods. His analysis shows the traffic impacts at the intersection are not a cause for concern. The intersection easily meets the city's operational standards. I concur with his conclusions.

3. ***Driveway Width.*** There do not appear to be any constraints that preclude the driveway from meeting all applicable standards.

4. ***Intersection Spacing.*** The proposal does not create any new intersections. The new access to the facility is proposed to be at the east property boundary where it will be opposite, but slightly offset, from Shenandoah Drive. The access location is acceptable.

5. ***Sight Distance.*** The engineer measured sight distance at the proposed site access. He measured sight distance to be in excess of 700 feet to the west and 385 feet to the east. Both measurements are in excess of 335 feet, the distance appropriate for a 30 mph collector street. He did not recommend mitigation and I concur.

6. ***Safety Issues.*** The engineer included an analysis of the crash records for the intersection of Warner Parrott Road and Shenandoah Drive. The crash rate for the most recent five-year period was very low and included only two property-damage-only crashes. He states that there are no apparent safety deficiencies at the intersection, and on-site observations and available data suggest that the study intersection will continue to operate safely in the future. I concur with the engineer's conclusion with respect to safety issues***.***

7. ***Turn Lanes.*** The engineer also evaluated the possible need for a left-turn lane at the site access. His analysis showed that a left-turn lane at the access is not warranted, but that the volume warrant a left-turn lane for Shenandoah Drive is met. He concluded that a turn lane was not appropriate at that location due to the low crash rate and good operations of the intersection. The presence or absence of the proposed facility does not affect the need for a turn lane at Shenandoah Drive. I concur with the engineer's conclusions.

8. ***Consistency with the Transportation System Plan (TSP).*** The engineer noted that the project would include frontage improvements including installation of a sidewalk that is not currently provided on the site. On-street bike lanes are currently in place on Warner Parrott Road.

Conclusion and Recommendations

I find that the TIS meets city requirements and provides an adequate basis upon which impacts can be assessed. The development will result in relatively little new traffic. There are no transportation-related issues associated with this development proposal requiring 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\CU13-01

G. Scalf
1072 Birchwood Dr.
Oregon City, OR 97045-3566

Jan. 2, 2014

To: Community Development - Planning
221 Molalla Ave. Suite 200
Oregon City, OR. 97045

ATTN: LAURA TERWAY

SUBJECT: CU 13-01 Conditional Use
SP 13-11 Site & Design Review
LL 13-04 Lot Line Abandonment
(SEE REVERSE SIDE OF THIS LETTER) → OVER

This letter is to inform you that I am against Portland Metro Men's Center, a religious institution & associated Christian recovery program, etc.

I am over 70, & I walk in the neighborhood for exercise. I would fear for my safety with all these men present.

I also feel this is a business, & we are residential.

I have lived here over 20 years.

Sincerely,

Gayle Scalf
1072 Birchwood Dr.
Oregon City, OR. 97045

January 14, 2013

Oregon City
Community Development – Planning
221 Molalla Ave Suite 200
Oregon City, Or 97045

RE: CU 13-01:Conditional Use
SP 13-11: Site Plan and Design Review
LL 13-04: Lot Line Abandonment

To whom it may concern,

I believe in Treatment Facilities, but not in a residential area. The reality is that only 10%-20% stay clean and sober. Please see my issues below.

I am very concerned for the women and children in the surrounding area. You will have men that want a new start and will do the right thing and take the correct path. But there is always bad apples in the group, and that is inevitable. I am concerned for our safety especially women and children. This cannot be stressed enough.

Already, I have been approached by men asking for tobacco when I am on my front porch. Also, some of your men run around your building and I live with two women in my house which is next door. Also, the language of these men is inappropriate for a residential area. We have had incidents where they see the women outside and have changed their path to get closer to them. What's next, children? And then what?

Please know if anything happens even small, I will hold the City of Oregon City, Clackamas County and the Mens' Institute Center, responsible and will take legal action.

We need to feel safe in our homes and at this time we do not. I feel that this will even be worse with adding a new building that houses 60 beds.

I purchased this home in 2007 when the economy plummeted and at this time it is not worth the money I paid for it. But property taxes continue to rise. Now with the building of the New Mens' Center in this neighborhood this will lower the property value even more.

If you proceed I will have no choice but to take legal action to all parties, The City of Oregon City, Clackamas County, for reimbursement for home value loss.

This is a mistake and ludicrous. Why would the City let this happen in a residential area.

Please take this letter seriously.

Anthony Ron Paola
12375 Shore Pine Place
Oregon City OR 97045
Cell 503 504 7178

OREGON CITY

Community Development – Planning

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

NOTICE OF LAND USE APPLICATION

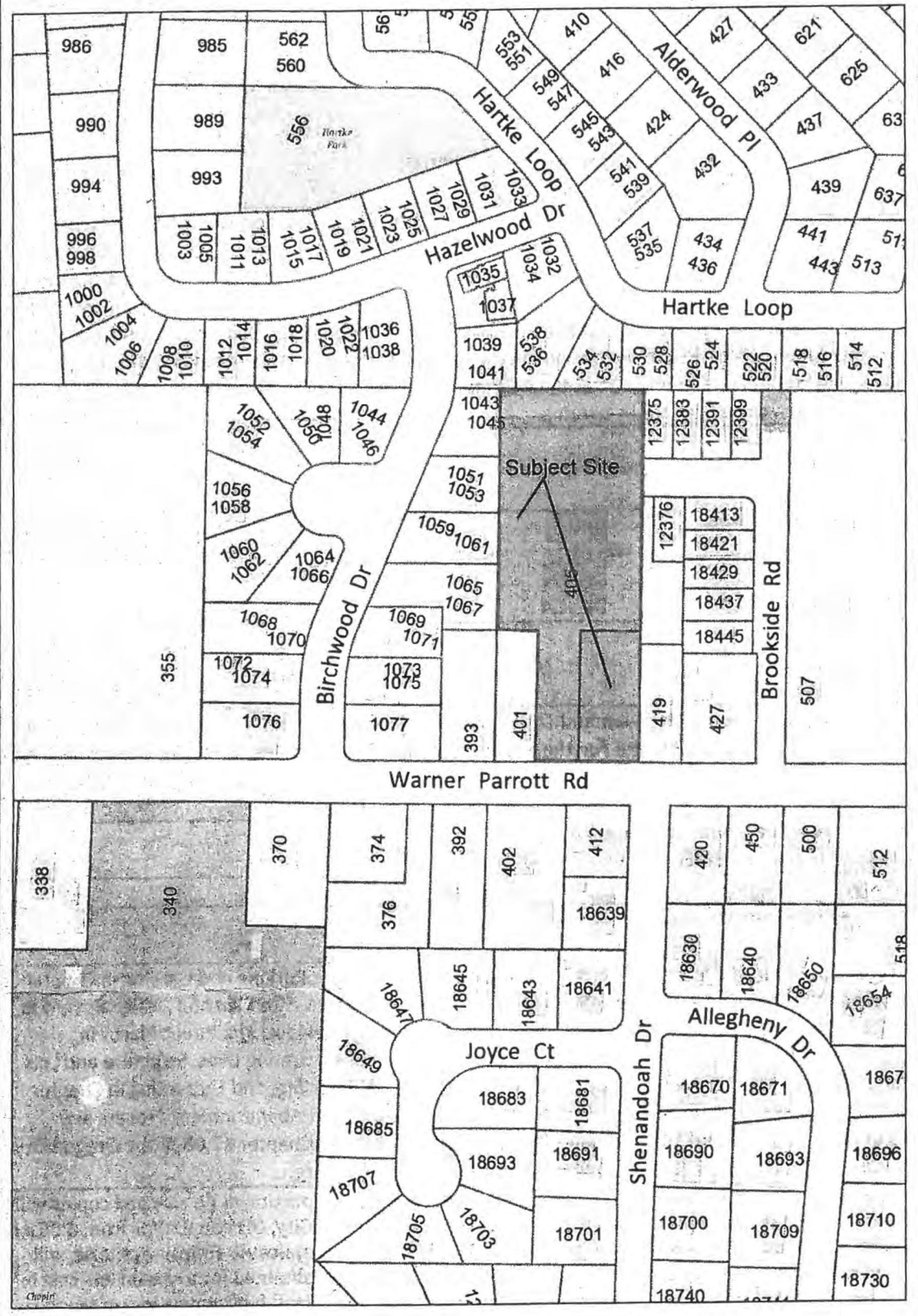
Mailed on December 4, 2013

COMMENT DEADLINE:	On Monday, **February 10, 2014,** the **City of Oregon City - Planning Commission** will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 c the following Type III Land Use Applications. Any interested party may testify at the public hearing or submit written testimony at or prior to the close of the Planning Commission hearing. Written comme on these Type III Land Use Applications must be received by the Oregon City Planning Division, no late than Thursday, **January 30, 2014** to be included in the Staff Report. Comments received after this dat be provided to the Planning Commission at the hearing. The public record will remain open until the Planning Commission closes the public hearing.
FILE NUMBER:	CU 13-01: Conditional Use SP 13-11: Site Plan and Design Review LL 13-04: Lot Line Abandonment
APPLICANT/ OWNER:	Portland Metro Men's Center Garry Wallace 405 Warner Parrott Road Oregon City, Oregon 97045
REPRESENTATIVE:	Rick Givens 18680 Sunblaze Drive Oregon City, Oregon 97045
REQUEST:	The applicant has submitted a Site Plan and Design Review, Conditional Use and Lot Line Abandonm application in order to utilize the site for the Portland Metro Men's Center, a religious institution associated Christian recovery program, including dormitory facilities for up to sixty (60) students enro in the program, construct associated structures, and consolidate two lots.
LOCATION:	405 Warner Parrott Road, Oregon City, OR 97045 Clackamas County Map 3-2E-06CA, Tax Lots 1700 and 1800
CONTACT PERSON:	Laura Terway, AICP, Planner (503) 496-1553, lterway@orcity.org
NEIGHBORHOOD ASSOCIATION:	South End Neighborhood Association
CRITERIA:	Administration and Procedures are set forth in Chapter 17.50, Off-Street Parking and Loading in Chapte 17.52, Supplemental Zoning Regulations and Exceptions in Chapter 17.54, Site Plan and Design Review i Chapter 17.62, Tree Protection Standards in Chapter 17.41, Streets, Sidewalks and Public Places in Chapter 12.04, Public and Street Trees in Chapter 12.08, Lawful Nonconforming Uses, Structure and Lot in Chapter 17.58, Stormwater Management in Chapter 13.12, Grading, Filling and Excavating in Chapter 15.48, Conditional Uses in Chapter 17.56, Property Line Adjustments and Abandonment Process and Standards in Chapter 16.20 and "R-10" Single-Family Dwelling District in Chapter 17.08 of the Oregon Ci Municipal Code. The City Code Book is available on-line at www.orcity.org.

