City of Oregon City

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

Meeting Agenda

Planning Commission

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

1. Call to Order

2. Public Comments

3. Public Hearing

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

Sponsors: Planner Laura Terway
Attachments: Commission Report
Request to Revise Application
Applicant's Previous Submittal
Map

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

Sponsors: Community Development Director Tony Konkol
Attachments: Staff Report
ZC 13-03 Findings and Recommendation
Exhibit 1
Exhibit 2
Exhibit 3
Exhibit 4a Tom O'Brien letter
Exhibit 4b HGWF NA comment
Exhibit 4c Pat Ullman Payson Farms HOA
Exhibit 4d Objection to ZC 13-03 Petition
Exhibit 4e Roger Dunigan Letter and Oregonian Article
Exhibit 5
Exhibit 6. SECP Excerpt regarding OCSD

4. Communications

5. Adjournment

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

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

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

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Staff Report

File Number: PC 14-005

Agenda Date: 1/27/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Planner Laura Terway

File Type: Planning Item

SUBJECT:
ZC 13-02: Zone Change Adjacent to Woodlawn Avenue.

RECOMMENDED ACTION (Motion):
Staff recommends the Planning Commission allow the applicant to revise the Zone Change application and continue the Planning Commission hearing to March 10, 2014.

BACKGROUND:
The applicant was previously seeking approval for a Zone Change from “R-10” Single-Family Dwelling District to “R-6” Single-Family Dwelling District for the property located on Woodlawn Avenue and identified as Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601. The applicant has submitted a request to revise the application with a request for a Zone Change from “R-10” Single-Family Dwelling District to “R-8” Single-Family Dwelling District. In addition, the applicant has requested a continuance until March 10, 2014 and an extension to the 120 day timeline to provide sufficient time to renotice the application and revise the staff report.

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

Jan. 14th, 2013

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

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

Dear Oregon City Planning and City Commissions,

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

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

Sincerely,

Marvin R. Wiebke
Joan L. Wiebke

Gavin Miller
Kara Miller

Mark Westermann
Karen L Westermann

Tom Carlson
Donna Carlson

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

Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

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

Request:

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

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

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

Background Information:

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

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

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

Zone Change:

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

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

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

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

1. Citizen Involvement

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

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

2. Land Use

Goal2.7: Maintain the Oregon City Comprehensive Plan land use Map as the official long-range planning guide for land use development of the City by type, density and location.

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

5. Natural resources

Policy 5.44: Maintain the Oregon City Comprehensive Plan land use Map as the official long-range planning guide for land use development of the City by type, density and location.

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

6. Quality of Air, Water, and Land Resources

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

Finding: The proposed R-8 development pattern will be consistent with this policy by creation of a more compact land use pattern and reduction in the square footage of public street per dwelling, thereby reducing travel by single occupancy vehicles and increasing use of alternative modes of transportation. Public sidewalks will be provided on all streets.

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

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

10. Housing

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

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

11. Public Facilities

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

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

12. Transportation

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

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

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

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

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

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

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

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

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

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

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

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SEP 13 2013
CITY OF OREGON CITY
AM 10:54

File Number(s): ZC 13-02

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

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

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

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

Applicant(s):

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

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

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

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

Property Owner(s):

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

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

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

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

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	☐ Minor Variance	☐ Variance
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File Number(s): _____

Proposed Land Use or Activity: _____

_____

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

Physical Address of Site: _____

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

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Karen Westermann

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

Mailing Address: 1009 Woodlawn Ave

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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Proposed Land Use or Activity: _____

_____

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

Physical Address of Site: _____

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

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: Joan B Wiebke

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

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

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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- ❑ Variance
- ❑ Zone Change

File Number(s): _____

Proposed Land Use or Activity: _____

_____

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

Physical Address of Site: _____

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

Applicant(s):

Applicant(s) Signature: _____ Kara Miller

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

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

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

Property Owner(s):

Property Owner(s) Signature: _____ Kara Miller

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

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

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

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Phone: _____ Fax: _____ Email: _____

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File Number(s): _____

Proposed Land Use or Activity: _____

_____

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

Physical Address of Site: _____

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

Applicant(s):

Applicant(s) Signature: Donna Carlson

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

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

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

Property Owner(s):

Property Owner(s) Signature: Donna Carlson

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

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

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

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

Request:

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

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

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

Background Information:

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

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

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

Zone Change:

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

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

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

1. Citizen Involvement

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

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

2. Land Use

Goal2.7: Maintain the Oregon City Comprehensive Plan land use Map as the official long-range planning guide for land use development of the City by type, density and location.

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

5. Natural resources

Policy 5.44: Maintain the Oregon City Comprehensive Plan land use Map as the official long-range planning guide for land use development of the City by type, density and location.

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

6. Quality of Air, Water, and Land Resources

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

Finding: The proposed R-6 or R-8 development pattern will be consistent with this policy by creation of a more compact land use pattern and reduction in the square footage of public street per dwelling, thereby reducing travel by single occupancy vehicles and increasing use of alternative modes of transportation. Public sidewalks will be provided on all streets.

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

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

10. Housing

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

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

11. Public Facilities

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

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

12. Transportation

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

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

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

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

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

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

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

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

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

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

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Application Narrative

Project Information:

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

Request:

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

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

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

Background Information:

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

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

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

Zone Change:

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

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

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

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

2. Land Use

Goal2.7: Maintain the Oregon City Comprehensive Plan land use Map as the official long-range planning guide for land use development of the City by type, density and location.

5. Natural resources

Policy 5.44: Maintain the Oregon City Comprehensive Plan land use Map as the official long-range planning guide for land use development of the City by type, density and location.

6. Quality of Air, Water, and Land Resources

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

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

10. Housing

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

11. Public Facilities

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

12. Transportation

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

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

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

Southend Neighborhood Ass / Aug 15th, 2013 Meeting

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

Questions were asked:

What does R-6 & R-8 mean?

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

Will these be single family homes?

How many houses would you be adding?

Would the road just dead-end?

Where will the road eventually go?

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

Prepared by Mark Westermann

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

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

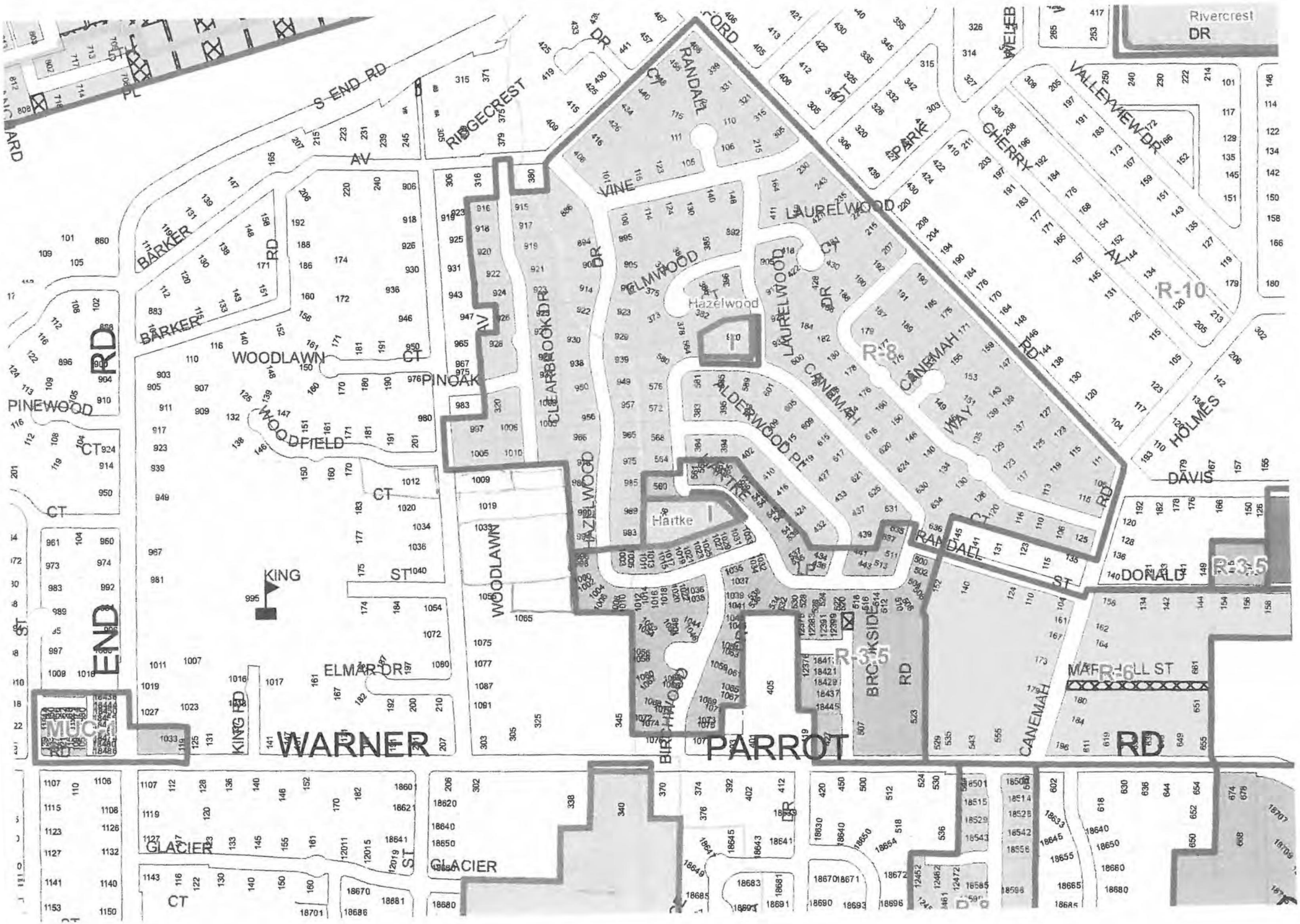
From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]
Sent: Tuesday, September 10, 2013 11:48 AM
To: Mark Westermann
Subject: Zone Change Application

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

---

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

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


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

Situs Address Detail Report

1012 WOODLAWN AVE

Address Information

Site Address: 1012 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

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

Taxlot Description

APN: 3-2E-06BC-03100

Alt ID: 00854926

Parcel Area (acres - approx): 0.70

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

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1915

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

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

In 1996 Floodplain? N

Taxlot Values

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

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: LAWTON HEIGHTS

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

Report generated 4/25/2013 9:06 AM

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

Situs Address Detail Report

1009 WOODLAWN AVE

Address Information

Site Address: 1009 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

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

Taxlot Description

APN: 3-2E-06BC-02000

Alt ID: 00854711

Parcel Area (acres - approx): 0.39

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

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built 1962

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

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

In 1996 Floodplain? N

Taxlot Values

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

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

Report generated 4/30/2013 8:14 AM

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

Oregon City Property Report

Taxlot: 3-2E-06BC-01801

Report generated 04/06/2007

Citylimits Line
UGB Line
Sanitary Pipes
Storm Lines
Water Lines

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

Aerial Photos 2006 shown

Taxlot Information

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

Planning Designations

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

Assessments

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

Overlay Information

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

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

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

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

Situs Address Detail Report

1019 WOODLAWN AVE

Address Information

Site Address: 1019 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

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

Taxlot Description

APN: 3-2E-06BC-01800

Alt ID: 00854695

Parcel Area (acres - approx): 1.01

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

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1956

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

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

In 1996 Floodplain? N

Taxlot Values

Mkt Values as of: 10/10/2012

Land Value (Mkt): $138,742

Building Value (Mkt): $142,210

Exempt Amount: $0

Net Value (Mkt): $280,952

Assessed Value: $250,767

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

Report generated 4/25/2013 9:08 AM

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

Situs Address Detail Report

1033 WOODLAWN AVE

Address Information

Site Address: 1033 WOODLAWN AVE
OREGON CITY, OR 97045

In City? Y

In UGB? Y

Complex:

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

Taxlot Description

3-2E-06BC-01601

APN: 3-2E-06BC-01700

Alt ID: 00854686

Parcel Area (acres - approx): 2.04

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

Twn/Rng/Sec: 03S 02E 6

Tax Map Reference: 32E06BC

Year Built: 1910

Taxpayer Information

Taxpayer: *Suppressed*

Address: *Suppressed*

Taxlot Location Information

In Willamette Greenway? N

In Geologic Hazard? N

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

In 1996 Floodplain? N

Taxlot Values

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

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: lr
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S

PUD (if known):

Neighborhood Assn: South End NA

Urban Renewal District:

Historic District:

Historic Designated Structure? N

Report generated 4/25/2013 9:10 AM

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

Oregon City GIS Map

Legend

- Taxlots
- Unimproved ROW
- City Limits
- UGB

Notes

Overview Map

N

0 147 Feet

1: 1,758

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

Map created 11/20/2013

CHARBONNEAU
ENGINEERING LLC

MEMORANDUM

Date: September 19, 2013

To: Mark Westermann

From: Frank Charbonneau, PE, PTOE

Subject: Trip Generation FL1388
Woodlawn Properties
City of Oregon City

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

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

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

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

9-19-13

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

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

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

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

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

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

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

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

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

TRAFFIC ANALYSIS LETTER

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

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

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

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

Please let me know if you should have any questions.

Frank Charbonneau, PE, PTOE
Charbonneau Engineering LLC
503.293.1118

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

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

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

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

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

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

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

OREGON CITY

Permit Receipt

RECEIPT NUMBER 00027093

Account Number: 016428

Paid: 11/12/2013

Applicant: MARK G & KAREN K WESTERMANN

Cashier: lterway

Type: check

Description: November 2013

Notes:

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

PAID

OREGON CITY

Permit Receipt

RECEIPT NUMBER 00026564

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

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

Type: check # 7039

Description: September 2013

Notes:

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

Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

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

SALES INFORMATION

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

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

SALES INFORMATION

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

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

STATUTORY WARRANTY DEED

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

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

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

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

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

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

Dated this 3rd day of May 19 95.

Albert K. Gottschalk
ALBERT K. GOTTSCHALK

Ellen M. Gottschalk
ELLEN M. GOTTSCHALK

STATE OF OREGON
County of CLACKAMAS } ss.

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

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

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

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

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

Title Order No. 772853
Escrow No. 95080177

THIS SPACE RESERVED FOR RECORDER'S USE

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

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

95-026646

Order No. 772853

AMENDED EXHIBIT "A"

PARCEL I:

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

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

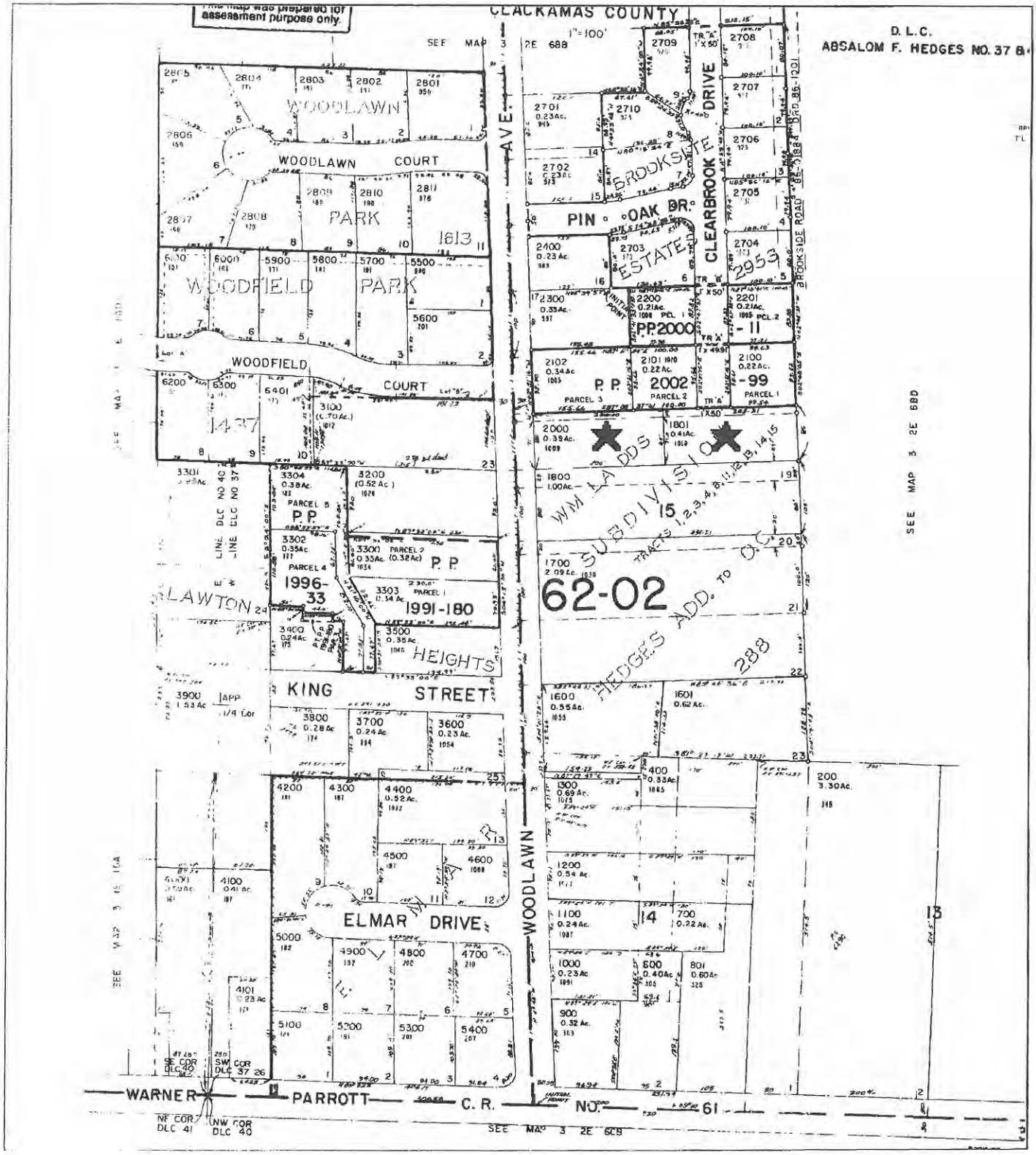
PARCEL II:

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

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

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

2



Map No. 32E06BC01801

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

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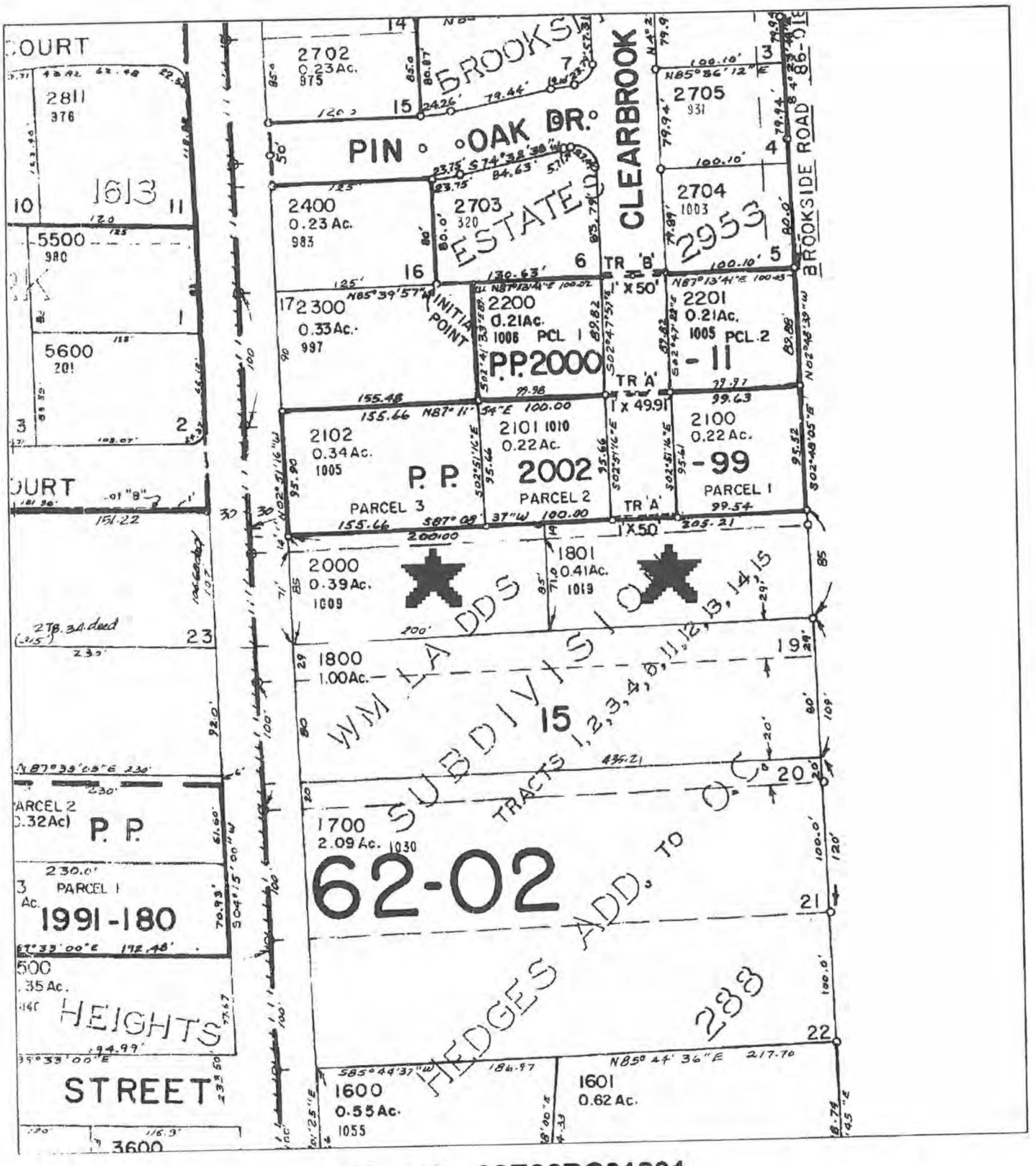
"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01801

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

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

Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

SALES INFORMATION

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

10 28
10 of 10

FIRST AMERICAN

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

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

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

Escrow No. 99070575
Title No. 878981

THIS SPACE RESERVED FOR RECORDER'S USE

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

STATUTORY BARGAIN AND SALE DEED

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

For legal description see Exhibit "A" attached hereto;

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

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

Dated this ~~4th~~ 7 day of June, 1999.
JRD

James Walter Hodgkinson
JAMES WALTER HODGKINSON

Kathleen A. Hodgkinson
KATHLEEN A. HODGKINSON

STATE OF OREGON
County of Clackamas } ss.

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

Donna Norlander
Notary Public for Oregon

[illegible notary seal]

My commission expires: 05/07/2000

99-058806

Title Data, Inc. CH POR10563 CL 99058806.001

Order No. 576991

EXHIBIT "A"

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

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

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

2

Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

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

SALES INFORMATION

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

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

Title Order No. 98164219
Escrow No. 98164219

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

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

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

STATUTORY
BARGAIN AND SALE DEED

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

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

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

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

Dated this 24 day of November, 19 98.

Thomas J. Carlson

Donna Carlson

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

STATE OF OREGON
County of Washington) ss.

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

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

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

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

98-113741

Title Data, Inc. CH POR10563 CL 98113741.001

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Title Order No. 98157145
Escrow No. 98157145

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

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

This space reserved for recorder's use

98157145-C
JW

Pacific NW Title

STATUTORY WARRANTY DEED

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

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

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

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

Dated this 21st day of August, 19 98.

Harold M. Black
Harold M. Black

Ruth S. Black
Ruth S. Black

STATE OF OREGON
County of Clackamas } ss.

98-077992

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

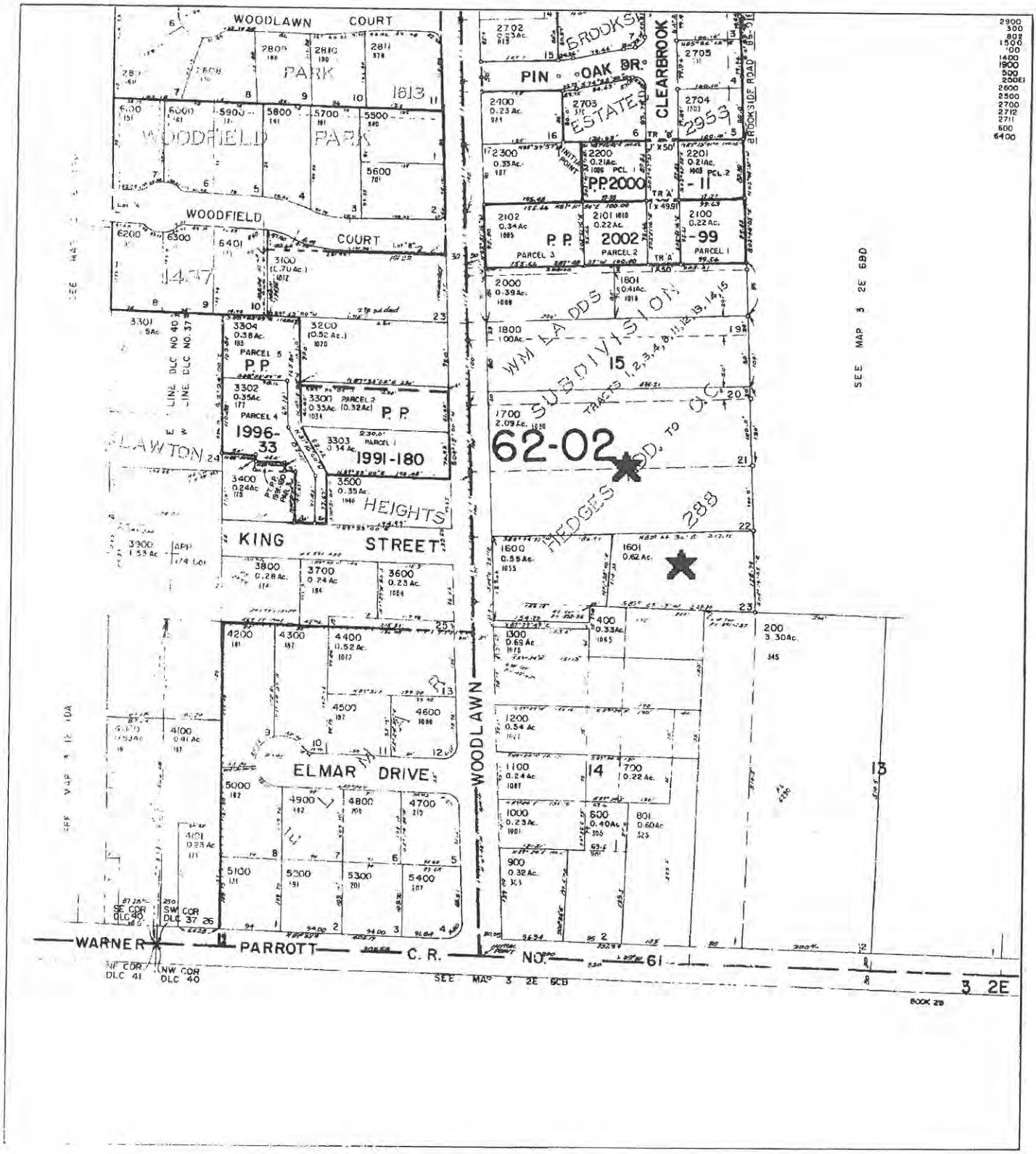
known to me to be the identical individual s described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

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

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

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

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



Map No. 32E06BC01601

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

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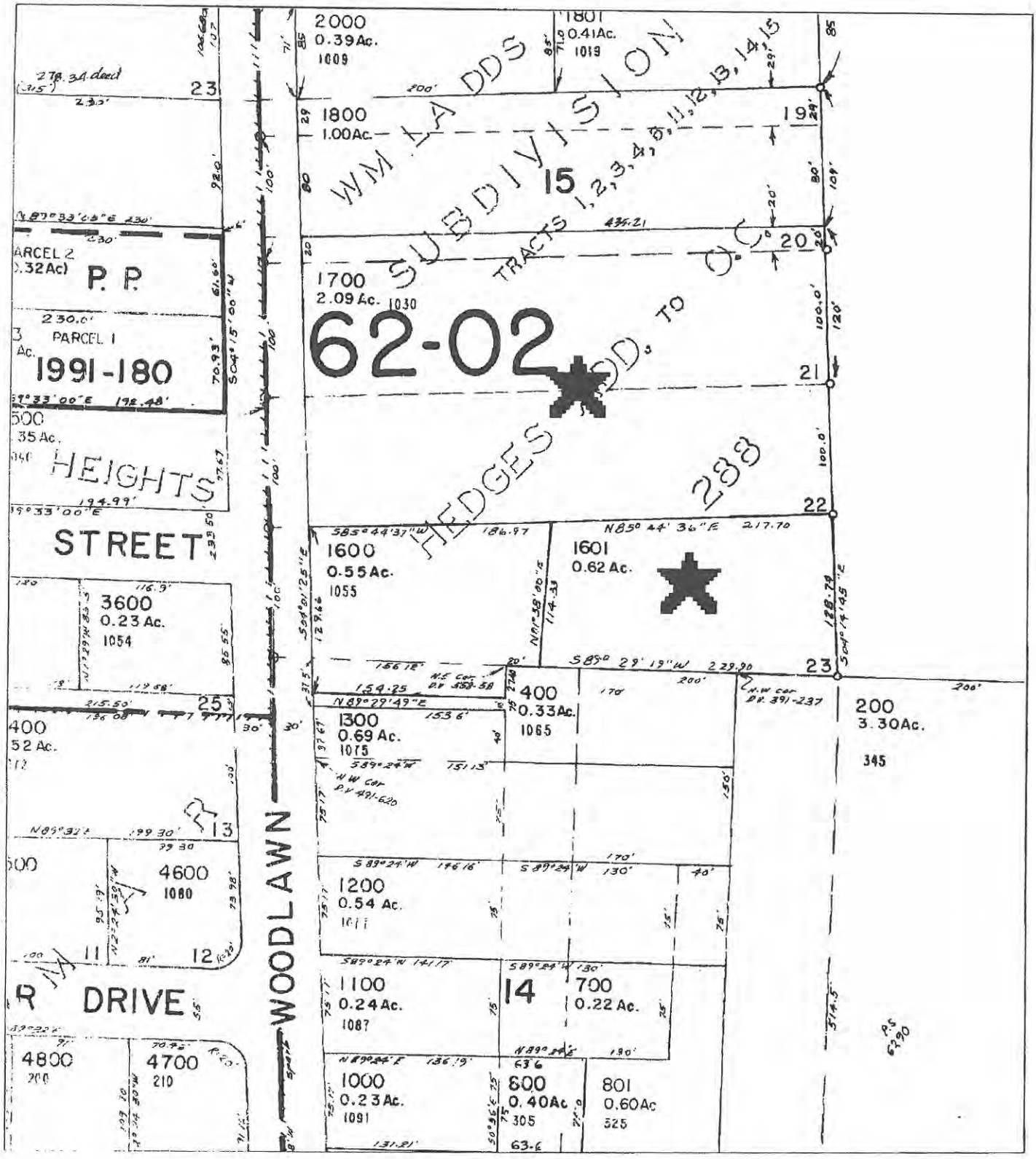
"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reason of reliance thereon."



Map No. 32E06BC01601

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

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

Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

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

SALES INFORMATION

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

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

20 10-11 HP

FATCO NO. 7036047-00

THIS SPACE RESERVED FOR RECORDER'S USE

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

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

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

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

STATUTORY WARRANTY DEED

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

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

This property is free from liens and encumbrances, EXCEPT:

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

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

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

Dated this 7th day of APRIL, 2006.