The application and all documents submitted by or on behalf of the applicant are available for inspection at no cost and copies w be provided at reasonable cost at the Oregon City Planning Division, 221 Molalla Avenue, Oregon City, Oregon 97045, from 8:00 a to 5:00 p.m. Monday thru Thursday and by appointment on Friday. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost i advance. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the Planning Commission hearing, in person or by letter, with sufficient specificity to afford the Planning Commission and the parties opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Th decision of the Planning Commission may be appealed to the City Commission by parties with standing within fourteen (14) calendar days of the notice of decision. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

CU 13-01, SP 13-11 & LL 13-04

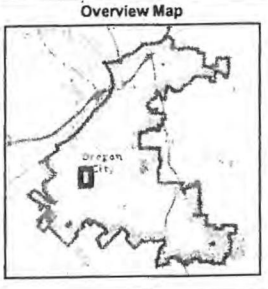


Legend

- Taxlots
- Taxlots (Outside UGB)
- Unimproved ROW
- McLoughlin Conservation Distr
- 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

0 204 Feet

1: 2,449

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

Map created 12/3/2013

January 14, 2013

Oregon City
Community Development – Planning
221 Molalla Ave Suite 200
Oregon City, Or 97045

RE: CU 13-01:Conditional Use
SP 13-11: Site Plan and Design Review
LL 13-04: Lot Line Abandonment

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I believe in Treatment Facilities, but not in a residential area. The reality is that only 10%-20% stay clean and sober. Please see my issues below.

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We need to feel safe in our homes and at this time we do not. I feel that this will even be worse with adding a new building that houses 60 beds.

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If you proceed I will have no choice but to take legal action to all parties, The City of Oregon City, Clackamas County, for reimbursement for home value loss.

This is a mistake and ludicrous. Why would the City let this happen in a residential area.

Please take this letter seriously.

Anthony Ron Paola
12375 Shore Pine Place
Oregon City OR 97045
Cell 503 504 7178

To the Planning Commissioners of Oregon City,

In their application for conditional use, Teen Challenge states:

> TCIPNC is a Christian 501(c)(3) non-profit religious organization. It provides religious training, holds regular Christian worship services, and provides faith-based counseling to students enrolled in its Christian recovery program. The educational component of the program is consistent with the private school element under this land use category. Convents and rectories, as well as some private schools, provide living quarters in conjunction with religious institutions. We also note, however, that group homes for more than 15 people are permitted as a conditional use in this zoning district under OCMC 17.08.030.J. The dormitory portion of the use may also be authorized under this category.

Teen Challenge International Pacific Northwest Centers(TCIPNC) is applying for conditional use as a religious institution defined in the Oregon City municipal code (17.04.1015) as:

> "A church or place of worship or religious assembly with related facilities such as the following in any combination: rectory or convent, private school, meeting hall, offices for administration of the institution, licensed child or adult daycare, playground or cemetery."

1. The proposed facility in question, a 10,590 square foot dormitory is neither a convent, rectory, private school, meeting hall nor administrative office. It is a dormitory and named as such in the plans and narrative submitted by TCIPNC with the conditional use permit application.

The definition of a religious institution in the municipal code does not list dormitories as approved facilities. Therefore, the conditional use permit must be denied.

2. In the conditional use application, the applicant clearly states: "Portland Metro Men's Center provides a religious-based drug and alcohol recovery program. It does not provide any medical treatment and, therefore, is not licensed by the State of Oregon."

   In OCMC 17.08.030J, conditional uses are permitted for "Assisted living facilities; nursing homes and group homes for over fifteen patients." The applicant states they do not provide any medical treatment. Without providing medical treatment, residents cannot be labeled as patients and the group home exception is not valid. Again, this is a dormitory.

In fact, the use of the property in question does not fit into the definition of a religious institution, treatment facility, school, or group home, as claimed in their application, they blur the lines of each definition where best suited for the applicant. There is no accountability to the city or the state regarding rehabilitation, safety of the community or increased noise in the neighborhood because there is no oversight.

The planning commission is accountable and held in high esteem by the community.

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

The size of the proposed 10,590 square foot dormitory dwarfs the surrounding 1,500 to 2,000 square foot medium density residential zoned properties at a scale of over 5 to 1.

The sheer size of the proposed building alters the character of the neighborhood significantly. With a current occupancy of 28, the noise of operations and recreational activities today borders on impairment. On most days, residents arrive at 6:45 each morning and leave at 10:00 PM each night with little regard for neighborhood noise. Occupants curse loudly in front of elementary school children. The proposed occupancy for up to 60 full-time residents would effectively double the noise from the facilities into the surrounding neighborhood and is simply not in character for the surrounding community.

Although I sincerely appreciate the motives behind the drug and alcohol rehabilitation institution, the proposed facilities do not fit the permitted conditional uses for R10 zoning based on the current municipal code and the permit must be denied.

From: Laura Terway
To: "Brandon Boyd"
Subject: FW: Teen Challenge
Date: Thursday, January 23, 2014 6:04:00 PM

Thank you for your comments. I will enter them into the record and address them in the upcoming staff report.

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: Tony Konkol
Sent: Tuesday, January 21, 2014 5:07 PM
To: Laura Terway
Subject: FW: Teen Challenge

Laura,
Please enter this email into the record and inform Mr. Boyd of the Planning Commission hearing date.
Thanks,
Tony

-----Original Message-----
From: Doug Neeley
Sent: Tuesday, January 21, 2014 11:04 AM
To: Brandon Boyd; Tony Konkol; Ed Sullivan
Subject: RE: Teen Challenge

I am not able to respond to or read the draft because the decision of the Planning Commission may come to City Commission, and this would be what would be considered an ex-parte contact. I will see any such communications should it come to the City Commission.

Doug Neeley

From: Brandon Boyd [brando.boyd@gmail.com]
Sent: Thursday, January 16, 2014 3:25 PM
To: Doug Neeley
Subject: Teen Challenge

Mr. Mayor,

It's been a little while since we've spoken. I hope you and your family are doing well. I used to serve on the Chamber of Commerce marketing committee and worked for BDC Advertising on Main St.

My wife and I and our three daughters live next door to what used to be the Assembly of God Church on Warner Parrott Rd., now Teen Challenge, a treatment center and prison-alternative for men.

We are concerned about the safety of our neighborhood. As you may know, Teen challenge is trying to build a 10,000 square foot dormitory for treating drug addicts and felons 50 feet from our home. As a father of three young girls, to say I'm concerned is an understatement. I have a heart for helping others in our community, especially through faith. At the same time, this seems like an unsuitable location for this kind of facility because of all of the young children in the neighborhood and a lack of official oversight and supervision.

Would you take a moment to read the letter I'll be submitting to the Planning Commission? Perhaps you can provide some insight into the political process.

In essence, it seems Teen Challenge does not meet the requirements for conditional use. The letter makes the case to deny the conditional use permit based on specific examples in the municipal code.

Any support or advice you could offer the homeowners surrounding this facility would be extremely welcome! We appreciate all you do for Oregon City and our families!

Best regards,
Brandon Boyd
12376 Shore Pine Pl.
503-341-3024<tel:503-341-3024>

From: Brandon Boyd
To: Laura Terway
Subject: Re: Teen Challenge Conditional Use
Date: Thursday, January 16, 2014 3:11:39 PM

Thanks very much Laura, I appreciate your help. Have a wonderful afternoon! Enjoy the sunshine.

Best regards,
Brandon Boyd

On Thu, Jan 16, 2014 at 3:10 PM, Laura Terway <lterway@ci.oregon-city.or.us> wrote:

> Thank you for your comments Mr. Boyd. I will enter them into the record and address them in the upcoming staff report.
>
> ---
>
> **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.*
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> ---
>
> **From:** Brandon Boyd [mailto:brando.boyd@gmail.com]
> **Sent:** Thursday, January 16, 2014 3:08 PM
> **To:** Christina Robertson-Gardiner; Kelly Moosbrugger; Tony Konkol; Laura Terway; Pete Walter
> **Subject:** Teen Challenge Conditional Use

My name is Brandon Boyd, a homeowner who lives at 12376 Shore Pine Pl. in the South End neighborhood. We are next door to what used to be the Assembly of God Church on Warner Parrott Rd., now Teen Challenge.

We are concerned about the safety of our neighborhood. As you may know, Teen challenge is trying to build a 10,000 square foot dormitory for treating drug addicts, alcoholics and felons a few feet from our home. As a father of three girls, to say I'm concerned is an understatement.

Please find my attached letter for inclusion for the upcoming hearing on conditional use for Teen Challenge.

Best regards,

Brandon Boyd

503-341-3024

To the Planning Commissioners of Oregon City,

Teen Challenge is planning to build a 10,590 square foot dormitory in the middle of my small neighborhood. When my three daughters go outside to play Barbies and ride bikes, I have to tell them no. I must do this because there are convicted felons, drug addicts and alcoholics wandering 50 feet from our front yard. I own a home at 12376 Shore Pine Place.

In their application for conditional use, Teen Challenge states:

> TCIPNC is a Christian 501(c)(3) non-profit religious organization. It provides religious training, holds regular Christian worship services, and provides faith-based counseling to students enrolled in its Christian recovery program. The educational component of the program is consistent with the private school element under this land use category. Convents and rectories, as well as some private schools, provide living quarters in conjunction with religious institutions. We also note, however, that group homes for more than 15 people are permitted as a conditional use in this zoning district under OCMC 17.08.030.J. The dormitory portion of the use may also be authorized under this category.

Teen Challenge International Pacific Northwest Centers(TCIPNC) is applying for conditional use as a religious institution defined in the Oregon City municipal code (17.04.1015) as:

> "A church or place of worship or religious assembly with related facilities such as the following in any combination: rectory or convent, private school, meeting hall, offices for administration of the institution, licensed child or adult daycare, playground or cemetery."

1. The proposed facility in question, a 10,590 square foot dormitory is neither a convent, rectory, private school, meeting hall nor administrative office. It is a dormitory and named as such in the plans and narrative submitted by TCIPNC with the conditional use permit application.

The definition of a religious institution in the municipal code does not list dormitories as approved facilities. Therefore, the conditional use permit must be denied.

2. In the conditional use application, the applicant clearly states: "Portland Metro Men's Center provides a religious-based drug and alcohol recovery program. It does not provide any medical treatment and, therefore, is not licensed by the State of Oregon."

   In OCMC 17.08.030J, conditional uses are permitted for "Assisted living facilities; nursing homes and group homes for over fifteen patients." The applicant states they do not provide any medical treatment. Without providing medical treatment, residents cannot be labeled as patients and the group home exception is not valid. Again, this is a dormitory.

In fact, the use of the property in question does not fit into the definition of a religious institution, treatment facility, school, or group home, as claimed in their application, they blur the lines of each

definition where best suited for the applicant. There is no accountability to the city or the state regarding rehabilitation, safety of the community or increased noise in the neighborhood because there is no oversight.

The planning commission is accountable and held in high esteem by the community.

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

The size of the proposed 10,590 square foot dormitory dwarfs the surrounding 1,500 to 2,000 square foot medium density residential zoned properties at a scale of over 5 to 1.

The sheer size of the proposed building alters the character of the neighborhood significantly. With a current occupancy of 28, the noise of operations and recreational activities today borders on impairment. On most days, residents arrive at 6:45 each morning and leave at 10:00 PM each night with little regard for neighborhood noise. Occupants curse loudly in front of elementary school children. The proposed occupancy for up to 60 full-time residents would effectively double the noise from the facilities into the surrounding neighborhood and is simply not in character for the surrounding community.

Although I sincerely appreciate the motives behind the drug and alcohol rehabilitation institution, the proposed facilities do not fit the permitted conditional uses for R10 zoning based on the current municipal code and the permit must be denied.

Best regards,
Brandon Boyd
Resident, 12376 Shore Pine Pl.

To the Planning Commissioners of Oregon City,

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From: Laura Terway
To: "Brandon Boyd"
Subject: FW: Teen Challenge
Date: Thursday, January 23, 2014 6:02:00 PM

Thank you for your comments. I will enter them into the record and address them in the upcoming staff report.