Warner Family Trust

By Michael E Warner TRUSTEE
Michael E. Warner Trustee

Warner Decedent's Trust

By Michael E Warner TRUSTEE
Michael E. Warner Trustee

STATE OF Oregon)
)ss.
County of Clackamas)

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

Frances E Miller

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

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

2

STATE OF Oregon)
)ss.
County of Clackamas)

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

Frances E Miller

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

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

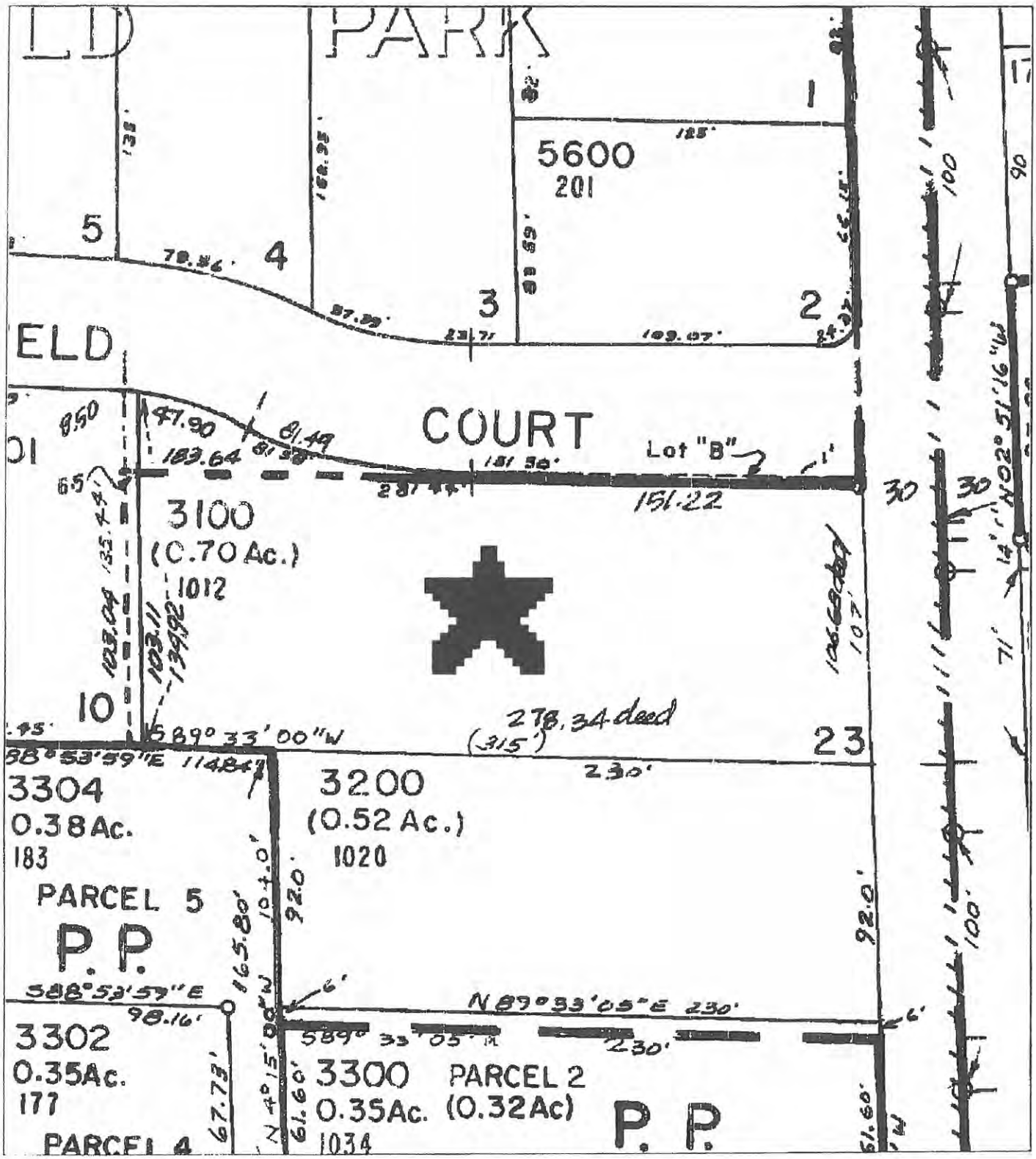
7

EXHIBIT A

LEGAL DESCRIPTION:

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

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



Map No. 32E06BC03100

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

N
W E
S

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

Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

SALES INFORMATION

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

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

Property Account Summary

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

General Information

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

Tax Rate

Description	Rate
Taxable Fire District Value	2.4602
Taxable Value	15.7176

Property Characteristics

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

Related Properties

No Values Found

Parties

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

Property Values

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

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

Active Exemptions

No Exemptions Found

Events

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

As Of Date: 11/20/2013 Recalculate

Taxes

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

Receipts

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

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

Sales History

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

Property Details

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

Printable Version

File No. 13012135

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

Grantor
Mark Gray Rhonda Gray

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

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

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

Reserved for Recorder's Use

STATUTORY WARRANTY DEED

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

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

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

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

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

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

Executed this 18th day of October, 2013.

Mark Gray

Rhonda Gray

State of Oregon, County of Multnomah) ss.

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

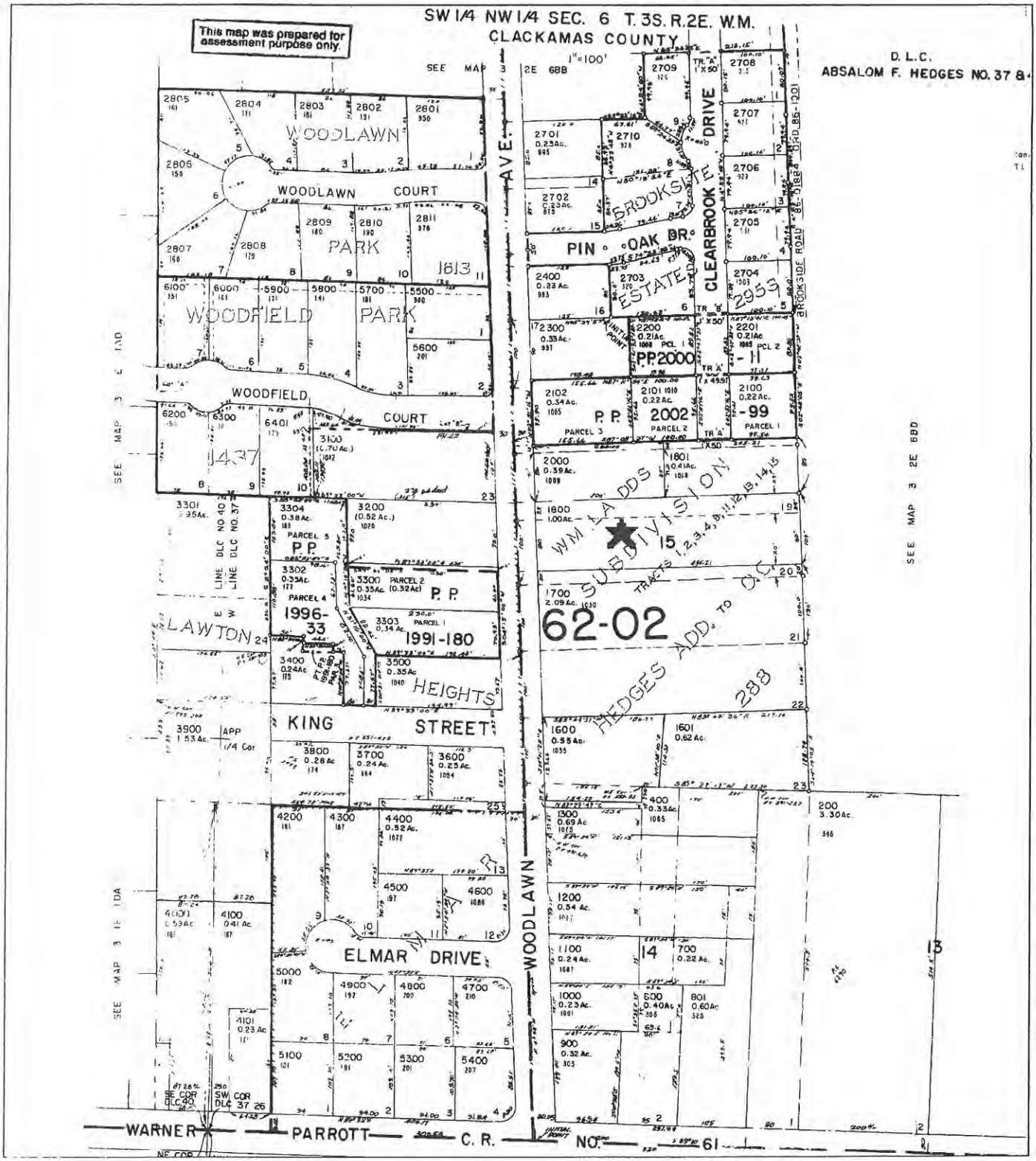
Notary Public for Oregon
My commission expires: 1/17/2016

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

WFG Title 13012135 MW

EXHIBIT "One"

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

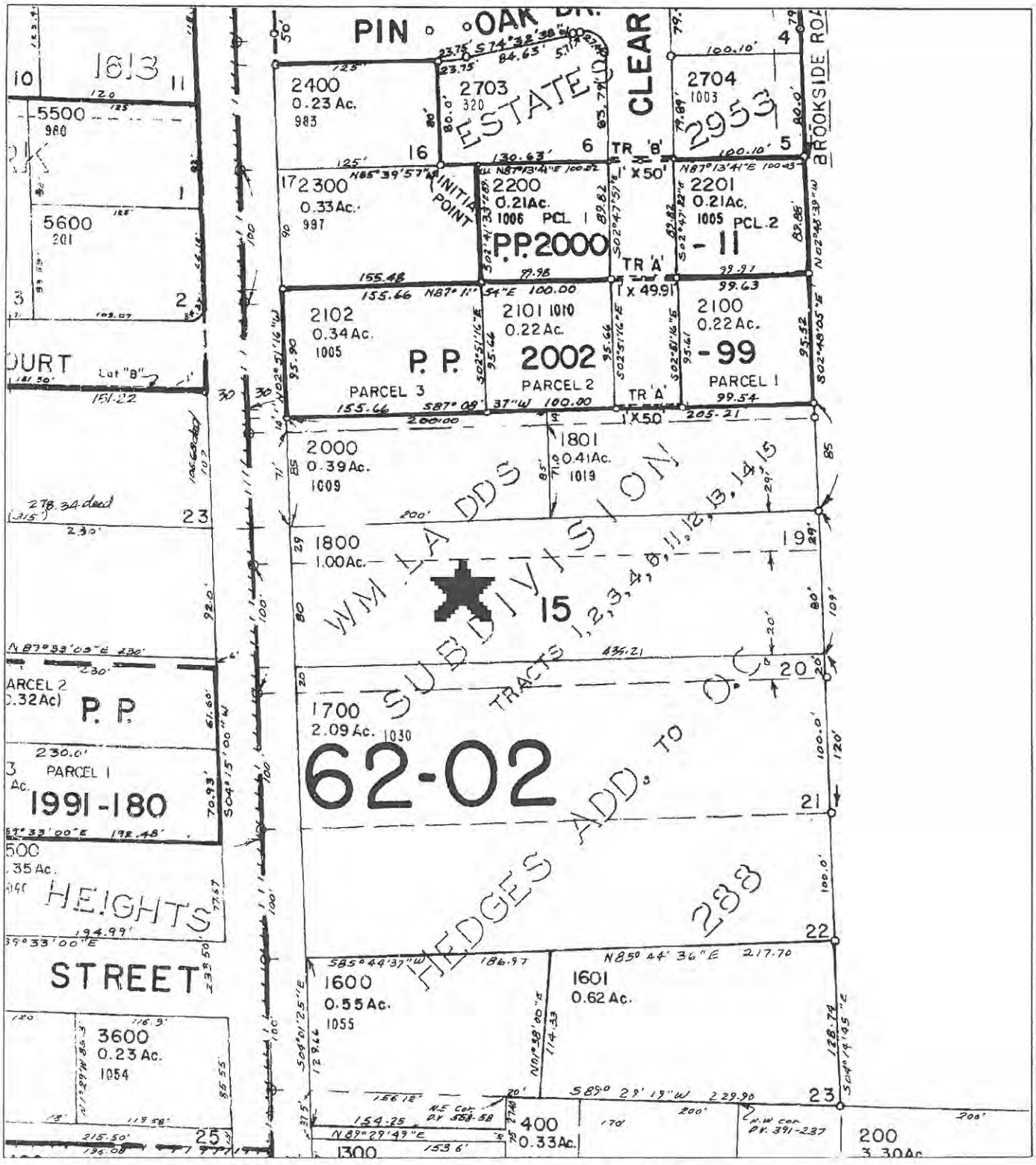


Map No. 32E06BC01800

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

N
W E
S

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



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Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

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

SALES INFORMATION

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

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

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

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

5/10/11

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK

2000-077380

$26.00

11/30/2000 04:09:22 PM

D D - 1 - 3 BEVERLY
$5.00 $11.00 $10.00

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

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

Escrow No. 00070962
Title No. 907016

STATUTORY WARRANTY DEED

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

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

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

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

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

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

Dated this 27th day of November, 2000.

David C Buel

Brenda L Buel

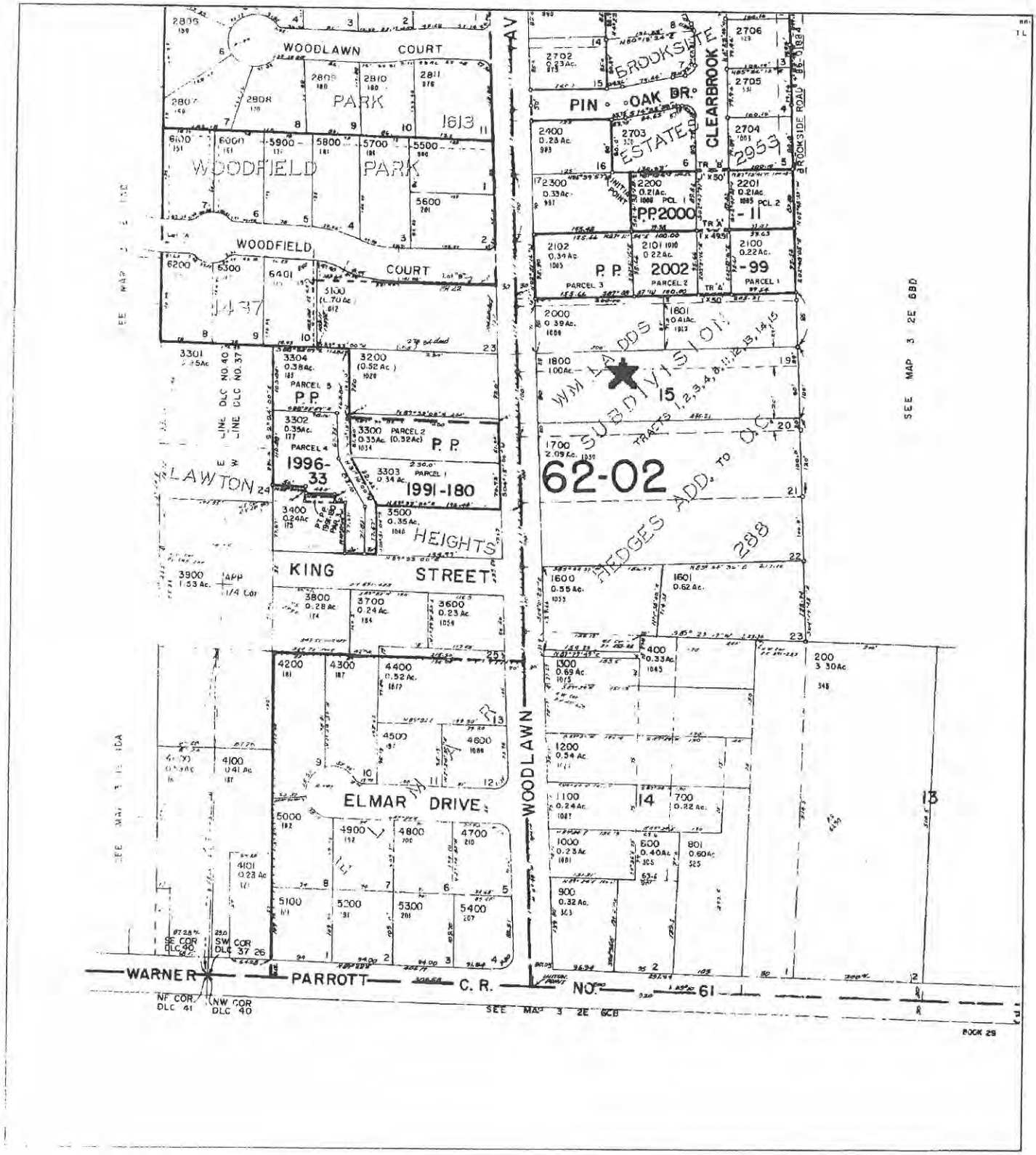
STATE OF OREGON
County of Clackamas } ss.

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

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

Notary Public for Oregon

My commission expires: 08/01/2001



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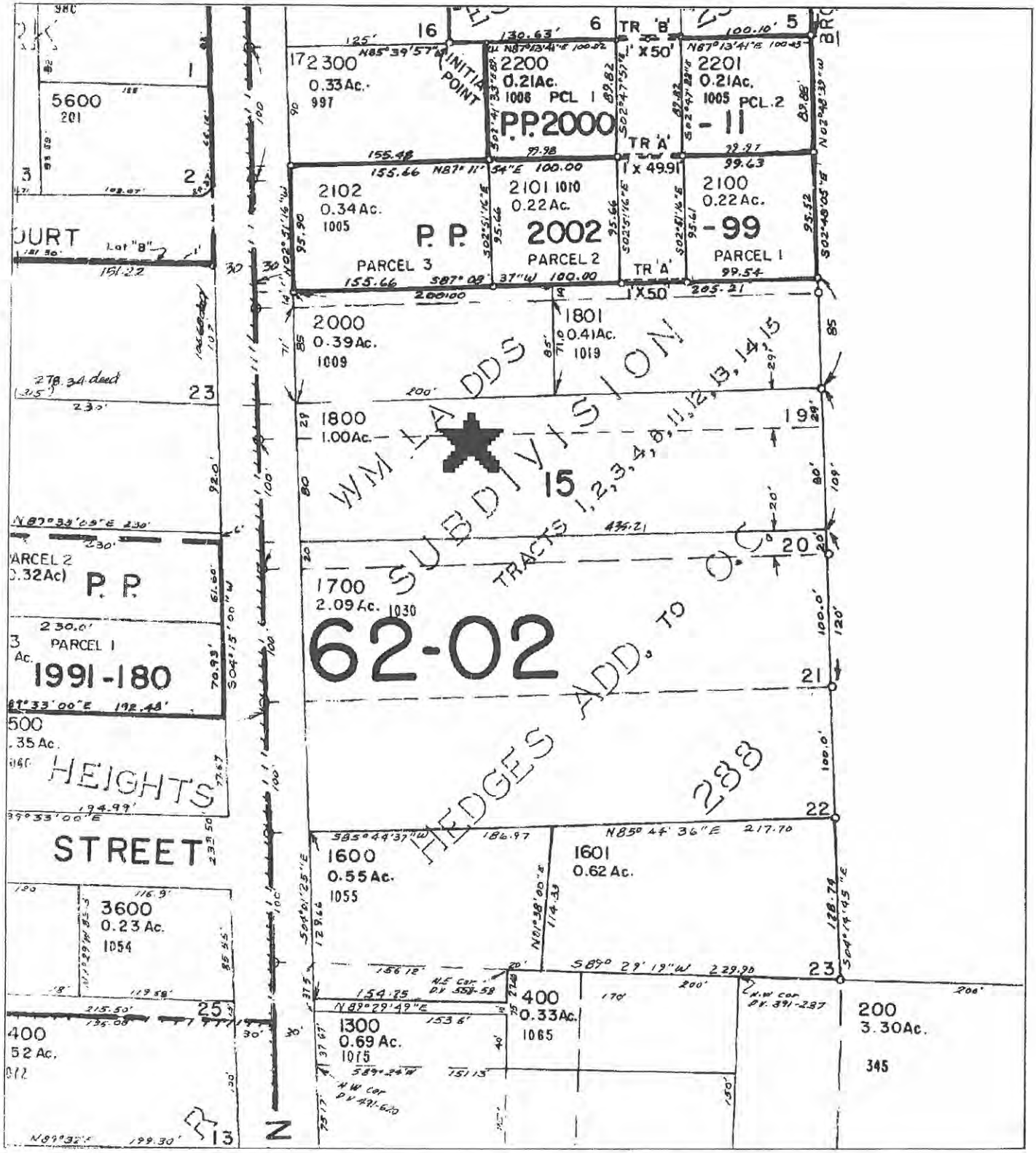

Map No. 32E06BC01800

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MEETING MINUTES for:

South End Neighborhood Association

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

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

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

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

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

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

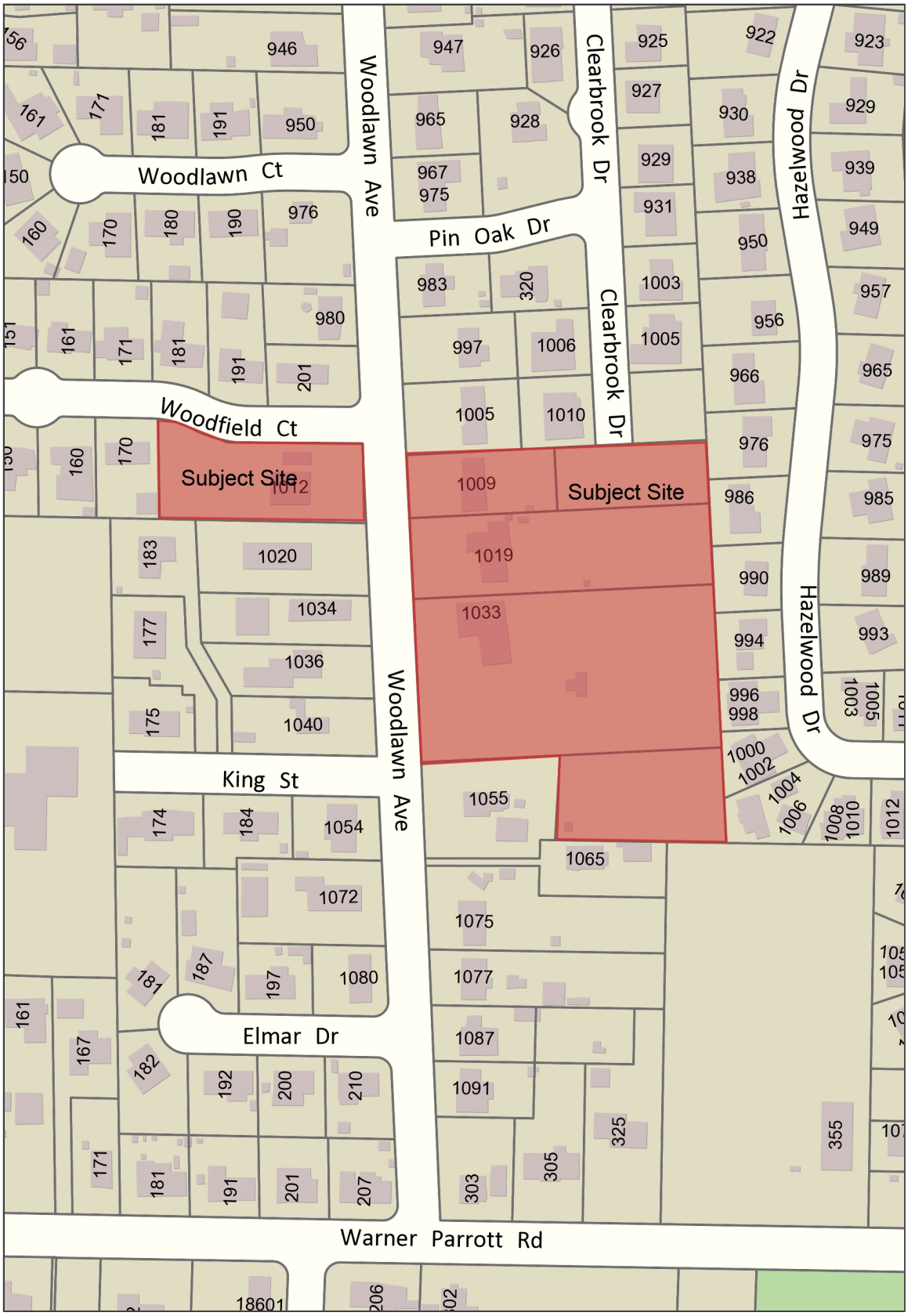
Minutes from the May meeting were reviewed and adopted. A Treasurer's report and CIC update followed and meeting was adjourned close to 9:00pm.

T.-22

DATE	Thurs Aug 15, 2013		SOUTH END NEIGHBORHOOD ASSOCIATION		
#	NAME:	ADDRESS:		PHONE NO.	
1	Bryan Donneran	STREET:	canby	HOME:	
				CELL:	
		EMAIL:	bryan@donneran.com		
2	Ken Tennant	STREET:		HOME:	
				CELL:	
		EMAIL:			
3	Mark Westerman	STREET:		HOME:	
				CELL:	
		EMAIL:	Western@comcast.net		
4	Laura Terway	STREET:	221 Molalla Ave, Suite 200	HOME:	
				CELL:	5034961553
		EMAIL:			
5	John & Kamiko Ewing	STREET:	1136 Madrona DR Oregon City, OR 97045	HOME:	503-655-5907
				CELL:	
		EMAIL:			
6	Jason & Erin Lile	STREET:	12500 Locust Farm Ct	HOME:	
				CELL:	503-888-7241
		EMAIL:	jasonlile@msn.com		
7	Dave & Janet Bergero	STREET:	11976 Ginger Way Oregon City, OR 97045	HOME:	(503) 655-4941
				CELL:	655 219-2755
		EMAIL:	alohabergero@aol.com		
8	Jean & John Williams	STREET:	1196 Sunny Ln	HOME:	503 655-0288
			johnw.williams38@gmail.com	CELL:	
		EMAIL:			
9	Donna Davis	STREET:	11675 PARTLOW OC	HOME:	
				CELL:	
		EMAIL:	—		
10	Ingra Rickerbach	STREET:		HOME:	
				CELL:	
		EMAIL:			

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

ZC 13-02

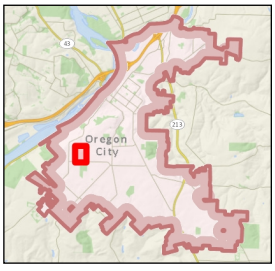


Legend

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

Notes

Overview Map



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

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

Map created 11/21/2013

City of Oregon City

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

Staff Report

File Number: PC 14-003

Agenda Date: 1/27/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 3b.

From: Community Development Director Tony Konkol

File Type: Land Use Item

SUBJECT:
ZC 13-03: Zone Change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District

RECOMMENDED ACTION (Motion):
Staff requests the Planning Commission recommend approval of Planning file ZC 13-03 to the City Commission for their consideration at the February 19, 2014 hearing.

BACKGROUND:
The applicant is seeking approval for a Zone Change from “R-10” Single-Family Dwelling District to “R-6” Single-Family Dwelling District for the property located near Central Point Road and identified as Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 as well as Clackamas County Map 3-2E07C, TL 1003.

Please review the attached Staff Report and Exhibits for further details.

OREGON CITY

Community Development – Planning

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

TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION
February 21, 2014

FILE NO.: ZC 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District

APPLICANT: Venture Properties, Inc.
4230 SW Galewood Street, Suite 100
Lake Oswego, Oregon 97035

OWNERS: Johnson Family Joint Trust, 19882 White Lane, Oregon City, Oregon 97045
Tolstrup Loving Trust, Edwin and Reitha Tolstrup, 15550 S. Kirk Road, Oregon City, Oregon 97045

REPRESENTATIVE: AKS Engineering & Forestry, LLC
13910 SW Galbreath Drive, Suite 100
Sherwood, Oregon 97140

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

LOCATION: (All properties are within Oregon City limits, Zip Code 97045)
19584 Central Point Rd., Clackamas County Map 3-1E-12D, TL 1701
No Address, Clackamas County Map 3-2E07C, TL 1003
No Address, Clackamas County Map 3-1E-12D, TL 1593
No Address, Clackamas County Map 3-1E-12D, TL 1503
19882 White LN, Clackamas County Map 3-1E-12D, TL 1600

REVIEWER: Tony Konkol, Community Development Director
Peter Walter, AICP, Associate Planner
Laura Terway, AICP, Associate Planner
Todd Martinez, P.E., and Gordon Munro, P.E., Development Services
John Replinger, P.E., Transportation Consultant

RECOMMENDATION: Staff recommends the Planning Commission recommend approval with conditions of Planning file ZC 13-03 to the City Commission for their consideration at the February 19, 2014 hearing.

PROCESS: *Type IV decisions include only quasi-judicial plan amendments and zone changes. These applications involve the greatest amount of discretion and evaluation of subjective approval standards and must be heard by the city commission for final action. The process for these land use decisions is controlled by ORS 197.763. At the evidentiary hearing held before the planning commission, all issues are addressed. If the planning commission denies the application, any party with standing (i.e., anyone who appeared before the planning commission either in person or in writing) may appeal the planning commission denial to the city commission. If the planning commission denies the application and no*

appeal has been received within fourteen days of the issuance of the final decision then the action of the planning commission becomes the final decision of the city. If the planning commission votes to approve the application, that decision is forwarded as a recommendation to the city commission for final consideration. In either case, any review by the city commission is on the record and only issues raised before the planning commission may be raised before the city commission. The city commission decision is the city's final decision and is appealable to the land use board of appeals (LUBA) within twenty-one days of when it becomes final. IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

I. BACKGROUND AND PROPOSED DEVELOPMENT:

The Applicant submitted a Zone Change application for properties located at Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 and Clackamas County Map 3-2E07C, TL 1003 located near Central Point Road and White Lane (See Figure 1).

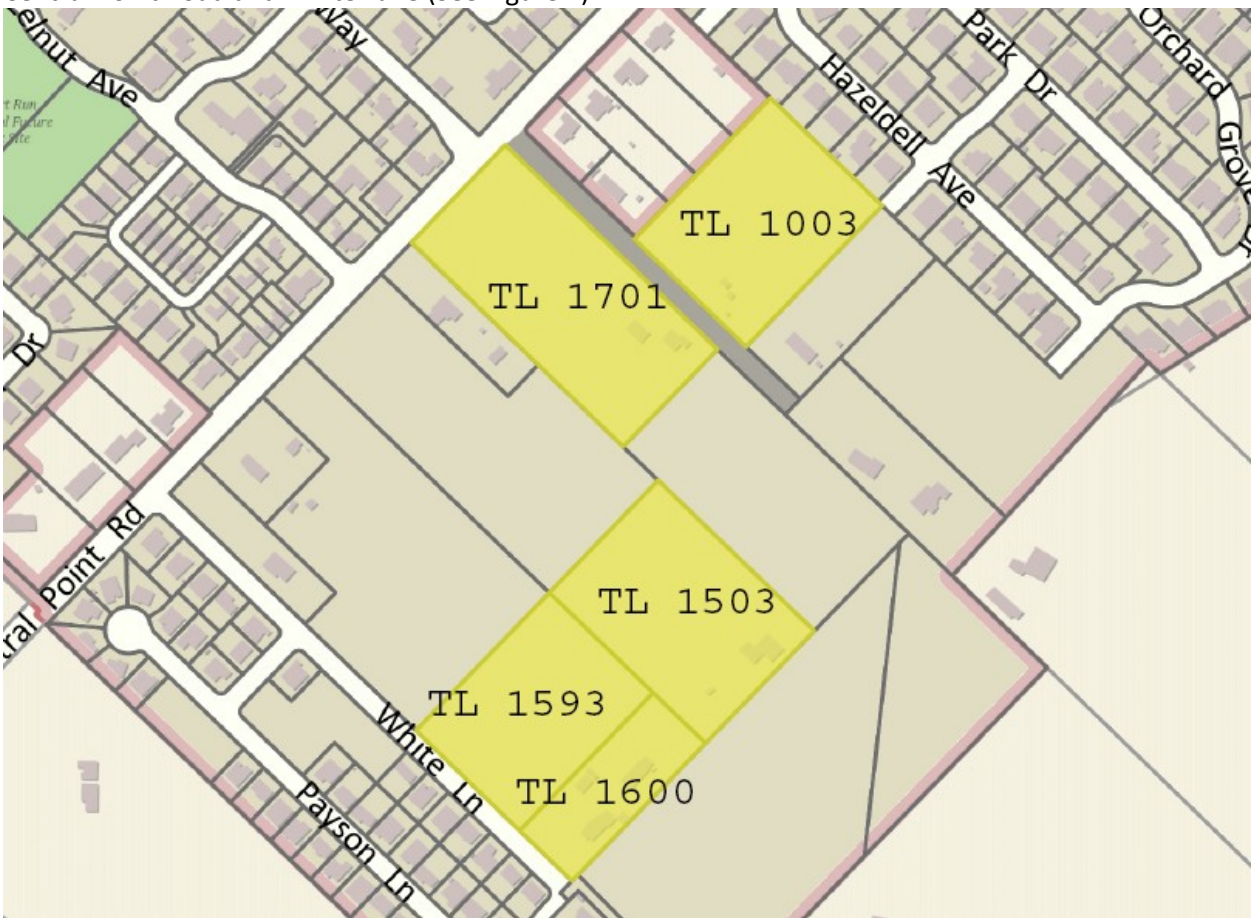


Figure 1. Tax Lots in Application

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

Please Note: The Applicant has not submitted an application for further development of the site at this time, only a rezoning request. Future development requires the submittal of additional applications.