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

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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: Tony Konkol
Sent: Tuesday, January 21, 2014 5:09 PM
To: Laura Terway
Subject: FW: Teen Challenge

Additional email for the record.
Thanks,
Tony

From: Brandon Boyd [mailto:brando.boyd@gmail.com]
Sent: Tuesday, January 21, 2014 11:49 AM
To: Doug Neeley
Cc: Tony Konkol; Ed Sullivan
Subject: Re: Teen Challenge

Mayor Neely,

Thanks for the update. Many in our neighborhood are new to the local political process.

Best regards,
Brandon Boyd

On Tue, Jan 21, 2014 at 11:03 AM, Doug Neeley <dneeley@ci.oregon-city.or.us> wrote:
I am not able to respond to or read the draft because the decision of the Planning Commission may come to City Commission, and this would be what would be considered an ex-parte

From:	Tony Konkol
To:	Laura Terway
Subject:	Fwd: Teen Challenge
Date:	Sunday, February 02, 2014 11:24:42 AM
Attachments:	Letter-to-planning-commission-Boyd-16jan2014.doc ATT00001.htm

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Please add to the record.
Thanks.

Sent from my iPhone

Begin forwarded message:

From: Kathy Roth <kroth@ci.oregon-city.or.us>
Date: February 2, 2014 at 11:16:57 AM PST
To: Tony Konkol <tkonkol@ci.oregon-city.or.us>
Subject: FW: Teen Challenge

Kathy Roth
Oregon City Commission, President

From: Brandon Boyd [brando.boyd@gmail.com]
Sent: Thursday, January 16, 2014 3:26 PM
To: Kathy Roth
Subject: Teen Challenge

Dear Commissioner Roth,

My wife and I and our three daughters live next door to what used to be the Assembly of God Church on Warner Parrott Rd., now Teen Challenge, a treatment center and prison-alternative for men.

We are concerned about the safety of our neighborhood. As you may know, Teen challenge is trying to build a 10,000 square foot dormitory for treating drug addicts and felons 50 feet from our home. As a father of three young girls, to say I'm concerned is an understatement. I have a heart for helping others in our community, especially through faith. At the same time, this seems like an unsuitable location for this kind of facility because of all of the young children in the neighborhood and a lack of official oversight and supervision.

Would you take a moment to read the letter I'll be submitting to the Planning Commission? Perhaps you can provide some insight into the political process.

In essence, it seems Teen Challenge does not meet the requirements for conditional use. The letter makes the case to deny the conditional use permit based on specific examples in the municipal code.

Any support or advice you could offer the homeowners surrounding this facility would be extremely welcome! We appreciate all you do for Oregon City and our families!

Best regards,
Brandon Boyd
12376 Shore Pine Pl.

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Best regards,
Brandon Boyd
Resident, 12376 Shore Pine Pl.

503-341-3024<tel:503-341-3024>

contact. I will see any such communications should it come to the City Commission.

Doug Neeley

From: Brandon Boyd [brando.boyd@gmail.com]
Sent: Thursday, January 16, 2014 3:25 PM
To: Doug Neeley
Subject: Teen Challenge

Mr. Mayor,

It's been a little while since we've spoken. I hope you and your family are doing well. I used to serve on the Chamber of Commerce marketing committee and worked for BDC Advertising on Main St.

My wife and I and our three daughters live next door to what used to be the Assembly of God Church on Warner Parrott Rd., now Teen Challenge, a treatment center and prison-alternative for men.

We are concerned about the safety of our neighborhood. As you may know, Teen challenge is trying to build a 10,000 square foot dormitory for treating drug addicts and felons 50 feet from our home. As a father of three young girls, to say I'm concerned is an understatement. I have a heart for helping others in our community, especially through faith. At the same time, this seems like an unsuitable location for this kind of facility because of all of the young children in the neighborhood and a lack of official oversight and supervision.

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Best regards,
Brandon Boyd
12376 Shore Pine Pl.
503-341-3024<tel:503-341-3024>

From: Laura Terway
To: "lopezl@loswego.k12.or.us"
Subject: FW: Oregon City Letter of Concern
Date: Thursday, January 23, 2014 6:03:00 PM
Attachments: Oregon City Letter.doc

Thank you for your comments. I will enter them into the record and address them in the upcoming staff report.

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

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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: Tony Konkol
Sent: Tuesday, January 21, 2014 5:08 PM
To: Laura Terway
Subject: FW: Oregon City Letter of Concern

Attached is the letter that was sent by Mr. Lopez to Mayor Neeley. Please enter into the record.
Thanks,
Tony

-----Original Message-----
From: Doug Neeley
Sent: Tuesday, January 21, 2014 11:11 AM
To: Tony Konkol
Subject: FW: Oregon City Letter of Concern

From: Lopez, Luke [lopezl@loswego.k12.or.us]
Sent: Thursday, January 16, 2014 12:40 PM
To: Doug Neeley
Subject: Oregon City Letter of Concern

Mayor Doug Neeley,
My name is Luke Lopez, and I am an Oregon City resident. I have a very serious concern involving a building project that is in place. The building project of concern is, Teen Challenge. The location is off of Warner Parrott, near South End road. Please review my attached letter of concerns. Thank you for your time.
Sincerely,
Luke Lopez

Dear Mayor Doug Neeley,

I am writing this letter on a matter that highly concerns me as a resident of Oregon City.

It has only recently been brought to my attention that an organization named Teen Challenge, has established detailed plans to build a two story facility which will house 60 men who have a history of abusing drugs and/or alcohol. This drug and alcohol rehabilitation center is planned to be built adjacent to a preexisting neighborhood (plans are for an 11,000 square foot facility). This is a newer development neighborhood with almost every house having children and young families. It has been a quiet, safe, and clean neighborhood for the past 7 years and we would like it to remain this way. This is my cause for concern.

There are many concerns that I have pertaining to the above plans, however I have narrowed it down to three.

1) Concerns for Safety: Generally these types of facilities are not located in a dense preexisting neighborhood that has been established as a quiet, and family oriented area. With three elementary and middle schools nearby, multiple school bus stops, and a public park. A revolving door of drug and alcohol addicts is an obvious cause for concern in this area. People with drug and alcohol addictions often have found themselves there due to poor decision making in the past. Having 60 men with these decision making skills along with drug and/or alcohol abuse histories is a serious safety concern for families in this area. Another safety concern is the lack of background knowledge as it pertains to whether or not these individuals have had any type of violence or sexual assault history.
2) Increased Noise and Traffic: With 60 men housed, there will be a significant increase in traffic. The various delivery trucks, vans, trailers, visitors, employees and foot traffic. A minimum of 60 people will of course increase the noise level in this previously quiet neighborhood. As neighbors, many of us have already had to ask the current group (which is much less than 60), to please keep it to a quieter noise level. While they did oblige, this is a concern that we should not have to deal with and will certainly only increase with the 60 new people living in a two story facility.
3) House Values Dropping: As we all know, housing prices have taken a hit since 2007. There is a large concern that this 11,000 square foot facility that is designed to house drug and/or alcohol addicts will most certainly create a significant blow to house values in the surrounding areas.

These are my primary concerns, but I know there are many more that I and others in this great community have concerning this facility being built.

I truly appreciate the Teen Challenge message and their overall mission to help people recover. However, the location that this organization has chosen is unfair and will hurt many families in the Oregon City area. I am asking that the city take a very close look at this decision and the many families it will affect now and into the future. Please take this letter in consideration when making your decision. I want to see Oregon City grow in a positive direction and I want families to feel safe where they live. If this facility does get built, there will be many families concerned for their well being, and think long and hard about their future here in Oregon City.

Sincerely,

Luke Lopez

18421 Brookside Rd

Oregon City OR 97045

From: Tony Konkol
To: Laura Terway
Subject: FW: Oregon City Letter of Concern
Date: Tuesday, January 21, 2014 5:07:39 PM

Please enter this email into the record.
Thanks,
Tony

-----Original Message-----
From: Doug Neeley
Sent: Tuesday, January 21, 2014 11:10 AM
To: Lopez, Luke; Tony Konkol; Ed Sullivan
Subject: RE: Oregon City Letter of Concern

I am not able to respond to or read the draft because the decision of the Planning Commission may come to City Commission, and this would be what would be considered an ex-parte contact. I will see any such communications should it come to the City Commission. I will forward the e-mail to the Director of Planning to be included in the record.

Doug Neeley

From: Lopez, Luke [lopezl@loswego.k12.or.us]
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I truly appreciate the Teen Challenge message and their overall mission to help people recover. However, the location that this organization has chosen is unfair and will hurt many families in the Oregon City area. I am asking that the city take a very close look at this decision and the many families it will affect now and into the future. Please take this letter in consideration when making your decision. I want to see Oregon City grow in a positive direction and I want families to feel safe where they live. If this facility does get built, there will be many families concerned for their well being, and think long and hard about their future here in Oregon City.

Sincerely,

Luke Lopez

18421 Brookside Rd

Oregon City OR 97045

From: Lopez, Luke
To: Laura Terway
Subject: Teen Challenge Mens Center letter of Concern
Date: Thursday, January 16, 2014 3:54:39 PM
Attachments: Oregon City Letter.doc

Hi Laura,

My wife, Mary Lopez told me that you were the one taking letters of concern/comment concerning the Men's Center off of Warner Parrott. I have attached my letter of concern, please let me know if I need to send this on to anyone else. Thank you.

Luke Lopez

To whom it may concern,

I am writing this letter on a matter that highly concerns me as a resident of Oregon City.

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Sincerely,

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These are my primary concerns, but I know there are many more that I and others in this great community have concerning this facility being built.

I truly appreciate the Teen Challenge message and their overall mission to help people recover. However, the location that this organization has chosen is unfair and will hurt many families in the Oregon City area. I am asking that the city take a very close look at this decision and the many families it will affect now and into the future. Please take this letter in consideration when making your decision. I want to see Oregon City grow in a positive direction and I want families to feel safe where they live. If this facility does get built, there will be many families concerned for their well being, and think long and hard about their future here in Oregon City.

Sincerely,

Luke Lopez

18421 Brookside Rd

Oregon City OR 97045

To whom it may concern,

I am writing this letter on a matter that highly concerns me as a resident of Oregon City.

It has only recently been brought to my attention that an organization named Teen Challenge, has established detailed plans to build a two story facility which will house 60 men who have a history of abusing drugs and/or alcohol. This drug and alcohol rehabilitation center is planned to be built adjacent to a preexisting neighborhood (plans are for an 11,000 square foot facility). This is a newer development neighborhood with almost every house having children and young families. It has been a quiet, safe, and clean neighborhood for the past 7 years and we would like it to remain this way. This is my cause for concern.

There are many concerns that I have pertaining to the above plans, however I have narrowed it down to three.

1) Concerns for Safety: Generally these types of facilities are not located in a dense preexisting neighborhood that has been established as a quiet, and family oriented area. With three elementary and middle schools nearby, multiple school bus stops, and a public park. A revolving door of drug and alcohol addicts is an obvious cause for concern in this area. People with drug and alcohol addictions often have found themselves there due to poor decision making in the past. Having 60 men with these decision making skills along with drug and/or alcohol abuse histories is a serious safety concern for families in this area. Another safety concern is the lack of background knowledge as it pertains to whether or not these individuals have had any type of violence or sexual assault history.
2) Increased Noise and Traffic: With 60 men housed, there will be a significant increase in traffic. The various delivery trucks, vans, trailers, visitors, employees and foot traffic. A minimum of 60 people will of course increase the noise level in this previously quiet neighborhood. As neighbors, many of us have already had to ask the current group (which is much less than 60), to please keep it to a quieter noise level. While they did oblige, this is a concern that we should not have to deal with and will certainly only increase with the 60 new people living in a two story facility.
3) House Values Dropping: As we all know, housing prices have taken a hit since 2007. There is a large concern that this 11,000 square foot facility that is designed to house drug and/or alcohol addicts will most certainly create a significant blow to house values in the surrounding areas.