Figure 2. Aerial View of Subject Properties

Surrounding Uses: As shown in Figure 3, the site is surrounded by a variety of zoning designations, all of which are currently single-family residential land use.

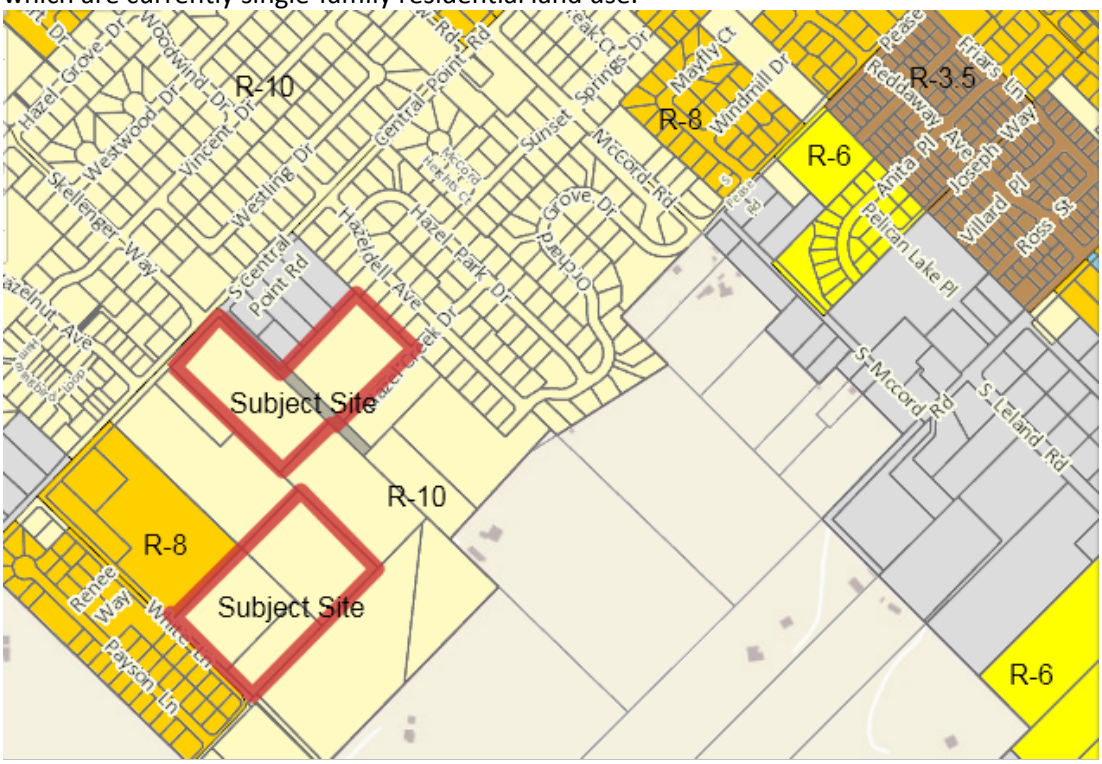


Figure 3. Zoning of Site and Surroundings

II. DECISION-MAKING CRITERIA:

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

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

III. COMPLIANCE WITH APPROVAL CRITERIA

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES
Finding: Complies as Proposed. Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject site. The notice was advertised in the Clackamas Review, Oregon City News and Estacada News and the site was posted with land use notification signs. The notice requested comments and indicated that interested parties could testify at the public hearing or submit written comments prior to or at the hearing. See Exhibit 3 for copies of the public notices.

The application was transmitted to the City Engineer, Development Services Manager, Clackamas County Fire Department, the neighborhood association, the Citizen Involvement Council and the City transportation consultant for comment.

Comments from John Replinger, the City's traffic consultant at Replinger and Associates are incorporated into this staff report (Exhibit 5).

PUBLIC COMMENTS
The following written public comments (See Exhibit 4) are the only comments received prior to close of business on January 17, 2014, the deadline for written comments to be included in this staff report:

a. Letter from Tom O'Brien (Citizen comment letter), 12/29/2013
b. Letter from Tom O'Brien (Hazel Grove Westling Farms N.A. comment), 12/30/2013
c. Letter from Patricia Ullman, Payson Farms HOA, 1/17/2014
d. Objection to ZC 13-03 with Signatures (approx. 150), 1/17/2014
e. 1/16/2014 Letter from Roger Dunigan, with attached Oregonian Article "A Growing Problem", dated 12/22/2013

Any comments received after January 17, 2014 will be forwarded to the Commission at the next hearing.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS
City staff reviewed the goals in the City's Comprehensive Plan and the following sets forth findings for those goals relevant to this application. Many goals are not implicated by this application because no development is proposed at this time; the goal is related to a City activity, not the Applicant's proposal; and/or the goal does not apply to this zone.

A. The proposal shall be consistent with the goals and policies of the comprehensive plan.
Goal 1: Citizen Involvement
Goal 1.2: Ensure that citizens, neighborhood groups and affected property owners are involved in all phases of the comprehensive planning program.
Finding: Complies as Proposed. Chapter 17.50 of the Oregon City Municipal Code includes provisions to ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for

participation in zone change applications. The Applicant met with a neighborhood association prior to submitting this application. Once the application was deemed complete, the City noticed the application to properties within 300 feet, the neighborhood association, Citizens Involvement Council, posted notice in the newspaper and posted the application on the City's website. Public notice signs were also posted on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal 2: Land Use

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

Finding: Complies as Proposed. The Applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-6" Single-Family Dwelling District. The zone change would allow additional dwellings to be constructed and the property to be utilized in an efficient manner, consistent with the adjacent properties. This level of development also support sustainable development because it enables increased density within the urban growth boundary. This standard has been met.

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

Finding: Complies as Proposed. The increased density will support further integration of residential development in the Hazel Grove – Westling Farms neighborhood, and foster the efficient use of city services within the neighborhood. This standard has been met.

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

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

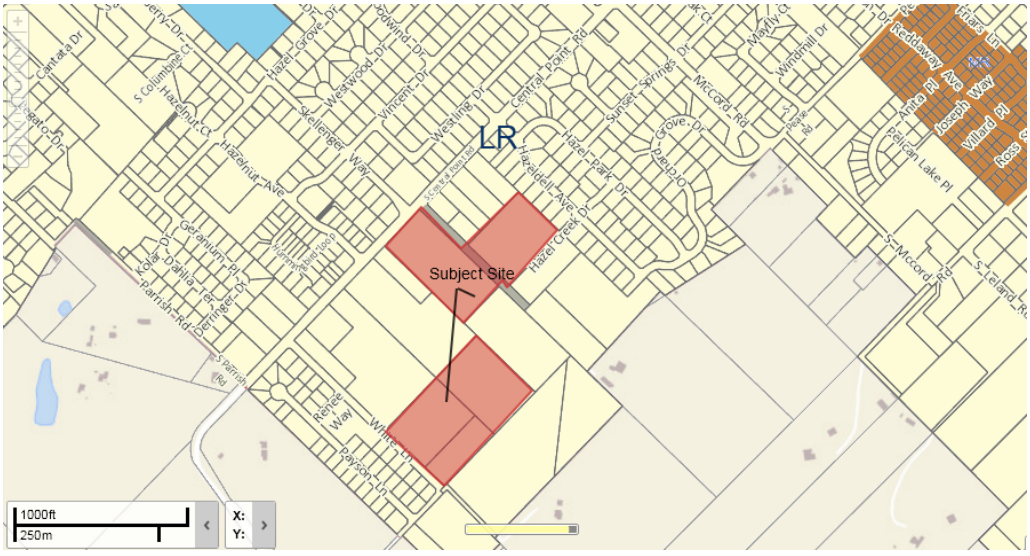


Figure 4. Comprehensive Plan Designation – Low Density Residential

Goal (5) Natural Resources

Goal 5.2 Scenic Views and Scenic Sites

Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.

Finding: Complies as Proposed. The Applicant has not proposed any development within this application. No scenic views or important viewsheds have been identified as affecting this residential zoned site on any inventories adopted by the City. Future development will be subject to development review to protect any affected scenic views. In accordance with this goal and its implementing policies, the city has established standards for landscaping, structure placement, height, and mass as set by the adopted underlying zoning and residential design standards.

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

Finding: Complies as Proposed. A portion of the subject site is within the Natural Resources Overlay District (NROD) See 17.49.[0]10 Purpose. (See Figure 5). The NROD protects as one connected system the habitats and associated functions of the streams, riparian corridors, wetlands and the regulated upland habitats found in Oregon City. It applies when a site specific development plan is proposed. The Applicant has not proposed any development with this application. Future development will be subject to compliance with the Natural Resource Overlay District.

Figure 5. Extent of NROD boundary on property

Goal 6: Quality of Air, Water and Land Resources

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

Finding: Complies as Proposed. While fulfillment of this goal depends on the proximity of this residentially zoned property to nearby commercial areas, the proposed R-6 zoning designation will allow approximately 14 more single-family dwellings on the same land than R-10 zoning, creating a more compact land use pattern and reduction in the square footage of paved street and sidewalk per dwelling. As development occurs on the subject site construction of streets and associated sidewalks would be required, allowing greater connectivity throughout the subject site and surrounding areas.

Central Point Road is a designated collector road which will be improved to city street standards with bicycle lanes, street trees and 7' sidewalks when development is proposed. As adjacent properties also develop, walking, biking and transit opportunities will improve. This standard has been met.

Goal 10: Housing

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

Finding: Complies as Proposed. The proposed zone change will maintain the primary land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. Oregon City has had an R-6 residential zone since at least 1965. As demonstrated below, only 21% of the residentially zoned property within the City is within the R-6 Single Family Dwelling District, with more than 60% of the residentially zoned land in a lower density zoning designation. The table below, based on the current Oregon City Geographic Information System, illustrates the current composition of residential zoning designations within the city.

R-6 zoning, as compared with the existing R-10 zoning, will provide for approximately 14 more single-family homes on this site, thereby increasing the variety and availability of housing choices in the marketplace. This standard has been met.

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

Goal 11: Public Facilities

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

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

Sanitary sewer connection is available from four different directions: an existing 8-inch line in Skellenger Way, Orchard Grove Drive, Hazel Creek Drive and White Lane. Sanitary sewer can be extended into the property from these locations.

Water service connection is available from several directions: a 12-inch City line in Central Point Road, an 8-inch line is located in Orchard Grove Drive, Hazel Creek Drive and White Lane. When developed, water lines can be extended into the property from these locations and will provide a looped system for necessary redundancy and water quality control.

Storm water service connections are available in several locations: a 12-inch pipe in Central Point Road, White Lane and Orchard Grove Drive. Storm water detention and treatment can be provided through a combination of on-site infiltration and discharge to public facilities.

Oregon City Public School District provides education services and has adequate levels of service available. The school district was provided the opportunity to review and comment on this application, and did not indicate that there is inadequate school capacity to serve the development. The most recent documentation that the City has from the School District regarding capacity is from the draft South End Concept Plan, which is currently under review by the Planning Commission. The subject property is not within the concept plan area, but the concept plan area shares the same neighborhood boundary as the subject properties. The concept plan indicates the following with respect to the concept plan (Exhibit 6):

> *The Oregon City School District indicates John McLoughlin Elementary School, located within the South End Plan area, currently enrolls 560 students and can accommodate 30 more for a total capacity of 590 students. If future enrollment exceeds the capacity at McLoughlin Elementary, the School District plans to reopen King Elementary School, located less than one mile north on South End Road. King Elementary provides an initial capacity of 400 students with a plan to add capacity if necessary.*
>
> *The nearest middle and high schools are Gardiner Middle School and Oregon City High School, two and four miles away respectively. Current enrollment at Gardiner is 777 students for grades 6-8. Total capacity for the school is 930 students. Ogden Middle School currently has 890 students and has a capacity for 960 grade 6-8 students. Oregon City High School has a capacity of 2,510 students based on an average of 25 students per classroom. Maximum capacity is 2,800 with current enrollment at slightly more than 2,300 students.*
>
> *Based on the methodology used by the School District and Portland State University's Population Research Center, development in the study area at buildout will result in the addition of approximately 988 students: 456 elementary school, 228 middle school and 304 high school students. These increases in enrollment are expected to occur gradually over the next thirty or more years, depending on the pace of annexation and development in the planning area. Moreover, future enrollment for these elementary schools is projected to remain relatively flat, as new households in their service area are projected to include fewer young children. Therefore, no new school sites are identified in the South End Concept Plan. The City and School District will continue to coordinate as the South End area develops.*

Police and fire protection are provided by the City of Oregon City and there is adequate staffing to serve this property. In addition, future dwellings will mitigate the impact of development with payment of water, sanitary sewer, stormwater, transportation, bicycle/pedestrian, and park system development charges.

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

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

Goal 12: Transportation

Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.
Finding: Complies as Proposed. The Applicant submitted a Traffic Impact Study (TIS) dated October 22, 2013 prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The TIS was reviewed by John Replinger of Replinger and Associates, a City transportation consultant, who concluded: "I find that the TIS provides an adequate basis upon which to assess the impacts of the proposed rezoning. There are several issues that will need to be revisited during site plan review, including turn lanes, sight distance, pedestrian and bicycle facilities, and frontage improvements. The engineer identifies need for mitigation at the intersection of S Central Point Road and Warner Parrott Road (the prohibition of northbound left turns). This change was also identified in the TSP. The engineer recommends that this be made a condition of development of the subject property or funded through a development agreement."

"I agree that it is appropriate for the property owner to participate in mitigation for the S Central Point Road and Warner Parrott Road intersection and improvements at the Warner Parrott/Warner Milne/Leland/Linn intersection if those are required to accomplish the changes at the former intersection. I recommend that at the time of a subsequent land use action, appropriate conditions of approval be crafted by which the property owner participates in the costs of such mitigation."

The City's traffic consultant comments are provided in full in Exhibit 5, and are hereby incorporated into this staff report.

B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed in the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.
Finding: Complies as Proposed. The Applicant submitted a preliminary evaluation of the additional demand expected upon the above-listed public facilities based upon the zone change. The existing water and sanitary sewer facilities have sufficient capacity to support the additional demand. Storm water detention and treatment is often done for each development that occurs, and there is sufficient area available within the subject property to accomplish the detention and treatment requirements. City services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district (see findings above regarding Goals 11 and 12 of the City's Comprehensive Plan for additional discussion).

C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.
Finding: Complies as Proposed. See \s findings above regarding Goal 12 of the City's Comprehensive Plan for additional discussion.

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

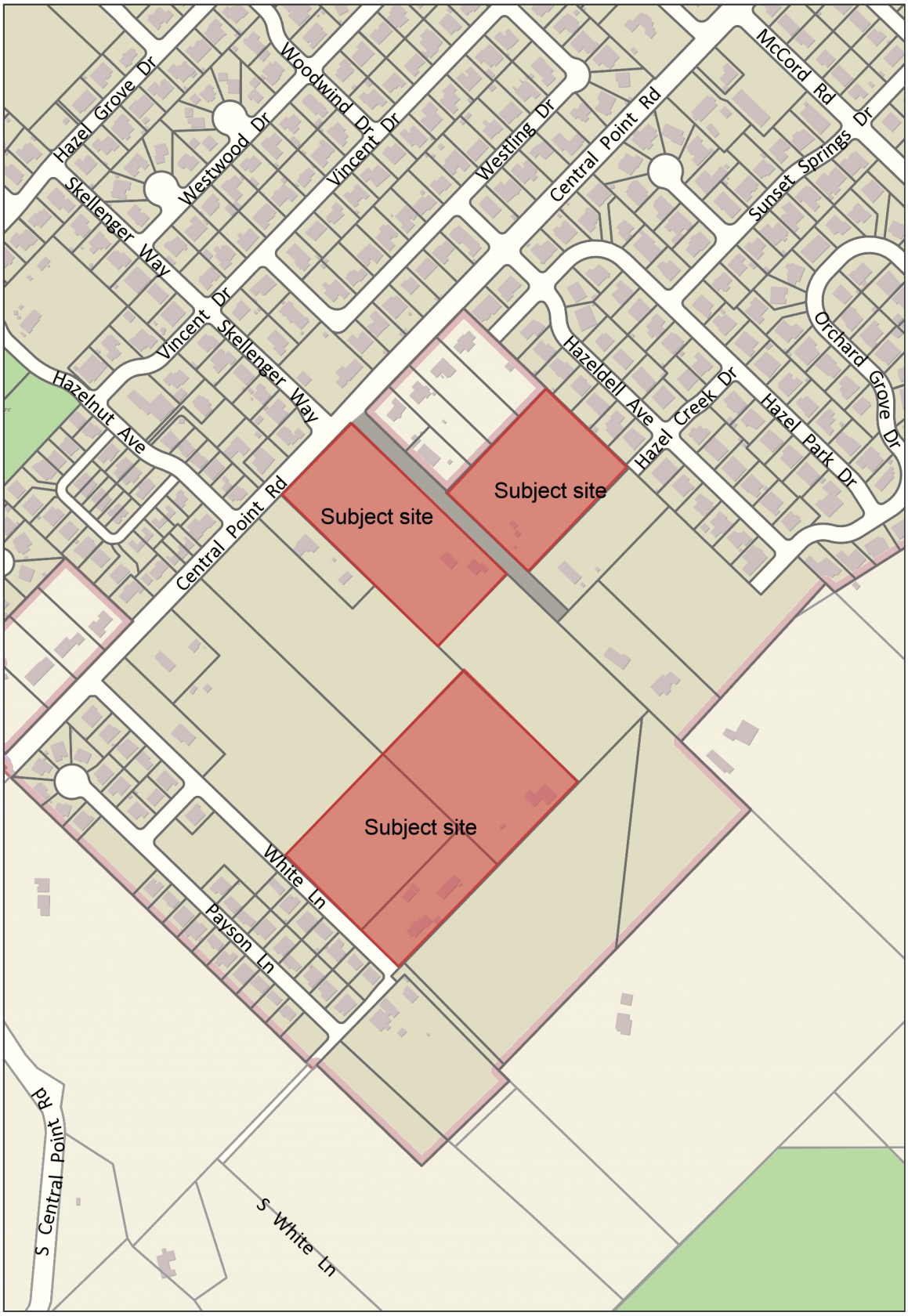
CHAPTER 17.12 "R-6" SINGLE-FAMILY DWELLING DISTRICT

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

IV. CONCLUSION AND RECOMMENDATION:
In conclusion, based on the Applicant's proposal, the proposed zone change located at Clackamas County Map 3-1E-12D, TL 1701, 1593, 1503, and 1600 as well as Clackamas County Map 3-2E07C, TL 1003 can meet the approval standards outlined in this Staff Report. Therefore, the Community Development Director recommends approval of the application.

V. EXHIBITS
The following exhibits are attached to this staff report.
1. Vicinity Map
2. Applicant's Submittal
3. Public Notices
4. Public Comments
    a. Letter from Tom O'Brien (Citizen comment letter), 12/29/2013
    b. Letter from Tom O'Brien (Hazel Grove Westling Farms N.A. comment), 12/30/2013
    c. Letter from Patricia Ullman, Payson Farms HOA, 1/17/2014
    d. Objection to ZC 13-03 with Signatures (approx. 150), 1/17/2014
    e. 1/16/2014 Letter from Roger Dunigan, with attached Oregonian Article "A Growing Problem", dated 12/22/2013
5. Comments regarding Transportation Analysis, John Replinger, P.E.
6. South End Concept Plan excerpt regarding OCSD capacity.

ZC 13-03: Zone Change

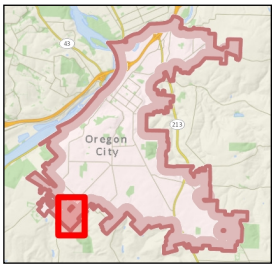


Legend

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

Notes

Overview Map



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

Map created 11/21/2013

Zone Change Application for Central Point Road Properties

Date:	October 2013
Submitted to:	Oregon City Planning Department 221 Molalla Avenue, Suite 200 Oregon City, OR 97045
Applicant:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, OR 97035
Prepared by:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, OR 97140

AKS Engineering & Forestry

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

Zone Change Application for Central Point Road Properties

Table of Contents

Application:

- City Land Use Application Form
- Written Narrative
- Natural Resources Assessment (SWCA Environmental Consultants)
- Transportation Planning Rule Analysis (Lancaster Engineering)
- Public Facilities Memorandum
- Neighborhood Meeting Documentation
- City Pre-Application Conference Notes
- Property Vesting Deeds
- Clackamas County Assessor's Maps

Included Separately With Application:

- Oregon City Zone Change Application Fee ($5,969 – Total)
  - Zone Change Fee: $2,683
  - Traffic Fee: $1,962 + $1,309
  - Mailing Labels: $15

City Land Use Application Form

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

Proposed Land Use or Activity: Zone Change Application from R-10 to R-6 for 5 tax lots totalling approximately 17.74 acres.

Project Name: Central Point Road Properties **Number of Lots Proposed (If Applicable):** N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. **Date:**

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 **Fax:** (503) 387-7615 **Email:** mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: Warren E. Johnson Johnson Family Joint Trust - Donna M. Johnson

Property Owner(s) Name Printed: See attached vesting deeds for ownership information **Date:**

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative **Fax:** Contact Applicant's Representative **Email:** Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry **Date:**

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

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

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

OREGON CITY

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

Proposed Land Use or Activity: Zone Change Application from R-10 to R-6 for 5 tax lots totalling approximately 17.74 acres.

Project Name: Central Point Road Properties Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. Date:

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 Fax: (503) 387-7615 Email: mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature: Gretchen Tolstrup (owner of Lots 1701 & 1003)

Property Owner(s) Name Printed: See attached vesting deeds for ownership information Date:

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry Date:

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

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

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

OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

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

File Number(s): PA 13-29 (Pre-Application Conference)

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Project Name: Central Point Road Properties Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 19584 Central Point Road and 19882 White Lane

Clackamas County Map and Tax Lot Number(s): 3 1E 12D Lots 1593, 1600, 1503, 1701; 3 2E 07C Lot 1003

Applicant(s):

Applicant(s) Signature:

Applicant(s) Name Printed: Venture Properties, Inc. Date:

Mailing Address: 4230 SW Galewood Street, Suite 100, Lake Oswego, OR 97035

Phone: (503) 387-7577 Fax: (503) 387-7615 Email: mimi@ventureprop.com

Property Owner(s):

Property Owner(s) Signature:

Property Owner(s) Name Printed: See attached vesting deeds for ownership information Date:

Mailing Address: 15550 S Kirk Road, Oregon City, OR 97045 ; 19882 White Lane, Oregon City, OR 97045

Phone: Contact Applicant's Representative Fax: Contact Applicant's Representative Email: Contact Applicant's Representative

Representative(s):

Representative(s) Signature:

Representative (s) Name Printed: AKS Engineering & Forestry Date: 10/24/2013

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

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

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

Written Narrative

Written Narrative

Proposal:	Zone Change Application for 5 Tax Lots from R-10 to R-6
Submitted to:	City of Oregon City Planning Department 221 Molalla Avenue, Suite 200 Oregon City, OR 97045
Owners:	31E 7C 1003 and 31E 12D 1701 See attached vesting deeds for ownership information 31E12D 1503, 1593, & 1600 See attached vesting deeds for ownership information
Applicant:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, OR 97035
Applicant's Representative:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, OR 97140
Site Addresses:	19584 Central Point Road 19882 White Lane Oregon City, OR 97045
Site Size:	+/- 17.74 Acres
Assessor's Information:	Clackamas County 3 1E 12D Lots 1503, 1593, 1600, 1701 3 2E 07C Lot 1003
Current Zoning Designation:	LR – Low Density Residential / R-10
Proposed Zoning Designation:	LR – Low Density Residential / R-6

I. Executive Summary

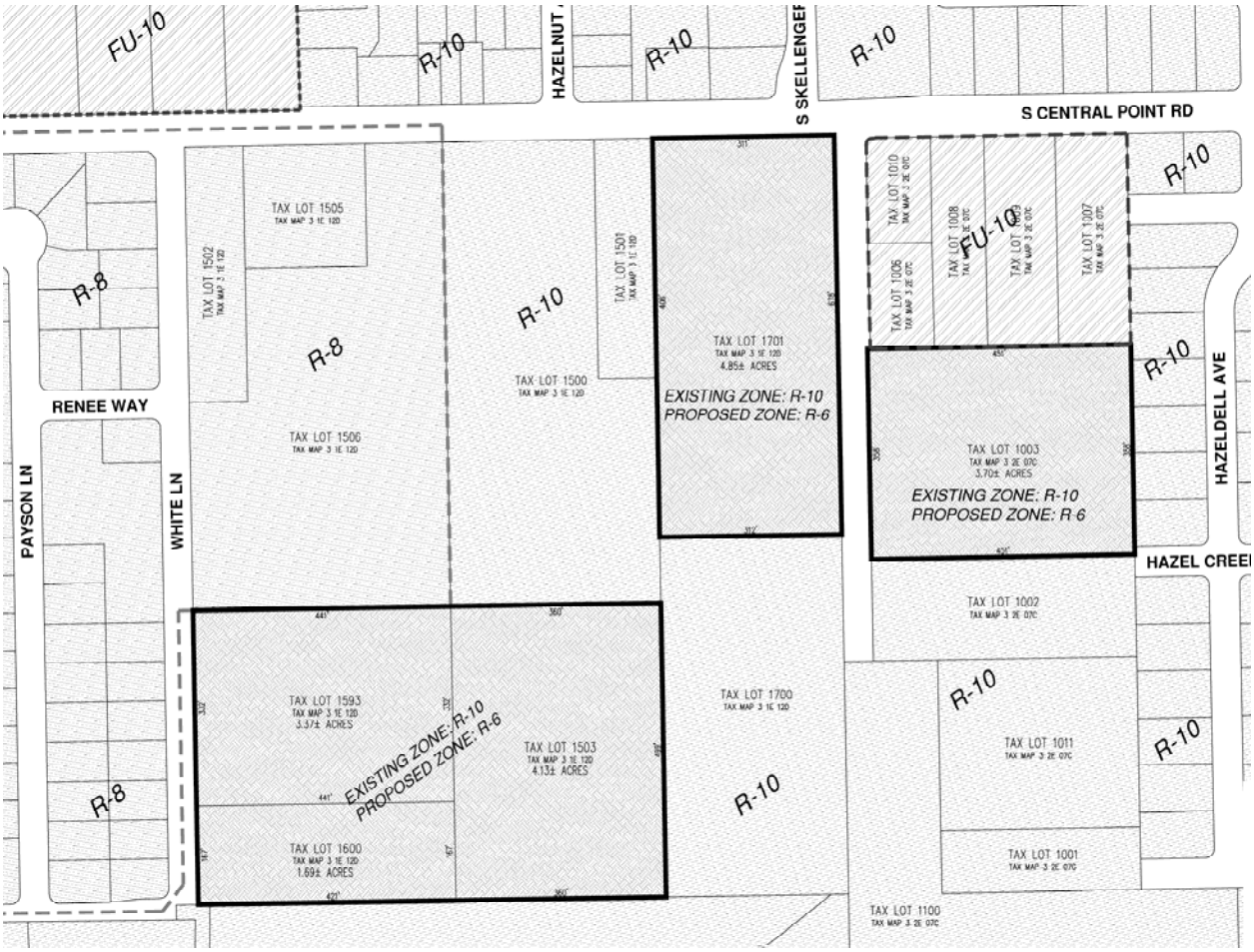
This application is for a zone change to change the zoning designation of five tax lots (that total approximately 17.74 acres) from the R-10 designation to an R-6 designation. The five parcels have several existing residences and accessory structures, and are surrounded by residential subdivisions to the west, north, and west, with lot sizes ranging from approximately 4,000 square feet to 10,000 square feet. The site is designated as Low Density Residential (LR) in the City's Comprehensive Plan, which includes the R-10, R-8, and R-6 Zoning Districts. The submittal materials include the required findings and other documentation necessary to establish compliance with all applicable approval criteria.

II. Site Description / Setting

The project site is located south of S Central Point Road and east of White Lane, as depicted in the aerial photo below and on Sheet 3 of the preliminary plan set.

Aerial Photo

Surrounding Land Use / Zoning Designations



Zoning Map

Northwest: Across Central Point Road from the Tolstrup Property lies a residential subdivision (Filbert Run) that is designated R-10 by Oregon City, but which was developed as a Planned Unit Development (PUD) with lot sizes as small as 3,920 square feet.

North/Northeast: Across Central Point Road and abutting the Tolstrup Property lie several residential subdivisions (Westling Farm, Filbert Run, Filbert Orchard, Westling Farm) that are designated R-10 by Oregon City.

Southwest: Across White Lane from the Johnson Property lies a residential subdivision (Payson Farms #2) that is designated R-8 by Oregon City, but which was developed with lot sizes as small as 6,534 square feet.

East/Southeast: The Tolstrup Property abuts a residential subdivision (Hazel Creek Farms) that is designated R-10 by Oregon City.

South: The Tolstrup and Johnson Properties abut larger properties that are designated R-10 by Oregon City.

III. Applicable Review Criteria

City staff's pre-application conference notes outline the review criteria that are relevant to this application. Therefore, those criteria are addressed below.

Chapter 17.68: Zone Changes and Amendments

Per OCMC Section 17.68.020, the criteria for a zone change are set forth as follows:

A. *The proposal shall be consistent with the goals and policies of the comprehensive plan.*
B. *That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.*
C. *The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.*
D. *Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.*

Criterion A: Consistency with the Oregon City Comprehensive Plan

The proposed zone change meets the following applicable goals and policies of the Comprehensive Plan:

Goal 1: Citizen Involvement
Goal 1.2: Ensure that citizens, neighborhood groups and affected property owners are involved in all phases of the comprehensive planning program.

Response: The Oregon City Comprehensive Plan and Municipal Code include provisions to ensure citizens, neighborhood groups, and affected property owners have an opportunity to participate in the land use process. The City Comprehensive Plan is acknowledged by the State of Oregon as compliant with the Oregon Statewide Planning Goals, including Goal 1. For this application, citizens are able to attend and participate in a Neighborhood Association meeting that is open to the public in addition to the opportunity to attend and participate in public hearings before the Oregon City Planning Commission and the Oregon City Commission. In addition, future applications for development involving the subject properties will involve additional public process. Therefore, the application is consistent with this goal.

Goal 2: Land Use

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

Response: This application involves a zone change from the R-10 designation to the R-6 designation. This represents an increase in density while still remaining in a single-family zone. Densities corresponding to the R-6 zone represent sustainable development in a more compact form that is able to capitalize on public infrastructure investment within the existing City limits, which eases external pressures to expand and sprawl beyond the current urban growth boundary. Therefore, the application is consistent with this Goal.

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

Response: The subject property is designated Low Density Residential (LR) by the City's Comprehensive Plan. The LR designation includes R-10, R-8, and R-6 zoning districts. This application involves a zone change from the R-10 designation to the R-6 designation. This application does not propose to change the Comprehensive Plan designation of the site. The property is adjacent to properties zoned R-8 and R-10, although lot sizes in surrounding subdivisions are as small as 3,920 square feet and range in size from 3,920 square feet to approximately 10,000 square feet. Therefore, the R-6 designation maintains the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development and the application is consistent with this Goal.

Goal 5: Natural Resources

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

Response: According to City maps, a Natural Resource Overlay District (NROD) extends onto a portion of two of the five tax lots included in this application (Tax Lots 1503 and 1593). A Natural Resources Assessment (NRA), prepared by SWCA Environmental Consultants is included in the application materials. The NRA concludes that the project site is not affected by any jurisdictional Title 3 wetlands or waters, or associated vegetated corridors. The NRA has been attached to this application for reference.

City staff's pre-application meeting notes indicate that an application for NROD verification may be needed for the project site. The attached NRA will also be included with any future development application(s) associated with Tax Lots 1503 and 1593 as documentation for the verification as is typical and appropriate. Therefore, the application is consistent with this goal.

Goal 6: Quality of Air, Water and Land Resources

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

Response: The proposed R-6 zoning designation promotes a compact land use pattern that reduces the amount of land dedicated to public streets and other public infrastructure per dwelling unit. Compact land use patterns reduce travel distance by single-occupancy vehicles and increase opportunities for alternative modes of transportation including walking, biking, and transit.

The properties represented in this application are located approximately ¼ mile from John McLoughlin Elementary School and ½ mile from lands being considered for Neighborhood Commercial designations (along South End Road) in the South End Concept Plan. Thus, the R-6 zoning for these properties strategically increases opportunities for greater populations to walk and bike to places of education, shopping, and employment. Therefore, the R-6 zoning designation is consistent with this Goal.