These are my primary concerns, but I know there are many more that I and others in this great community have concerning this facility being built.

I truly appreciate the Teen Challenge message and their overall mission to help people recover. However, the location that this organization has chosen is unfair and will hurt many families in the Oregon City area. I am asking that the city take a very close look at this decision and the many families it will affect now and into the future. Please take this letter in consideration when making your decision. I want to see Oregon City grow in a positive direction and I want families to feel safe where they live. If this facility does get built, there will be many families concerned for their well being, and think long and hard about their future here in Oregon City.

Sincerely,

Luke Lopez 503-997-1466 or lopizee@gmail.com

18421 Brookside Rd

Oregon City OR 97045

From: Laura Terway
To: "deionlopez2@yahoo.com"
Subject: FW: Building Letter of Concern
Date: Thursday, January 23, 2014 6:05:00 PM
Attachments: Oregon City Teen Challenge Letter.docx

Thank you for your comments. I will enter them into the record and address them in the upcoming staff report.

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: Tony Konkol
Sent: Tuesday, January 21, 2014 5:06 PM
To: Laura Terway
Subject: FW: Building Letter of Concern

Laura,
Please enter this letter and email into the record and let Mr. Lopez know of the Planning Commission meeting.
Thanks,
Tony

-----Original Message-----
From: Doug Neeley
Sent: Tuesday, January 21, 2014 11:02 AM
To: Tony Konkol
Cc: Luke Lopez
Subject: FW: Building Letter of Concern

Please include this into the record for the Planning Commission. I assume that you have already received the letter from Anthony Ron Paola.

Doug

From: Luke Lopez [deionlopez2@yahoo.com]
Sent: Thursday, January 16, 2014 3:40 PM
To: Doug Neeley
Subject: Building Letter of Concern

Hello Mayor Doug Neeley,
My name is Mary Lopez, an Oregon City resident.
Please read my attached letter of concern pertaining to Teen Challenge building plans. Thank you.
Mary Lopez
Oregon City Resident

Dear Mayor Doug Neeley;

I am writing this letter due to a concerning situation that is happening in my community in Oregon City.

I was very recently made aware that the organization Teen Challenge, which sits directly behind my home, hopes to be expanding. This drug and alcohol treatment center wants to build a 60 bed unit, (approximately 11,000 sq feet) right in the center of my small, family friendly neighborhood. Our neighborhood has many small children and has been a great one, until Teen Challenge moved in. They are very loud, and these issues will only get worse, once the 60 men move in. We have never had safety concerns until now. With these addicts living next door to my family, we will no longer feel safe at the local schools (bus stops etc) nor at the local park across the street or in our homes. This matter is of great concern to my family and neighbors due to the many issues it brings and directly affects me.

As a registered nurse and mother in Oregon City, I have multiple concerns with the way this facility plans to run. After thoroughly reading their plans, one thing that stood out to me was how the facility plans on tending to all 60 drug and alcohol addicted residents. The Teen Challenge plans state they will only have two supervisors at night and this ratio does not seem safe. The facility also administers medications to the men; however they are not licensed to be doing so. As a nurse, I am very familiar with medication administration requirements and having non licensed staff medicating drug addicts should not be allowed.

I am a home owner, and purchased my lovely home in 2007. By having this 11,000sq foot rehab facility directly in my neighborhood it will not only cause safety concerns but will also drop the value of my home significantly.

These are some of my many concerns and hope the Oregon City community can stop this facility from being built. I am asking that the city planning committee takes a close look into all the issues that could occur if Teen Challenge expands. Thank you for your time.

Sincerely,

Mary Lopez

18421 Brookside Rd.
Oregon City, OR 97045

From:	Luke Lopez
To:	Laura Terway
Subject:	Teen Challenge/Men"s Rehab Facility Concern
Date:	Thursday, January 16, 2014 3:59:39 PM
Attachments:	Oregon City Teen Challenge Letter.docx

Hi Laura,
I received your voicemail. I have attached my letter of concern. Please let me know if I should take any further action at this time. I also was wondering who the people are that will be reading my letter? Are they the people that will be making the decision on the building at the upcoming hearing?
Thank you.
Mary Lopez

To whom it may concern;

I am writing this letter due to a concerning situation that is happening in my community in Oregon City.

I was very recently made aware that the organization Teen Challenge, which sits directly behind my home, hopes to be expanding. This drug and alcohol treatment center wants to build a 60 bed unit, (approximately 11,000 sq feet) right in the center of my small, family friendly neighborhood. Our neighborhood has many small children and has been a great one, until Teen Challenge moved in. They are very loud, and these issues will only get worse, once the 60 men move in. We have never had safety concerns until now. With these addicts living next door to my family, we will no longer feel safe at the local schools (bus stops etc) nor at the local park across the street or in our homes. This matter is of great concern to my family and neighbors due to the many issues it brings and directly affects me.

As a registered nurse and mother in Oregon City, I have multiple concerns with the way this facility plans to run. After thoroughly reading their plans, one thing that stood out to me was how the facility plans on tending to all 60 drug and alcohol addicted residents. The Teen Challenge plans state they will only have two supervisors at night and this ratio does not seem safe. The facility also administers medications to the men; however they are not licensed to be doing so. As a nurse, I am very familiar with medication administration requirements and having non licensed staff medicating drug addicts should not be allowed.

I am a home owner, and purchased my lovely home in 2007. By having this 11,000sq foot rehab facility directly in my neighborhood it will not only cause safety concerns but will also drop the value of my home significantly.

These are some of my many concerns and hope the Oregon City community can stop this facility from being built. I am asking that the city planning committee takes a close look into all the issues that could occur if Teen Challenge expands. Thank you for your time.

Sincerely,

Mary Lopez

18421 Brookside Rd.
Oregon City, OR 97045

From: Laura Terway
To: Luke Lopez
Cc: Laura Terway
Subject: RE: Teen Challenge/Men"s Rehab Facility Concern
Date: Friday, January 24, 2014 12:20:28 AM

Mary,
I just realized that though I replied that I received your letter, but I did not answer your questions below. Your letter was added to the staff report for the Portland Metro Men's Center application. The report provides a staff review of the approval criteria and findings determining if each approval criteria has been met. The staff report and all comments on the application will be included in the Planning Commission agenda for the February 10th hearing. The hearing will start at 7pm and is located in the Commission Chambers at City Hall. The hearing will be televised and available to watch on the Oregon City website. All hearing materials will be available on the Oregon City website (http://oregon-city.legistar.com/Calendar.aspx) one week prior to the meeting for the public and the Planning Commission to view.

The Planning Commission will review the staff report, comments, etc as well as listen to those that testify at the hearing and decide if the proposed development complies with the approval criteria. The Planning Commission decision may be appealed to the City Commission. You can learn more about the Planning Commission by clicking on the following link: http://www.orcity.org/cityrecorder/planning-commission. A summary of the approval process can be found at http://www.orcity.org/sites/default/files/TypeIIIProceedure.pdf.

Please feel free to call or email me with any additional questions or concerns.

Laura Terway
lterway@orcity.org
503.496.1553

From: Luke Lopez [deionlopez2@yahoo.com]
Sent: Thursday, January 16, 2014 3:56 PM
To: Laura Terway
Subject: Teen Challenge/Men's Rehab Facility Concern

Hi Laura,
I received your voicemail. I have attached my letter of concern. Please let me know if I should take any further action at this time. I also was wondering who the people are that will be reading my letter? Are they the people that will be making the decision on the building at the upcoming hearing?
Thank you.
Mary Lopez

To whom it may concern;

I am writing this letter due to a concerning situation that is happening in my community in Oregon City.

I was very recently made aware that the organization Teen Challenge, which sits directly behind my home, hopes to be expanding. This drug and alcohol treatment center wants to build a 60 bed unit, (approximately 11,000 sq feet) right in the center of my small, family friendly neighborhood. Our neighborhood has many small children and has been a great one, until Teen Challenge moved in. They are very loud, and these issues will only get worse, once the 60 men move in. We have never had safety concerns until now. With these addicts living next door to my family, we will no longer feel safe at the local schools (bus stops etc) nor at the local park across the street or in our homes. This matter is of great concern to my family and neighbors due to the many issues it brings and directly affects me.

As a registered nurse and mother in Oregon City, I have multiple concerns with the way this facility plans to run. After thoroughly reading their plans, one thing that stood out to me was how the facility plans on tending to all 60 drug and alcohol addicted residents. The Teen Challenge plans state they will only have two supervisors at night and this ratio does not seem safe. The facility also administers medications to the men; however they are not licensed to be doing so. As a nurse, I am very familiar with medication administration requirements and having non licensed staff medicating drug addicts should not be allowed.

I am a home owner, and purchased my lovely home in 2007. By having this 11,000sq foot rehab facility directly in my neighborhood it will not only cause safety concerns but will also drop the value of my home significantly.

These are some of my many concerns and hope the Oregon City community can stop this facility from being built. I am asking that the city planning committee takes a close look into all the issues that could occur if Teen Challenge expands. Thank you for your time.

Mary Lopez
18421 Brookside Rd.
Oregon City, OR 97045

1-24-14

Dear Sir;

I am writing to comment on the proposed development of the Portland Metro Men's Center located at 405 Warner Parrott Rd. Oregon City, Oregon.

I feel it would have a negative impact on the community at large because:

There is a drainage problem in that area already and more buildings and people wouldn't be favorable to the area.

Sixty more students would have a negative impact on Warner Parrott which is already a very busy street. It is difficult to gain access onto Warner Parrott without a long wait.

Noise would be a major factor to the surrounding homes due to more cars, buses delivery trucks and people in the dormitories. It is already a factor.

The proposed development would have many more people concentrated in a very small area. Would this be in accordance with the zoning laws which now exist for duplexes and single family houses?

This would change the dynamics of how perspective renters and home owners would view this area. Would they want all of the noise and people that goes with it? Would current home owners want to stay? Would property values go down? Would renters want to rent and live in this neighborhood? We own a duplex on Hartke Loop which is near to this property. It is a concern to us if our renters will want to stay and if anyone else would want to rent there. Would the area deteriorate?
This many people in such a concentrated area has high potential to become an unfavorable neighbor hood.

Land values could decrease around this area considerably.

There are many unanswered questions! How many dormitories and associated buildings would be built? Where on the property would they be located? The construction itself would have a negative impact on the area and surrounding community. It will be a noisy construction site with all of the things that go with it.

There is a water drainage problem in this area? Water from this area had seeped into our Hartke Loop property and caused us to put in a new back patio because the water had undercut the ground where the patio is located.

Have the other metro sites been reviewed and how are they being maintained?

Where will the parking be located?

How supervised will the center be? I would think this type of center would draw a lot of people necessary to maintain the center. Along with additional traffic such as buses, delivery trucks, staff, friends, and relatives vehicles.

I am not in favor of this development.

RECEIVED
2014 JAN 21 PM 2:20
CITY OF OREGON CITY

Nancy Dorman

John F. Dorman
Nancy J. Dorman
530 Chapman
Oregon City, OR. 97045
503-655-1288

From: Laura Terway
To: "Donny Selby"
Cc: Courtney Selby
Subject: RE: Portland metro men"s center-land use application
Date: Wednesday, January 29, 2014 1:55:00 PM

Donny,

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: Donny Selby [mailto:donny@shawwest.com]
Sent: Wednesday, January 29, 2014 6:15 AM
To: Laura Terway
Cc: Courtney Selby
Subject: Portland metro men's center-land use application

Laura,

Please see attached written testimony in regard to the land use application listed above.