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

Response: This application does not involve any physical disturbance to the land or property. In the future, applications may be submitted that involve physical changes to the property. Those types of applications are subject to City grading, drainage, and erosion control standards. Therefore, those applications will include preliminary plans that include erosion and sedimentation control measures in addition to written findings demonstrating that applicable erosion and sediment control standards are satisfied. Therefore, to the extent this Goal is relevant to the application, it is satisfied.

Goal 10: Housing

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

Response: R-6 zoning will preserve the property's existing Low Density Residential Comprehensive Plan Designation while also maintaining the single-family residential nature of the area, albeit in a more compact form. R-6 density is most conducive to single-family detached development patterns rather than multi-family or single-family attached and this is indicative as those uses are not permitted in the R-6 zone. Those types of uses would require a comprehensive plan map amendment, which is not included in this application. It is clear that R-6 densities will allow for a greater number of residential units on the site, thereby increasing the number and variety of housing choices in the area. Therefore, the application is consistent with this Goal.

Goal 11: Public Facilities
Goal 11.1: Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Response: The applicant met with City staff in a pre-application conference and discussed a zone change from R-10 to R-6. At the pre-application conference and in subsequent correspondence with City staff, no deficiencies in terms of the adequacy of public facilities (water, sanitary sewer, storm drainage, streets) were identified. This is in part because a change from R-10 to R-6 is a shift within the Low Density Residential Comprehensive Plan Map Designation and these impacts have been previously evaluated with the adoption of the City Comprehensive Plan. Please also refer to the memorandum from a professional engineer discussing the adequacy of public facilities for further information.

In addition, as part of the any future application (including subdivision review), detailed preliminary plans will be submitted for review by the City and Clackamas Fire District No. 1, as well as the School District. The applicant will also be required to sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water, and/or street improvements in the future that benefit the project site.

Goal 12: Transportation
Goal 12.6: Develop and maintain a transportation system that has enough capacity of meet users' needs.

Response: A Transportation Planning Rule (TPR) Analysis has been prepared by a registered professional traffic engineer based upon a scope of work provided by the City traffic engineering consultant. The TPR Analysis includes trip generation estimates for the existing R-10 zone and the proposed R-6 zone, traffic count data, trip distribution and assignments, operational analysis, crash data analysis, and capacity analysis for the 20 year planning horizon consistent with the requirements of the State Transportation Planning Rule (OAR 660-012-060).

Written findings are contained within the TPR Analysis that demonstrate that the TPR is satisfied by the application. Therefore, the application is consistent with this Goal.

Criterion B: Availability of Public Facilities and Services

Response: As detailed above in the response to Goal 11.1, the applicant met with City staff in a pre-application conference and discussed a zone change from R-10 to R-6. At the pre-application conference and in subsequent correspondence with City staff, no deficiencies in terms of the adequacy of public facilities (water, sanitary sewer, storm drainage, streets) were identified. This is in part because a change from R-10 to R-6 is a shift within the Low Density Residential Comprehensive Plan Map Designation and these impacts have been previously evaluated with the adoption of the City Comprehensive Plan. Please also refer to the

memorandum from a professional engineer discussing the adequacy of public facilities for further information.

In addition, as part of the any future application (including subdivision review), detailed preliminary plans will be submitted for review by the City and Clackamas Fire District No. 1, as well as the School District. The applicant will also be required to sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water, and/or street improvements in the future that benefit the project site.

Criterion C: Compatibility with Transportation System

Response: A Transportation Planning Rule (TPR) Analysis has been prepared by a registered professional traffic engineer based upon a scope of work provided by the City traffic engineering consultant. The TPR Analysis includes trip generation estimates for the existing R-10 zone and the proposed R-6 zone, traffic count data, trip distribution and assignments, operational analysis, crash data analysis, and capacity analysis for the 20 year planning horizon consistent with the requirements of the State Transportation Planning Rule (OAR 660-012-060).

Written findings are contained within the TPR Analysis that demonstrate that the TPR is satisfied by the application. Therefore, the application is consistent with this Goal.

Criterion D: Applicability of Statewide Planning Goals.

Response: The Oregon City Comprehensive Plan is acknowledged by LCDC and contains specific policies and provisions that address zone change applications. These criteria are listed above and as described in this written statement are satisfied by the application. Therefore, this criterion is met.

IV. Conclusion

The above listed findings and accompanying documentation demonstrate that the proposed zone change application complies with all applicable approval criteria found in the Oregon City Municipal Code, including consistency with relevant provisions of the City Comprehensive Plan and availability of adequate public facilities, services, and transportation systems. Therefore, the applicant respectfully requests approval of the zone change to the R-6 district for the project site as described in this written narrative and as shown in the preliminary plans.

Natural Resources Assessment (SWCA Environmental Consultants)

SWCA
ENVIRONMENTAL CONSULTANTS
Sound Science. Creative Solutions.

Portland Office
1220 SW Morrison, Suite 700
Portland, Oregon 97205
Tel 503.224.0333 Fax 503.224.1851
www.swca.com

Natural Resource Assessment

To: Oregon City Planning Department
Cc: Mimi Doukas, Venture Properties Inc.
Monty Hurley, AKS Engineering and Forestry
From: Stacey Reed, Wetland Scientist
Date: June 13, 2013
Subject: Central Point Road, Oregon City, Clackamas County, Oregon
Tax lots 1500, 1503, 1593, and 1600 of tax map 3 1E 12D (14.78 acres in size)

INTRODUCTION AND BACKGROUND

SWCA Environmental Consultants (SWCA) was contracted by Venture Properties Inc. to conduct a wetland determination at 19882 White Lane off Central Point Road in Oregon City, Clackamas County, Oregon (tax lots 1500, 1503, 1593, and 1600 of tax map 3 1E 12D; Figures 1 and 2). According to the Natural Resources Conservation Service (NRCS) Clackamas County, Oregon Area soil survey map and the Clackamas County hydric soils list, the Bornstedt silt loam with 0 to 8% slopes (Unit 8B) is mapped in the northern portion of the site and the non-hydric Jory stony silt loam with 3 to 8% slopes (Unit 46B) is mapped in the southern portion of the site (Figure 3). No wetlands or waters are mapped on the Oregon Department of State Lands (DSL)–approved 1999 City of Oregon City Local Wetland Inventory (LWI) map (Figure 4). However, the Oregon City online mapper shows a drainage originating near the northeast corner of tax lot 1503 and extending southeasterly through the tax lot (Figure 5).

EXISTING CONDITIONS

The methodology used for determining the presence of wetlands followed the U.S. Army Corps of Engineers (Corps) *Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0)* (Corps 2010), used by both the Corps and the Oregon DSL. Fieldwork for documenting site conditions was conducted on June 5, 2013, by Stacey Reed and Mirth Walker. Soils, vegetation, and indicators of hydrology were recorded at one sample plot location to document representative site conditions.

A single-family residence and detached barn and outbuildings are present on tax lot 1600. Tax lots 1593 and 1503 were actively used for cattle pasture and were generally dominated by tall fescue, rat-tail six-weeks grass, perennial ryegrass, meadow foxtail, Canadian thistle, soft brome, fox-tail barley, black bent, orchard grass, clover, Queen Anne's-lace, and English plantain. According to the land owner Mr. Johnson, the grass community in the pasture on tax lots 1503 and 1593 has not been seeded or plowed in the past 20 years. Tax lot 1500 was dominated by a Christmas tree farm. The topography on the site has a gentle (less than 3 percent) southeasterly slope.

Plot 1 documents the conditions of a slight low elevation broad swale extending through the pasture on tax lot 1503 (and in the vicinity of the drainage mapped on the City's online GIS map). The vegetation in

this area had not been grazed or mowed and there was no defined channel. The broad swale was dominated by an upland plant community (soft brome, rat-tail six-weeks grass, perennial ryegrass, and tall fescue). The surface soils were a dark reddish brown silt loam (with a chroma of 3) and did not meet any hydric soil indicators. No wetland hydrology indicators were observed on June 5, 2013. No drainage patterns, algal matting or other secondary indicators suggesting water flowed through this area during early spring were observed. Therefore, the low topographic swale was determined to be upland. The approximate location for Plot 1 is shown on the attached Figure 6, Existing Conditions Aerial Map. The Wetland Determination Data Sheet, a list of vegetation observed on the site, and representative photos are also attached.

A 4-inch diameter black PVC drain pipe and a clay tile were observed immediately off-site along the fenceline on the adjacent tax lot to the northeast, in a filbert orchard. The drain pipe is located at the downslope end of the drainage mapped on the City's GIS online mapper. No water was observed in the pipe on June 5, 2013, nor were any drainage patterns observed indicating prior water flow or ponding. The vegetation adjacent to the drainpipe had been grazed but appeared to be similar to the non-hydrophytic vegetation community document at Plot 1. The surface soils surrounding the drain pipe were reddish brown (similar to the non-hydric soils documented at Plot 1) and did not appear to be hydric. The drain pipe was likely installed at the site's low spot to collect surface water after heavy rainfall during the winter months.

Please do not hesitate to contact me with any questions concerning the proposed project. No potentially jurisdictional Title 3 wetlands or waters, or associated vegetated corridors were documented in the study area. Therefore, we request that Oregon City update the online geographic information system (GIS) mapping to reflect current site conditions and the absence of any on-site drainage or buffers.

REFERENCES

Environmental Laboratory. 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Online edition. Vicksburg, Mississippi: U.S. Army Engineer Waterways Experiment Station. Available at: http://el.erdc.usace.army.mil/wetlands/pdfs/wlman87.pdf.

Natural Resources Conservation Service (NRCS). 2013. Hydric soils in Clackamas County area, Oregon (survey version 6 dated March 20, 2007). Available at: http://www.or.nrcs.usda.gov/technical/soil/hydric.html. Accessed May 2013.

———. 2013. Online soil survey. Available at: http://websoilsurvey.nrcs.usda.gov/app/. Accessed May 2013.

U.S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (Version 2.0), ed. J.S. Wakeley, R.W. Lichvar, and C.V. Noble. ERDC/EL TR-10-3. Vicksburg, Mississippi: U.S. Army Engineer Research and Development Center.

List of Figures:

List of Attachments:

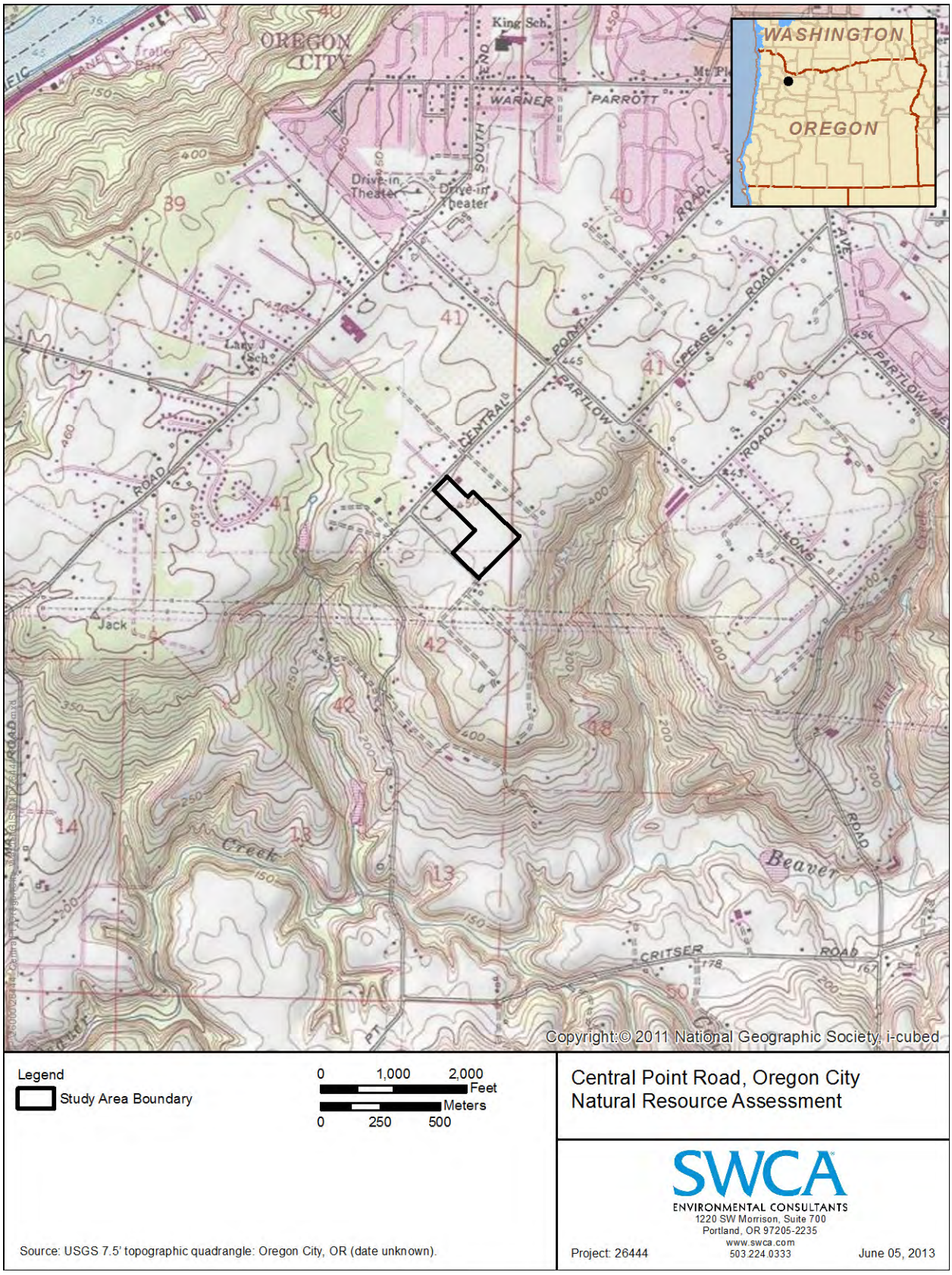


Figure 1. U.S. Geological Survey site location map.

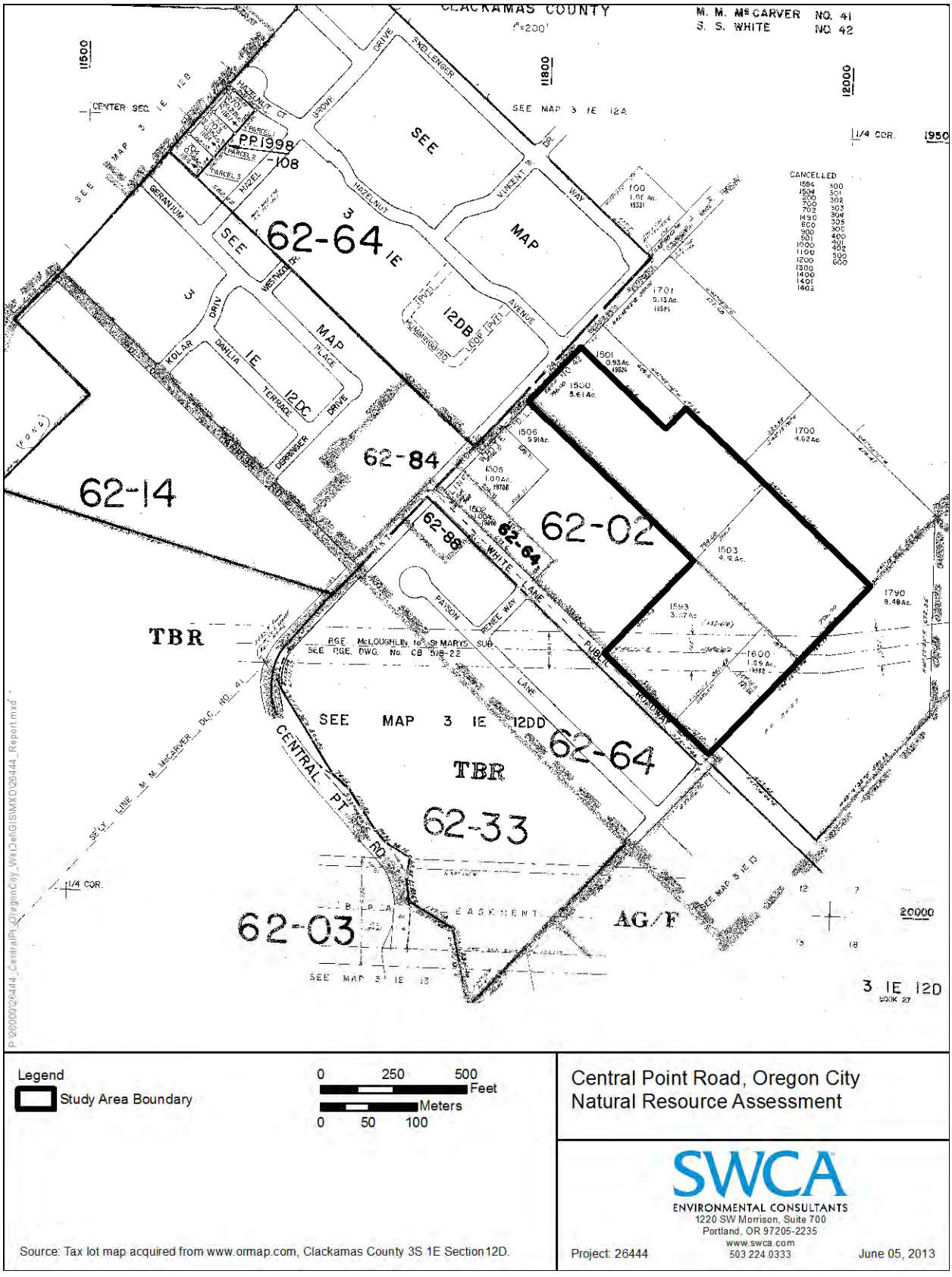


Figure 2. Tax lot map.