Thank you,

Donny Selby
General Supervising Electrician
O: 503-682-3939
C: 503-319-5009
F: 503-682-3723
Sent from my Samsung Galaxy Note® II

1/21/14

To Whom It May Concern:

I am a resident of a neighborhood adjacent to Teen Challenge Portland Metro Men's Center located at 405 Warner Parrott Rd in Oregon City. My family has been located here for approximately seven years and my wife and I have been residents of Oregon City for much longer.

We are aware of what Teen Challenge represents and appreciate the contribution to recovery of those who otherwise would not have the opportunity to get help. The Metro Men's Center has been operating at the Church for approximately a year now and hasn't been exactly ideal neighbors. I was of the understanding that the church was planned to be used temporarily until a better alternative was found. On a daily basis members and staff come and go early in the morning and late at night. At these times there are loud voices, doors slamming, head lights and occasionally horns of multiple cars. During the day we are subject to shouting, foul language and vulgar behavior while members exercise outside of the building. That being said after receiving notice in the mail for land use application I do not support the conditional use of this property for a drug and alcohol treatment center.

Upon reading the application narrative for the subject property change I have some issues that need to be highlighted for the upcoming planning commission meeting scheduled for February 10th 2014.

1) Under the proposed use section the applicant states; "It does not provide medical treatment and, therefore, is not licensed by the State of Oregon." This is in contradiction with a statement made by the applicant at the South End Neighborhood Association meeting on 3-31-13. "Are people enrolled in the program on medications?
Answer: No medications are used in the program. It is solely faith-based. Medications for physical conditions that are prescribed by a physician are controlled by PMMC and dispensed to students in accordance with the prescription."

2) Even though the Teen Challenge claims to carefully screen residents how are we to ensure that individuals that have not yet been arrested or reported for violent and or sexual crimes are not being housed next door? With a ratio of two councilors to 60 patients during night time hours, there is much opportunity for an infraction especially when there is no accountability to the State and local government.

3) As for the proposed conditional use being listed as a religious institution; this will not be a church in the traditional sense. It will not be open to the public for services as it used to be. The educational component is NOT consistent with the private school element of this land use category. The applicant was asked at the South End Neighborhood Association meeting "Is schooling a part of the program?"
Answer: "Not directly, but they try to plug students into educational programs as

needed upon completion of the program. There is a four month follow-up period upon completion of the residency portion of the program. The student is connected with a pastor and a church in their home town." Convents or rectories were historically used to house members of the clergy, not patients for rehabilitation. Since the Portland Metro Men's Center does not provide educational services as stated in the neighborhood meeting and quoted above this is again not consistent with a private school needing to provide housing. Finally the applicant cites OCMC 17.08.030J for use as a dormitory to house more than 15 people, but leave out that this condition is held for nursing homes, assisted living facilities and group homes with patients (which Teen Challenge claims not to have because that of course would require nurses and state oversight).

4) OCMC 17.56.010.A.4 "The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district." The character of this neighborhood is much of what attracted us to our home. There was schools close by, a wonderful park and commerce to supply us with anything we could need. Since then two of those schools have been closed regardless of our property taxes going up and home values going down. The park has barely been maintained and our kids will be unable to play in their own front yards for fear of our new neighborhood rehab program. Yes, this will change the character and limit the surrounding area substantially!

No matter how much the definitions get blurred by Teen Challenge sometimes it is necessary to call a spade a spade. This proposal is for a Drug and Alcohol treatment center of large proportions intended to be located smack dab in the middle of medium density housing with little concern for the safety of the people living nearby. Please for the good of our city, deny this conditional use application.

Sincerely,

Donald M. Selby



Dear Oregon City Planning Commission: Tony, Christina, Peter, Laura, and Kelly,

My name is Mackenzie Nelson and I am a resident on Brookside road. I am writing to you today to ask you to please listen to my concerns and consider my position in the matter of the proposed 60 bed unit addition Portland Metro Men's Center is asking to build.

Currently the Portland Metro Men's Center a.k.a. Teen Challenge is operating in a church building that is behind my home. To my knowledge the students are taken to the building in the morning and bussed back via a large passenger van(s) at night. This is not an ideal location as it stands since there is noise disturbance, reports of men smoking in front of my neighbor's house from Teen challenge, and almost daily as I sit at my table to eat and peer out my window I see men running laps around the church building in the morning. I am uncomfortable that they can see into my home. I don't like hearing loud voices in the morning and van doors slamming. These are a few of the annoyances that have occurred since they've been here during the DAY.

I am very disturbed about the proposal being submitted to the planning commission to build an 11,000 square foot building housing an additional 60 students, 24 hours a day, seven days a week. I can guarentee seeing more men running laps around their building in the morning or their parking lot. I will hear more traffic coming in and out, and feeling the uneasiness of explaining to my children to not walk near their building or possibly down our neighborhood street in case there might be men smoking; men that are in this facility, some belonging in jail, but because they found a church or treatment center that will take them in, they are safe.

I am aware I have no guarentee of who my neighbors are and what noises they might make. I have reluctantly accepted the reality that the men at the center are there and life goes on. I do however have a huge problem with a church becoming a treatment center for drug and alcohol addicted men with felonys or misdemeanors, or mental health problems practically living in my back yard. I didn't know churches and their staff were allowed to pass medications to their students without the state oversight. Many students recovering from heroin take prescribed Methadone daily to overcome their addiction. Certainly they won't allow the students to manage their own Methadone, so who will administer it? Volunteers? Are the volunteers documenting medications on record? Do they have medical staff to treat a student's mental health? Can anyone in this program respond to an emergency when there will be two volunteers at night to watch 60 men?

How can this facility not be held to state standards as a drug and alcohol treatment center? What will protect my family at night when one of these men decides to leave? Will an alarm sound? Will those two volunteers have the power to stop them? We are talking about some men that should be in jail staying there. What crimes have been committed already? I'm sure a large percentage are related to trying to obtain drugs. Most drug addicts will not stop at stealing for instance, to get what they want. I feel that their security is very inadequate and I'm a mother with my three children 50 feet away. The idea of quiet, safe suburbia is non existent.

My neighbors and I have a dark new reality, our uneasiness has metastasized.

I've thought about moving, but I realize I won't be able to sell my home with an 11,000 square foot building for drug and alcohol addicts located behind my home. Who will want to move into my home, which is right by a park and schools, with this facility in the back of my neighborhood?

Please hear me today and please consider my concerns. I know you have a job to do, I know drug addicted individuals need help! Like I said, I've reluctantly accepted my new reality they are there during the DAY. Don't let them build so the students stay all night too. Please hold them to the same standard as any drug treatment center that has state oversight. Please think about my children's safety, my neighbor's children's safety, and the community.

Thank you for your time and consideration,

Mackenzie Nelson

From: Laura Terway
To: Tony Konkol
Subject: Fwd: Urgent SUNDAY Question from KATU Newx
Date: Sunday, January 26, 2014 4:21:50 PM

-Laura Terway

Begin forwarded message:

From: "Nochlin, Erica" <enochlin@katu.com>
Date: January 26, 2014 at 3:02:57 PM PST
To: Laura Terway <lterway@ci.oregon-city.or.us>
Subject: Urgent SUNDAY Question from KATU Newx

Hi Laura,

I understand you're the city's point person for the Portland Metro Men's Center. Please give me a call today to touch base about a couple of things:

<!--[if !supportLists]-->1- <!--[endif]-->What is the status of the center right now? I understand they are already moved in but not having students SLEEP there? Is that correct? What requirements are I place BEFORE the public hearing?

<!--[if !supportLists]-->2- <!--[endif]-->Is it true they aren't held to certain requirements of other rehabilitation centers due to the religious affiliation and/or are there any requirements to be a certain distance from schools, etc?

<!--[if !supportLists]-->3- <!--[endif]-->What should neighbors know who may have concerns?

Thanks for your timely help! I'm under deadline for this evening. My cell number is below. Thanks again.

Erica Nochlin
Reporter
KATU News
C: 503-502-3848
enochlin@katu.com

Follow me on Twitter
LIKE my Facebook page



From: Jennifer Bragar
To: Laura Terway
Cc: Bill Kabeiseman; Carrie Richter; Ed Sullivan
Subject: Response to Erica Nochlin for Portland Metro Men"s Center Record
Date: Friday, January 31, 2014 4:33:48 PM

-----Original Message-----
From: David Frasher [mailto:dfrasher@ci.oregon-city.or.us]
Sent: Sunday, January 26, 2014 4:40 PM
To: enochlin@katu.com
Cc: Tony Konkol; Nancy Ide; William Kabeiseman; Ed Sullivan
Subject: Fwd: SUNDAY KATU News Question

Erica: The City is always concerned about the safety and general welfare if it's neighborhoods as well as our obligation to process land use applications pursuant to the Municipal Code. The decision-making bodies in this case are required to make impartial decisions based upon criterion in the applicable zoning provisions of the code. Below are some preliminary responses to your questions. Please let me know if you need anything further. Naturally, it would be easier to provide more complete responses with more notice during office hours. Thank you.

>

> 1a) The Center met with the City for a pre-application meeting, at which point the city was made aware that the Center was using the property. The Center was informed that they need to submit a land use application for the proposed use or the city would initiate a code enforcement action. The Center has applied for a conditional use and site plan and design review permit for the proposed new buildings and use of the site.

>

> 1b) The applicant has indicated that they are currently providing counseling services on the site.

>

> 1c) There are no specific requirements in place prior to the hearing. If the land use application is denied the applicant would not have land use approval to utilize the site and the City would potentially move to a code enforcement action.

>

> 2a. It is not true that they are not held to certain requirements. Local jurisdictions are required to treat all religious institutions similarly to any other non-religous applicant. The application must meet the same requirements as any other non-religous application.

>

> 2b) The city does not have a standard identifying a minimum distance from a school.

>

> 3) Citizens with concerns should visit the city website to review and comment on the application. Written comments may be submitted to the city and will be forwarded to the Planning Commission for their consideration. Citizens may also attend the Planning Commission meeting on Monday, February 10th at 7pm at City Hall and provide testimony during the public hearing on the application.

>
> Tony
> _____
> From: David Frasher
> Sent: Sunday, January 26, 2014 3:35 PM
> To: Tony Konkol
> Subject: Fwd: SUNDAY KATU News Question
>
> FYI...
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> From: "Nochlin, Erica" <enochlin@katu.com<mailto:enochlin@katu.com>>
> Date: January 26, 2014 at 3:15:22 PM PST
> To: David Frasher <dfrasher@ci.oregon-city.or.us<mailto:dfrasher@ci.oregon-city.or.us>>
> Subject: SUNDAY KATU News Question
>
> Hi David,
>
> I have a few questions about the Portland Metro Men's Center and am hoping you or someone else can get in touch with me ASAP as I work on a story for tonight (Sunday). Please give me a call or point me in the right direction. My main questions are the following:
>
>
> 1- What is the status of the center right now? I understand they are already moved in but not having students SLEEP there? Is that correct? What requirements are I place BEFORE the public hearing?
>
> 2- Is it true they aren't held to certain requirements of other rehabilitation centers due to the religious affiliation and/or are there any requirements to be a certain distance from schools, etc?
>
> 3- What should neighbors know who may have concerns? Is the city concerned or on-board?
>
> Thanks for your timely help! I'm under deadline for this evening. My cell number is below. Thanks again.
>
>
> Erica Nochlin
> Reporter
> KATU News
> C: 503-502-3848
> enochlin@katu.com<mailto:enochlin@katu.com>
>
> Follow me on Twitter<http://www.twitter.com/ericanochlin>

> LIKE my Facebook<http://www.facebook.com/ericanochlinkatu> page
>
> [cid:image001.gif@01CF1AA9.6E42F1F0]
>

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JENNIFER M. BRAGAR

Associate | 503.228.3939 x 3208 Tel | 503.226.0259 Fax | jbragar@gsblaw.com

GARVEY SCHUBERT BARER | 11th Floor | 121 SW Morrison Street | Portland, OR 97204 | ► GSBLaw.com

► land use | condemnation | real estate e-forum: www.northwestlandlawforum.com

From:	Laura Terway
To:	"l.mix@comcast.net"
Subject:	RE: FILE NUMBER: CU 13-01: Conditional Use, SP 13-11: Site Plan and Design Review and LL 13-04: Lot Line Abandonment
Date:	Tuesday, January 28, 2014 8:30:00 AM

Thank you for your comments. I will enter them into the record and address them in the upcoming staff report.

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: l.mix@comcast.net [mailto:l.mix@comcast.net]
Sent: Tuesday, January 28, 2014 12:04 AM
To: Laura Terway
Subject: FILE NUMBER: CU 13-01: Conditional Use, SP 13-11: Site Plan and Design Review and LL 13-04: Lot Line Abandonment

Dear Laura,
I am writing in support of the expansion of Portland Metro Men's Center (Teen Challenge). My son is currently in the discipleship program there and I have come to know many of the men and staff there over the last 7 months.

I believe the neighbors who are protesting this expansion are reacting out of ignorance. If they would take the time to find out more about this wonderful recovery program...about the many lives it has saved...if they took the time to talk to some of the men in the program, they would have a different outlook and be far less intimidated.

When you walk into the Men's Center, you are greeted by the most wonderful, LOVING men who are seeking a personal relationship with the Lord Jesus Christ! They are sincere in their efforts to overcome their addictions and are in no way a threat to myself or anyone else in the neighborhood.

Have there been any complaints of unlawful or dangerous behavior against the center

that has been reported by neighbors in the last year? If not, what serious argument do the neighbors have to support their opposition of the expansion? Their argument is that they don't feel they should "live under that kind of stress". Are they aware of how many people in their neighborhood are alcoholics or drug users actively using and not seeking help? I would be more stressed about that, then about men who are trying to put their lives back together, are closely supervised, drug tested routinely and who are seeking a relationship with the Lord.

I am in full support of what this program is about and the lives it is changing. An expansion would be an awesome thing as it would help many more men than it already does, thus fostering a SAFER community.

Sincerely,
Laurie Mix

From: Laura Terway
To: "it"s ME"
Cc: amwatts53@hotmail.com; sena634@gmail.com; Doug Neeley
Subject: RE: Letter to the Planning Commissioners of Oregon City
Date: Thursday, January 30, 2014 9:41:00 AM

Thank you for your comments Mandy, I will enter them into the record for the Portland Metro Men's Center application.

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
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From: it's ME [mailto:itsmandy@msn.com]
Sent: Thursday, January 30, 2014 9:01 AM
To: Laura Terway
Cc: amwatts53@hotmail.com; sena634@gmail.com; Doug Neeley
Subject: Letter to the Planning Commissioners of Oregon City

January 20, 2014

To the Planning Commissioners of Oregon City,

I am sure you are aware; Teen Challenge (Portland Metro Men's Center) is planning to build a 10,590 square foot dormitory in the middle of a family friendly neighborhood full of children (of all ages), parks and many schools. I have three children; a teenage boy who attends Oregon City High School, an 8 your old daughter who attends John McLoughlin Elementary, and a 3 year old boy who will at some point also attend an Oregon City School. I am fully engaged in my community; sports for my children and the children within the community and Oregon City community events. I own a home, pay my taxes and I am productive member of OUR community. Now, when my children ask to play outside in our neighborhood, I now have to tell them NO. I must do this because there are drug addicts and alcoholics wandering 50 feet from our front yard. I own a home at 12383 Shore Pine Place.

Teen Challenge had been open for over a year now. The men (recovering from drug and alcohol addiction) are constantly running around the building (exercising), smoking out by

the front doors of the building, playing basketball in the side yard, and yelling profanities all through out the day. I have called and talked to the leader on a few different occasions about my concerns. I have also ask the men on a few different occasions to please watch their language and to please be quiet (early morning and late at night). Our community has never asked that Teen Challenge (Portland Metro Men's Center) leave the church where they currently hold their daily recovery program. We are asking that they NOT build a huge dormitory that will house up to 60 men. This is not the appropriate location for something this big!

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1. The proposed facility in question, a 10,590 square foot dormitory is neither a convent, rectory, private school, meeting hall nor administrative office. It is a dormitory and named as such in the plans and narrative submitted by TCIPNC with the conditional use permit application.

<u>The definition of a religious institution in the municipal code does not list dormitories as approved facilities. Therefore, the conditional use permit must be denied.</u>

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neighborhood and is simply not in character for the surrounding community.

Although I sincerely appreciate the motives behind the drug and alcohol rehabilitation institution, the proposed facilities do not fit the permitted conditional uses for R10 zoning based on the current municipal code and the permit must be denied.

Thank you for you time,
Mandy Clevenger
Resident, 12383 Shore Pine Pl.

January 20, 2014

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1. The proposed facility in question, a 10,590 square foot dormitory is neither a convent, rectory,

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Although I sincerely appreciate the motives behind the drug and alcohol rehabilitation institution, the proposed facilities do not fit the permitted conditional uses for R10 zoning based on the current municipal code and the permit must be denied.

Thank you for you time,
Mandy Clevenger
Resident, 12383 Shore Pine Pl.

From: Laura Terway
To: "Robert Clevenger"
Cc: Doug Neeley
Subject: RE: Planning Commissioners of Oregon City
Date: Thursday, January 30, 2014 1:40:00 PM

Thank you for your comments, I will enter them into the record for the Portland Metro Men's Center application.

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

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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: Robert Clevenger [mailto:rj_clevenger@msn.com]
Sent: Thursday, January 30, 2014 1:36 PM
To: Laura Terway
Cc: Doug Neeley
Subject: Planning Commissioners of Oregon City

January 25, 2014

To the Planning Commissioners of Oregon City,

Most of my direct neighbors, my wife and many other Oregon City residents have already submitted a letter regarding Teen Challenge (Portland Metro Men's Center). This organization wants to build a 10,590 square foot dormitory in the middle of a family friendly neighborhood full of children (of all ages), parks and many schools. I own a home at 12383 Shore Pine Place. My wife and I work very hard to pay our taxes, to support our family and to be engaged in our community and our neighborhood. Before Teen challenge quietly and sneakily moved in next door our children were able to go outside and play with the other children from the neighborhood. Now, when my children ask to play outside with their friends, I have to tell them NO. I must do this because it is NOT safe; there are unsupervised drug addicts and alcoholics wandering 50 feet from our front yard. Yes, they are in a recovery, but that's just the point… it is an ongoing process.

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by the front doors of the building, and yelling profanities all through out the day. My wife has called and talked to one of the leaders on a few different occasions about our concerns. She has also ask the men on a few different occasions to please watch their language and to stop yelling (early morning and late at night). Once again, this is a neighborhood not an industrial area. Our community has never asked that Teen Challenge (Portland Metro Men's Center) leave the church where they currently hold their daily recovery program. We are asking that they NOT build a huge dormitory that will house up to 60 men. This is not the appropriate location for something this big!

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Oregon City, OR 97045

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Thank you for you time,
Robert Clevenger
Resident, 12383 Shore Pine Pl.
Oregon City, OR 97045

Oregon City Planning:

2014 JAN 30 AM 11:16

As an Oregon City resident, I am opposed to the issuance of a Conditional Use Permit to Teen Challenge- Portland Metro Men's Center at 405 Warner Parrott Rd. in Oregon City, OR 97045. In Chapter 17.56 Conditional Uses of the municipal code 17.56.010 states: "The proposed **use** will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the **use** of surrounding properties for the primary **uses** listed in the underlying district". Portland Metro Men's Center proposed expansion to over 10,000 square feet absolutely does alter the character of the area and would dwarf the community. The current surrounding area is a residential neighborhood of homes in the 1,800 square foot range. That large of a building will absolutely change the look of the neighborhood. The homes in that neighborhood house families; to then put a 60 bed facility plus employees on the lot dramatically changes the density of the neighborhood.

Additionally, the men from this facility are allowed to walk around the property. I will not be frequenting Chapin Park any longer with such a concentration men struggling with addictive behaviors so close by thus changing the primary use of the park- for children to play safely.

This facility is a Men's addiction treatment facility. There are other Teen Challenge Men's treatment facilities in Shedd, Oregon and Spokane, Washington. I called the Linn County Sherriff's office and the Spokane City Police department. Both phone calls yielded the same information about a premise history of calls. Parole issues, domestic disturbances, theft, suicides, and everything else related to what this kind of treatment facility would encounter. Teen Challenge is a 501(c)3 nonprofit and as such will not be paying property taxes. When these calls happen and our city's police, ambulance, and other emergency services respond, we, as Oregon City residents, will be paying for this. As an Oregon City resident, I am not interested in paying for these services for this facility and oppose it.

At any time the men at this center are allowed to leave the facility. When a person decides to leave, that person is now in my neighborhood. I am not interested in this Center changing the neighborhood visually, increasing our city and county emergency services, and changing the feel of a low-no crime neighborhood.

Please DENY the property of Portland Metro Men's Center for its proposed use.

Thank you,

Simon and Amy Mueller

Julia Armstrong

Julia Armstrong

Mary E. Schindler-Evans

Lorelei McLead

Tim McLeod

Dear Mayor Doug Neeley,

We are pleased to present you with this petition affirming this statement:

"We, the undersigned, demand that no unlicensed drug rehabilitation programs be allowed to operate in this City/County. Teen Challenge claims to be a church to avoid regulation and accountability. But, it advertises and is recognized by many in the public sphere as a drug rehabilitation program. It provides no trained counselors nor medical professionals and puts both clients (disciples) and the greater community in harm's way.

Please do not permit this program to open in our community."

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,
Luke Lopez

158signatures

Molly hulett
Oregon city, OR 97045
Jan 29, 2014

Amy Hobbs
Redland, OR 97045
Jan 29, 2014

Randy Fischer
Redland, OR 97045
Jan 29, 2014

Cassi Fischer
Redland, OR 97045
Jan 29, 2014

Sterling Fischer
Redland, OR 97045
Jan 29, 2014

Crystal Fischer
Redland, OR 97045
Jan 29, 2014

Luann Gorbett
oregon city, OR 97045
Jan 29, 2014

Simon Mueller
Oregon City, OR 97045
Jan 29, 2014

Milo Poppen
Ore. City, OR 97045
Jan 29, 2014

I moved to OC to be away from the alcoholics and drug addicts, and now you want me to be forced to live next to them? OC is a 'Family' community. I'm positive there are better places for these persons that need help to reside. OC does not need to become another Milwaukie.

James Librande
Oregon City, OR 97045
Jan 28, 2014

These people are trying to put in one of these home for men across from my home and 2 blocks from a school and park. We the residents of this block are not going to allow it!

Melody Librande
Oregon City, OR 97045
Jan 28, 2014

Vanessa Kovac
Clearwater, FL 33759
Jan 28, 2014

Traci
Oregon City, OR 97045
Jan 26, 2014

If 'Teen Challenge' wishes to operate clinics, they need to employ qualified practitioners, educated in the science of addiction rehabilitation, not mumbo jumbo!!!!!! Sincerely Michael Simon

Michael Simon
Oregon City, OR 97045-2443
Jan 25, 2014

Brenda
Oregon City, OR 97045
Jan 25, 2014

Mike Nelson
Mulino, United States 96042
Jan 25, 2014

Right across from a children't park??? I don't think so.

Kathryn Smith
Oregon City, OR 97045
Jan 24, 2014

Bill Bray
Wilsonville, OR 97070
Jan 24, 2014

---

laura rash
gladstone, OR 97027
Jan 24, 2014

While we understand the need for such programs, we feel they should be run by trained, licensed professionals & organizations, to ensure safety of both the patients/clients AND the community. A bustling neighborhood filled with children is NOT the place to put a rehab program that doesn't have these guidelines (and safety measures) in place.

Kelly
Oregon City, OR 97045
Jan 24, 2014

Sally whitney
Five Points, NM 87121
Jan 24, 2014

Without proper medical facilitation and supervision this is a horrendous idea that will foul the neighborhood and not promise any long term benefit. The city council needs to dig into rehabilitation further to understand what a successful program entails.

Anna Wilson
Oregon City, OR 97045
Jan 24, 2014

Julie Hugo
Oregon City, OR 97045
Jan 24, 2014

Nicole Hartenstein
Oregon City, OR 97045
Jan 24, 2014

The continuing abuse of children by Teen Challenge must be stoped - we must demand accountability and transparency and federal/state licensing of facilities so that they are required to comply with child abuse mandated reporter requirements.

Dr. Janet Parker DVM
Lawrence, KS 66044
Jan 24, 2014

Colleen Mallick
Oregon City, OR 97045
Jan 24, 2014

Robert W Evans
Oregon City, OR 97045
Jan 24, 2014

This is not the place.

Anna Evans

Oregon City, OR 97045
Jan 24, 2014

Elizabeth
Hillsboro, OR 97124
Jan 24, 2014

Ann Porteous
Redland, OR 97045
Jan 23, 2014

Amber Salvey
Oregon City, OR 97045
Jan 23, 2014

Liisa Anderson
Oregon City, OR 97045
Jan 23, 2014

I do not think this type of facility belongs in an existing neighborhood.

Jennifer Foster
Oregon City, OR 97045
Jan 23, 2014

Janet Trimble
Oregon city, OR 97045
Jan 23, 2014

Sara clark
Redland, OR 97045
Jan 23, 2014

Valerie Lee
Oregon City, OR 97045
Jan 23, 2014

Rebecca Harrison
Oregon City, OR 97045
Jan 23, 2014

I live less than a mile from the proposed building site and highly object to it being built! This is a residential area not zoned for this type of establishment!

Erin
Redland, OR 97045
Jan 23, 2014

Misty O'Rourke
Oregon City, OR 97045
Jan 23, 2014

Daniel Cowan
Redland, OR 97045
Jan 23, 2014

Carrie Lewis
Oregon City, OR 97045
Jan 23, 2014

Why would this city in this state of economic developement want to diminish our neighborhood and put our children in harms way? I respect what they're doing but this belongs away from our children and neighborhood! Overall I feel this is a poor choice for oregon city and will hurt us more than help.

Andrew Taylor
Oregon City, OR 97045
Jan 23, 2014

Shannon Breen
portland, OR 97266
Jan 23, 2014

Kimberly
Portlan, OR 97215
Jan 23, 2014

Heather
Scappoose, OR 97056
Jan 23, 2014

Susan Garrison
Portland, OR 97220
Jan 23, 2014

Bryana Blessinger
Oregon City, OR 97045
Jan 23, 2014

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paul johnson
Redland, OR 97045
Jan 23, 2014

I vote no on the rehabilitation center

Cameron Taylor
Tualatin, OR 97062

Jan 23, 2014

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sheila
salem, OR 97302
Jan 23, 2014

Kaitlyn
Park Ridge, IL 60068
Jan 23, 2014

Jenny
Redland, OR 97045
Jan 23, 2014

Amandalynn Mathews
portland, OR 97233
Jan 23, 2014

Julie
San Angelo, TX 76904
Jan 23, 2014

Nancy Winslow
Oregon City, OR 97045
Jan 23, 2014

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amie hicks
keizer, OR 97303
Jan 23, 2014

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nichole knipe
Gresham, OR 97080
Jan 23, 2014

Amy
Oregon City, OR 97045
Jan 23, 2014

Tyler Winslow
Oregon City, OR 97045
Jan 23, 2014

The proposed facility is less than 100 feet from my front door. We're separated by merely a property line. The research we have done over the last several weeks leads me to believe this is not a safely ran program. As a mother of three young daughters there is nothing more important to me than their safety. I am their only advocate. My hope is that the city officials making this decision take their blinders off and do a little research themselves. Facilities such as this should be overseen by trained medical staff for the patients and trained security staff for the community. If that is not how Teen Challenge operates, then this is absolutely the wrong location for them. Right in the middle of two schools, across from a very popular park and open access to our neighborhood. I'm confused as to why the program themselves thought this would even be a good location???

Kimberlee Boyd
Oregon City, OR 97045
Jan 23, 2014

Jennifer Baver
Hillsboro, OR 97007
Jan 23, 2014

Chris Whyte
Oregon city, OR 97045
Jan 23, 2014

Troy Frystak
Oregon City, OR 97045
Jan 23, 2014

Kathy Porter
Oregon City, OR 97045
Jan 23, 2014

Hollie Fee
Gladstone, OR 97027
Jan 23, 2014

There is no reason this needs to be in a residential area staffed by untrained professionals. I run a daycare in my home and have all kinds of rules and regulations and special training that are required of me, my family and anyone that visits my home/business.

Glenda Bingham
West Linn, OR 97068
Jan 23, 2014

Please stop this!!!!!!!

LeAnn Riley
Oregon City, OR 97045
Jan 23, 2014

Rick Beekman

Redland, OR 97045
Jan 23, 2014

Janet Winfield
Clackamas, OR 97015
Jan 23, 2014

My son died as a result of Teen Challenge and their negligence. Please stop them. They are a fraud and hurt everyone in their path

Cheri Spivey
KNOXVILLE, TN 37909
Jan 23, 2014

Loretta Pratt
Wilsonville, OR 97070
Jan 23, 2014

They should have a public hearing and get a license unless the personnel are unqualified. It shouldn't be in a residential area but a business area and the staff needs training and certification. You can't just do anything you want because you think God likes you. Much of Christian custom is based upon a bottle of red wine as a sacrament.

Marcia Denison
Rainier, OR 97048
Jan 23, 2014

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ric levendosky
Redland, OR 97045
Jan 22, 2014

Teri O'Leary
West Linn, OR 97068
Jan 22, 2014

Kathleen Noonan
Wilsonville, OR 97070
Jan 22, 2014

No unlicensed treatment programs

Gail Smiley
West Linn, OR 97068
Jan 22, 2014

Cherisse Reilly
Oregon city, OR 97045
Jan 22, 2014

This is wrong to put a facility like this in a residential community

Trish mcdonough
canby, OR 97013
Jan 22, 2014

Casey van damme
Oregon city, OR 97045
Jan 22, 2014

Dave McDonough
Canby, OR 97013
Jan 22, 2014

Deston Nokes
Tigard, OR 97224
Jan 22, 2014

Bridget Hunt
tigard, OR 97224
Jan 22, 2014

Opening this center in the middle of a residential neighborhood will not only plummet our home-values but reduce our quality of life. It's not hard to figure out that across from a children's park and by a school is a bad place for a dormitory of male drug addicts

Jessica Herzog
Oregon City, OR 97045
Jan 22, 2014

Carolyn McGill
Estacada, OR 97023
Jan 22, 2014

Kathey
Oregon City, OR 97045
Jan 22, 2014

Please do not allow this business to be allowed in Oregon City in our kid-friendly South-end neighborhood. We moved here because we feel SAFE here. Drug rehab is important and needs trained medical staff, with adequate supervision of clients both residential and in the community.

Christine Engelke
Oregon City, OR 97045
Jan 22, 2014

They all need closed down

Beverly England
Tampa, FL 33625
Jan 22, 2014

Crystal Teters
Oregon City, OR 97045
Jan 22, 2014

Kaycie Bingham
Gladstone, OR 97027
Jan 22, 2014

Sherri
Oregon city, OR 97045
Jan 22, 2014

Debbie Wittren
Oregon City, OR 97045
Jan 22, 2014

Jerry A Charlson
Oregon City, OR 97045
Jan 22, 2014

Katti Gordon
Redland, OR 97045
Jan 22, 2014

Addiction to drugs and alcohol is a fatal condition and only Professional Dr's,Drug and Alcohol level 1,2,3 ,specialists with degrees should be diagnosing these people. I believe it is a felony to practice without a license in any state.

Nannette Fenn
Aspen,, CO 81612
Jan 22, 2014

Alexis Montgomery
Albuquerque, NM 87106
Jan 22, 2014

Marquie Arnold
oregon city, OR 97045
Jan 22, 2014

I believe there should be no unlicensed rehab.

Scott Stahla
Coeur D Alene, ID 83816
Jan 22, 2014

Diana Kastigar
Redland, OR 97045
Jan 22, 2014

Lori England
Tampa, FL 33688
Jan 22, 2014

Though I understand the need for such establishments I do not feel this location is a good fit.

Rachell Calvary-Reeves
Oregon City, OR 97045
Jan 22, 2014

Ashlee Bryant
Canby, OR 97013
Jan 22, 2014

Jeff Cummings
Wilsonville, OR 97070
Jan 22, 2014

Clara L. Altemus
West Linn, OR 97068
Jan 22, 2014

Teen Challenge claims to be a drug rehab when advertising, but, when questioned by licensing authorities claims it is solely a discipleship program. Even orgs like DFAF (Drug Free America Foundation) advertise Teen Challenge as a rehab. But, there are no qualified mental health nor medical staff at many if not all Teen Challenge locations and they are not licensed detox centers nor medical service providers both of which are necessary both for recovering addicts and for the safety of the community. Please do not allow Teen Challenge to expand. Thank you.

Angela Smith
Seattle, WA 98166
Jan 22, 2014

Tami Hubbard
Oregon City, OR 97045
Jan 22, 2014

Willie Hughey
Oregon City, OR 97045
Jan 22, 2014

I just hope the City of Oregon City puts their tax payers & long time citizens first and votes no against this proposal. We do not want Teen Challenge in our neighborhoods!

Courtney Selby
Oregon City, OR 97045
Jan 22, 2014

There is a safer and more appropriate place to put this center.

Jayme Miller
Oregon City, OR 97045
Jan 22, 2014

Jodi Meyer
Oregon City, OR 97045
Jan 22, 2014

Steve Parisi
Canby, OR 97013
Jan 22, 2014

Not next to a park visit by children.

Timothy McLeod
Oregon City, OR 97045
Jan 22, 2014

Oregon City Is NOT a dumping ground for criminals.

Lorelei McLeod
Oregon City, OR 97045
Jan 22, 2014

Kelley Woodwick
Oregon city, OR 97046
Jan 22, 2014

Suzanne Marshall
Oregon City, OR 97045
Jan 22, 2014

Gerald Brattin
Oregon City, OR 97045
Jan 22, 2014

I have seen Teen Challenge in Bend, OR be a great success. The one in Seattle is another story. It is run very loosely and allow patients to stay after be caught with drugs and under the influence without repercussions. The principles of the program are great as long as it is operated very strictly.

Sherry Tutt
Oregon City, OR 97045
Jan 22, 2014

Ann Clack
Oregon City, OR 97045
Jan 22, 2014

My objection to the center solely rest on the (claimed) fact that the center will not have trained counselors or medical professionals. If the center were licensed and appropriately staffed, I would not object to it.

Troy Wahl
Redland, OR 97045
Jan 22, 2014

Melissa Peterson
Redland, OR 97045
Jan 22, 2014

Jordan Paul
Oregon City, OR 97405
Jan 22, 2014

If you want to add something like this find a place that is not right in the middle of a family based neighborhood and get some more staff to watch over these people. I know nobody would chose to have any kind of facility like this in their back yard playing with their little kids!

Amy Brookhouse
Milwaukie, OR 97267
Jan 22, 2014

Bobbi Settje
Portland, OR 97267
Jan 22, 2014

Carolyn Boyd
West Linn, OR 97068
Jan 22, 2014

Matthew Forbis
Oregon City, OR 97045
Jan 22, 2014

Molly
Redland, OR 97045
Jan 22, 2014

Melissa Forbis
Oregon City, OR 97045
Jan 22, 2014

Amy Manning
Beavercreek, OR 97004
Jan 22, 2014

crystal
oregon city, OR 97045
Jan 22, 2014

Beth keen
Oregon City, OR 97045
Jan 22, 2014

Angelasterba
Milwaukie, OR 97222
Jan 22, 2014

Mackenzie Nelson
oregon city, OR 97045
Jan 22, 2014

Karol Casella
Milwaukie, OR 97267
Jan 22, 2014

David Parnell
Oregon City, OR 97046
Jan 22, 2014

Brandon Boyd
Oregon City, OR 97045
Jan 22, 2014

James Armstrong
Redland, OR 97045
Jan 22, 2014

Julia Armstrong
Redland, OR 97045
Jan 22, 2014

This is a terrible thing for a residential neighborhood

Anthony Ron Paola
Oregon city, OR 97045
Jan 22, 2014

I do not want this in my neighborhood!!

Monica Brattin
Oregon City, OR 97045
Jan 22, 2014

Allison Teri
Oregon City, OR 97045
Jan 22, 2014

Tracy Birkland
Aloha, OR 97007
Jan 22, 2014

Alyssa Parker
Oregon City, OR 97045
Jan 22, 2014

Matt Nelson
Oregon city, OR 97045
Jan 22, 2014

Needs to go.

Samantha Coffey
Oregon city, OR 97045
Jan 22, 2014

Needs to be somewhere Outside of community! Not by a park and school.

Karol Casella
Oregon city, OR 97045
Jan 22, 2014

Bad planning not that close to a children's park and school. We a are a community and there is no place for this in the heart of our community

Adam Gill
Oregon city, OR 97045
Jan 22, 2014

Not the place for this!

Autumn
Oregon city, OR 97045
Jan 22, 2014

Kim Bauder
Canby, OR 97013
Jan 22, 2014

Mandy Clevenger
Oregon Ciry, OR 97045
Jan 22, 2014

Gene Nevett
OREGON CITY, OR 97045
Jan 22, 2014

Daralynn Nevett
OREGON CITY, OR 97045
Jan 22, 2014

Alisha Coelho
Redland, OR 97045
Jan 21, 2014

Jessica Moyes
United States 97945
Jan 21, 2014

Julie A. Daciuk-Beckwith
Oregon city, CA 97045
Jan 21, 2014

Crystal Grimm
Redland, OR 97045
Jan 21, 2014

This is not the right place for teen challenge

Donny Selby
Oregon City, OR 97045
Jan 21, 2014

Amy Mueller
Redland, OR 97045
Jan 21, 2014

Mary Lopez
Oregon City, OR 97045
Jan 21, 2014

Luke Lopez

Jan 21, 2014

Petition Target: No unlicensed drug rehabilitation programs be allowed to operate in Oregon City/Clackamas County.

Petition by Luke Lopez
To be delivered to **Mayor Doug Neeley**

We, the undersigned, demand that no unlicensed drug rehabilitation programs be allowed to operate in this City/County. Teen Challenge claims to be a church to avoid regulation and accountability. But, it advertises and is recognized by many in the public sphere as a drug rehabilitation program. It provides no trained counselors nor medical professionals and puts both clients (disciples) and the greater community in harm's way.

Please do not permit this program to open in our community.

Name	Address	Signature
1) Mary E Schindler Evans	881 Linn Ave Oregon City	Mary E. Schindler-Evans
2) RONALD EVANS	881 LINN, OC	Ronald Evans
3)		
4)		
5)		
6)		
7)		
8)		
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PETITION BACKGROUND

Teen Challenge Portland Men's Center located on 405 Warner Parrott Road is proposing a 10,590 square foot dormitory where they plan to treat 60 alcoholics and drug addicts. This facility is being proposed in the South End area of Oregon City, in a densely occupied preexisting neighborhood. This facility would create a great concern for safety within the community, home values lowering, and increased noise and congestion. We do not want Teen Challenge Portland Men's Center operating in such close proximity to our neighborhood.

From: Laura Terway
To: "mattnel79"
Subject: RE: Portland metro mens center
Date: Thursday, January 30, 2014 3:45:00 PM

Thank you for your comments, I will enter them into the record for the Portland Metro Men's Center application.

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

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From: mattnel79 [mailto:mattnel79@gmail.com]
Sent: Thursday, January 30, 2014 3:45 PM
To: Laura Terway
Subject: Portland metro mens center

Planning Commission,
This is in regards to the proposed conditional use permit being applied for by Portland Metro Mens center, Teen Challenge on the Warner Parrot property.
My name is Matt Nelson and I live on Brookside rd next to the property mentioned.
I read the conditional use application and a number of things stood out to be a concern. I've conclude that this organization would like to build a dormitory for drug addicts, alcoholics and other at risk adult men and is asking for zoning exceptions under the assumption that it is a religious institution. However, according to the definition of religious institution as stated in OCMC, the dormitory portion of the proposal should not be permitted. The dormitory is NOT a administration office for church business, NOT a rectory built for a parish priest, NOT a convent for nuns, friars or monks, and NOT a private school because they hold no license.
They also used a provision held for group homes on their application but they hold no license from DHS to be a group home. They again use the private school provision on the application but again, a private school is required in this state to obtain proper licensing. They do not.

The applicant has used a shotgun approach to the application because the dormitory does not fit into any category that is given by OCMC for R10 conditional use.
If the applicant is permitted to build the dormitory portion, please consider applying the condition that they must first obtain the proper licensing to be considered a group home or private school under the law.
Thank you very much for taking the time to read this and thank you for your careful consideration in this matter.

Regards, Matt Nelson

From:	Diana Long
To:	Laura Terway
Subject:	Group Homes Business License Check List
Date:	Monday, February 03, 2014 8:44:55 AM
Attachments:	image001.png image002.png

Laura-

When a business license comes in for a Group Home or for Adult Care, Etc I check thru The Department of Human Services to make sure they are licensed
Thru the state.

Any business whom is conducting business inside the city limits needs a business license.

5.04.060 License—Required.

No person shall carry on any business within the City without first obtaining a license therefor. Nor shall any person carry on any such business without complying with the provisions of this chapter. No license shall [be issued] to any business prohibited by local, state or federal law. (Ord. 01-1001 §1 (part), 2001: prior code §5-2-5)

Diana

Diana Long
dlong@orcity.org
Office Specialist II
City of Oregon City
PO Box 3040
625 Center St - Physical Address
Oregon City, OR 97045-0304
503-496-1500 Direct phone
503-657-3339 Fax

Website: www.orcity.org | **Maps:** maps.orcity.org

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TEEN CHALLENGE PACIFIC NORTHWEST

75 Tangent Street, Lebanon, OR 97355 p: 541.259.3380 f: 541.259.6709 www.teenchallengepnw.com

February 3, 2014

Laura Terway, AICP
Planning Division
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

Dear Ms. Terway:

This letter is in response to letters of concern about our project on Warner Parrott Road. Because several of the letters list similar concerns, they will be addressed topically.

As to the safety of residents around the proposed building project, a further understanding of what Portland Metro Men's Center does is in order. Portland Metro Men's Center is not a treatment facility or a halfway house. We are involved in recovery services. First of all, potential students of our faith-based recovery program go through a thorough screening process, including an extensive background check. Not everyone who applies is accepted into our year long program. We do not allow applicants who have a history of sexual or violent offenses. Although most applicants have a history of drug and/or alcohol addiction, they must demonstrate a sincere desire to leave this lifestyle and restore themselves to productive lives. Students must continue to invest themselves in the process of change. If they fail to meet the ongoing requirements of the program, they will be discharged. We do not warehouse men; they are active participants in their recovery. Portland Metro Men's Center is a 100% drug free zone. We conduct regular, random urinalyses to keep students accountable. No drug use is tolerated. Our students are also tested for nicotine use. Tobacco in any form is also forbidden. Although students have been allowed to jog around our facility grounds and play basketball, due to expressions of concern from neighbors, we implemented a policy in December that assures that all outside activities will be monitored by staff. When completed, our dormitory will have a security system to assure that students remain indoors at night. Resident staff will be alerted when any door or window is opened. We will also install video surveillance equipment to monitor student movements.

We make every attempt to keep noise to a minimum, but inevitably, there are occasional verbal outbursts from our students. Foul language is not allowed in this program, and students who violate this rule are called to task for their behavior. To correct noise issues, the property will be divided from all neighbors by a secure fence and a tall hedge. This should isolate our property visually and audibly from the neighbors.

We have hired traffic engineers to conduct traffic studies and it has determined that our facility will not negatively impact the traffic on Warner Parrott Road. No student in our program is allowed to have a

personal vehicle on the premises. Our students are transported to and from all activities by Portland Metro Men's Center vehicles.

Portland Metro Men's Center does we issue medications to our students. We do not allow any psychotropic or pain medications on the property. We do not accept students who utilize methadone therapy. Students who require routine medications for the maintenance of health conditions, such as high blood pressure, cholesterol, or diabetes, have medications stored for safe keeping. As they use their regular prescriptions, it is logged in their records.

Portland Metro Men's Center has been operating at the property on Warner Parrott Road since November 2012. We continue to hold classes daily. Students still work in our Thrift Stores. There have been no serious incidents on our property since we have been there. Records will show that police have never been called to our property. Our staff is careful to respond to concerns by neighbors in a positive way and to correct problems as soon as possible.

Portland Metro Men's Center strives, along with all Teen Challenge Pacific Northwest Centers in the region, to be good neighbors. We participate in local events, such as the National Arbor Day tree planting and "Adopt a Street" programs to keep our street clean. At the request of friends at the Oregon City Police Department, we helped to set up Chapin Park for a "National Family Night Out" event in the fall of 2013. Our students volunteer weekly to assist the Food Bank at the First Presbyterian Church in Oregon City. It has been a very rewarding experience for us as well as the church and the families they assist. Community participation isn't a new policy. When we were located on Sandy Boulevard, we worked closely with the Laurelhurst Neighborhood Association in many community events. The president of that Association, Eric Fruits, is a fan of Portland Metro Men's Center. We want to continue to be a good neighbor. We are happy that children feel safe enough to cross our parking lot on their way home from school. We are happy to allow neighbors to use our parking lot when they host large events. We are pleased to allow local teenagers to use our basketball goal when it isn't in use. We stand ready to address any concerns from our neighbors to help keep our neighborhood in harmony.

Humbly Submitted,



Garry Wallace
Executive Director
Portland Metro Men's Center