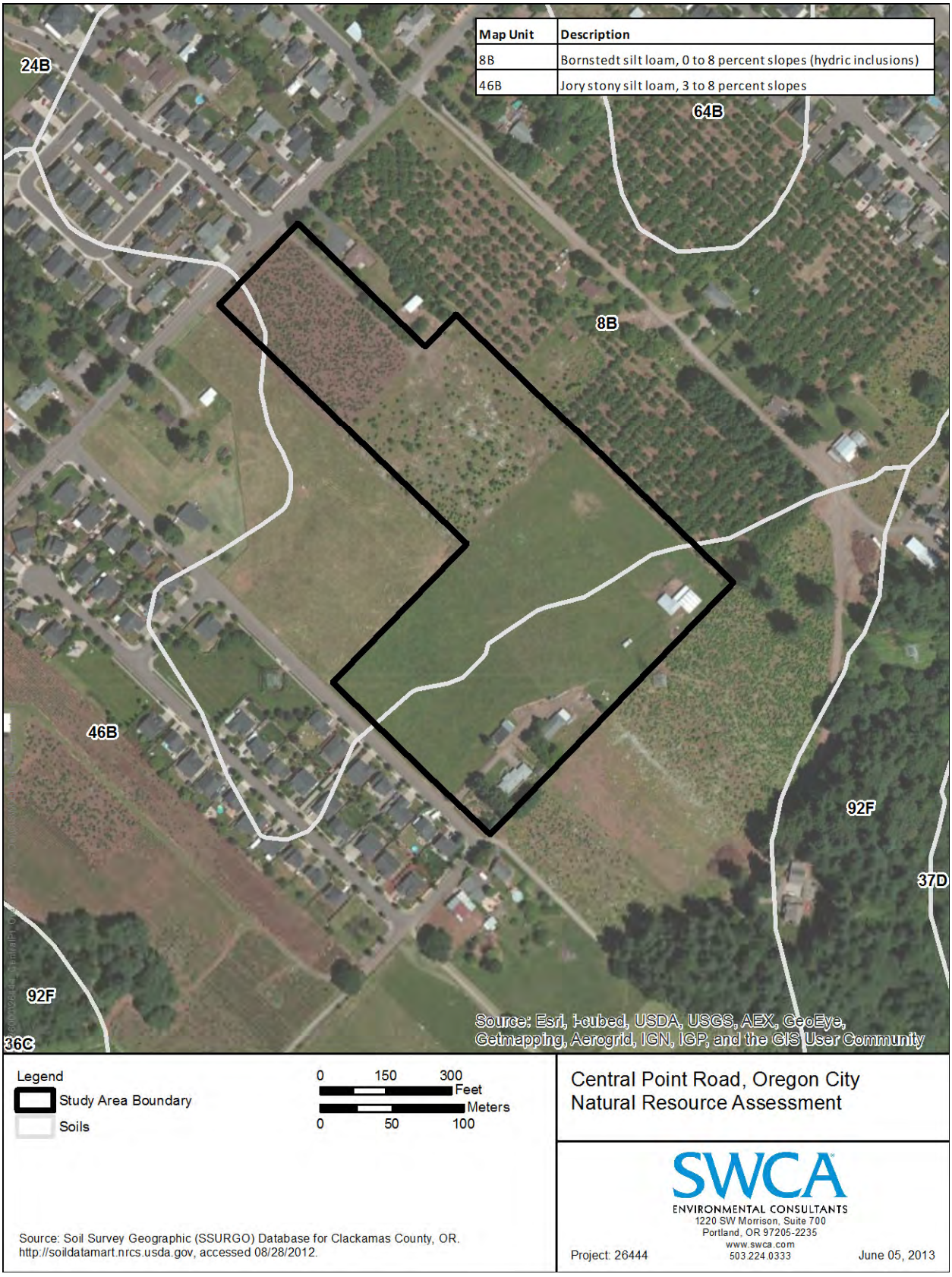


Figure 3. Soil survey map.

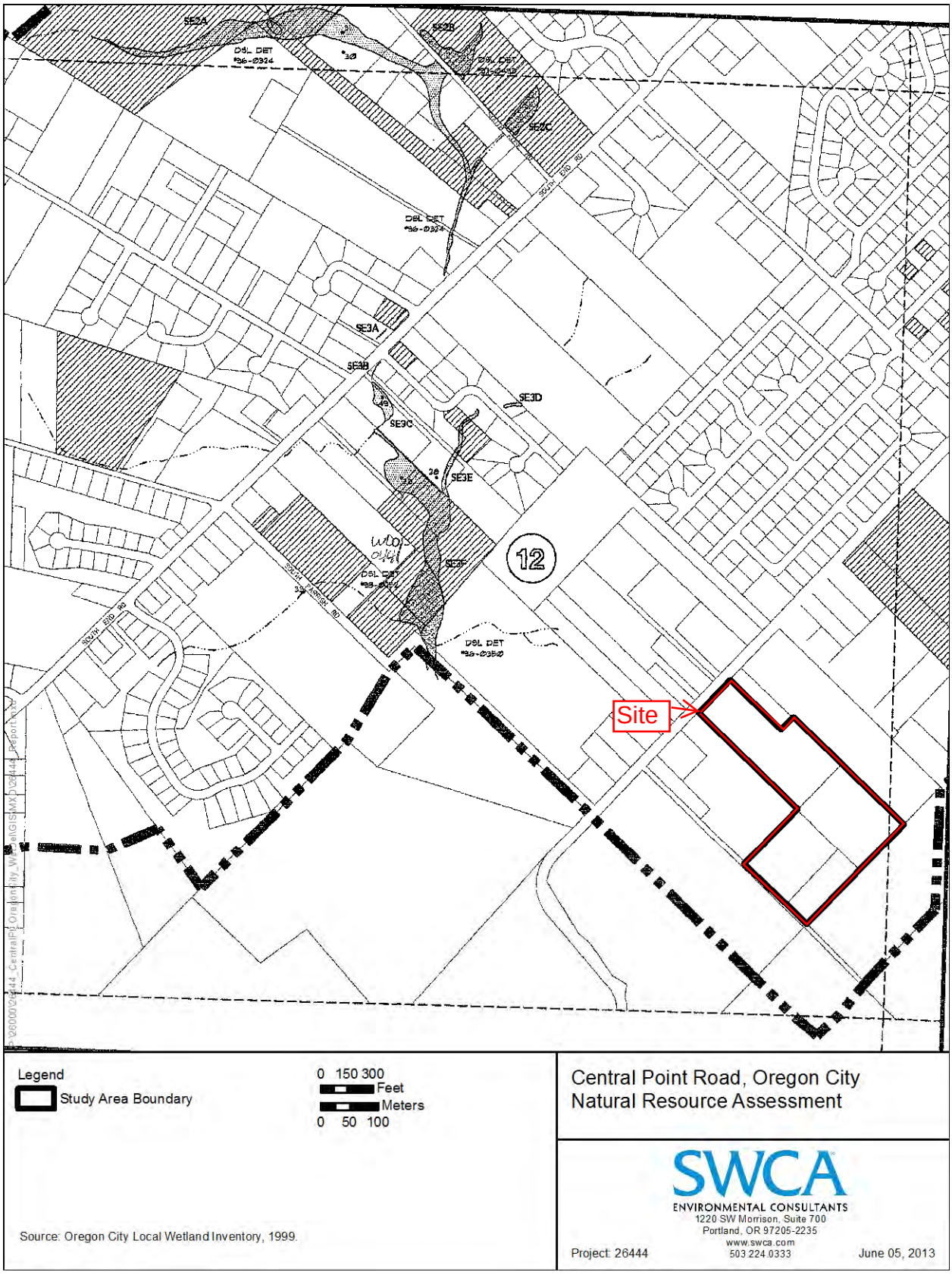


Figure 4. City of Oregon City Local Wetlands Inventory (LWI) map.

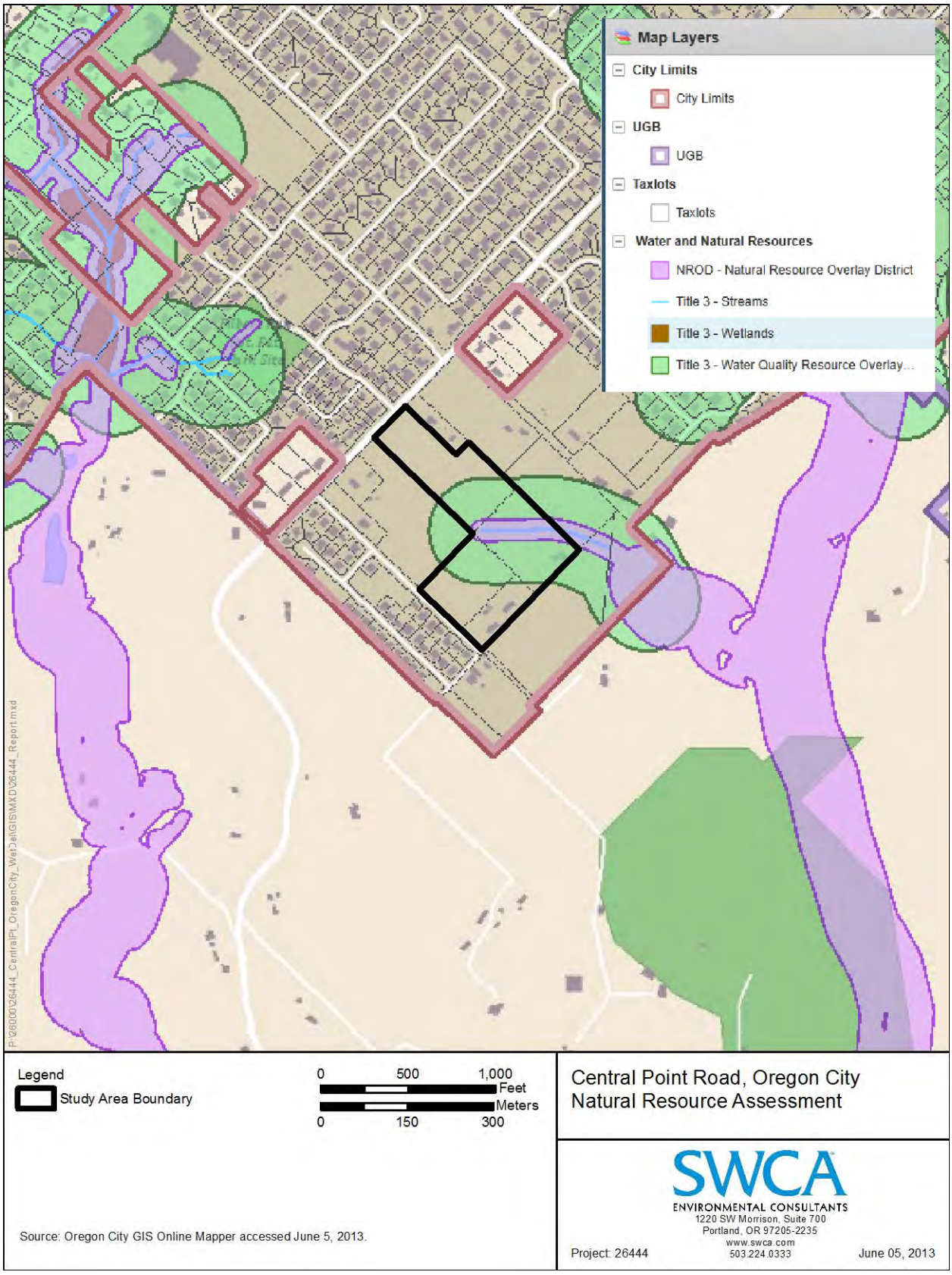


Figure 5. Oregon City Online Mapper

Central Point Road, Oregon City
Figure 6
Existing Conditions 2012 Aerial Photograph

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys and Coast Region

Project/Site: Central Point Road, Oregon City | City/County: Oregon City / Clackamas | Sampling Date: 6/5/2013

Applicant/Owner: Venture Properties Inc. / Johnson | State: OR | Sampling Point: 1

Investigator(s): Mirth Walker and Stacey Reed | Section, Township, Range: Sec 12D, T3N, R1E

Landform (hillslope, terrace, etc.): Terrace | Local relief (concave, convex, none): Concave | Slope (%): <3

Subregion (LRR): A, Northwest Forests and Coast | Lat: | Long: | Datum:

Soil Map Unit Name: (8B) Bornstedt silt loam, 0-8 percent slopes | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks)

Are Vegetation ,Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation ,Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No	X
Hydric Soil Present?	Yes	No	X
Wetland Hydrology Present?	Yes	No	X

Is the Sampled Area within a Wetland? Yes No X

Precipitation prior to fieldwork: No rainfall recorded day of site visit and 3.75 inches two weeks prior in Portland.

Remarks: NA means Not Applicable (used on plowed and planted agricultural crop sites in reference to the vegetation).

VEGETATION

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: 30' r)			
1.			
2.			
3.			
4.			
	0% = Total Cover		
Sapling/Shrub Stratum (Plot size: 10' r)			
1.			
2.			
3.			
4.			
5.			
	0% = Total Cover		
Herb Stratum (Plot size: 5' r)			
1. *Bromus hordeaceus*	20%	Yes	FACU
2. *Lolium perenne*	20%	Yes	FAC
3. *Schedonorus phoenix*	20%	Yes	FAC
4. *Vulpia myuros*	20%	Yes	FACU
5. *Agrostis gigantea*	10%	No	FAC
6. *Alopecurus pratensis*	5%	No	FAC
7. *Parentucellia viscosa*	4%	No	FAC
8. *Poa compressa*	1%	No	FACU
9.			
10.			
11.			
	100% = Total Cover		
Woody Vine Stratum (Plot size: 10' r)			
1.			
2.			
	0% = Total Cover		

% Bare Ground in Herb Stratum 0%

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	59	x 3 =	177
FACU species	41	x 4 =	164
UPL species	0	x 5 =	0
Column Totals:	100 (A)		341 (B)

Prevalence Index = B/A = 3.41

Hydrophytic Vegetation Indicators:

- 1 - Rapid Test for Hydrophytic Vegetation
- 2 - Dominance Test is >50%
- 3 - Prevalence Index is ≤3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present.

Hydrophytic Vegetation Present? Yes No X

Remarks: Entered by: sar QC by: cmw

SOIL

Sampling Point: **1**

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	7.5YR 3/3	100					sil	
16-19	7.5YR 3/3	95	5YR 4/6	5	C	M	sil	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ **No** X

Remarks: s = sand; si = silt; c = clay; l = loam or loamy; co = coarse; f = fine; vf = very fine; + = heavy (more clay); - = light (less clay)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (**LRR A**)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (**LRR A**)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	___	No	X	Depth (inches): ___
Water Table Present?	Yes	___	No	X	Depth (inches): >19
Saturation Present? (includes capillary fringe)	Yes	___	No	X	Depth (inches): >19

Wetland Hydrology Present?

Yes ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Soils were very dry.

Entered by: sar QC by: cmw

Central Point Road, Oregon City
Vegetation Table
June 5, 2013

Common Name	Scientific Name	Wetland Indicator Status	Native / Introduced & Invasive / Noxious
SITE VEGETATION			
Black Bent	*Agrostis gigantea*	FAC	introduced
Field Meadow-Foxtail	*Alopecurus pratensis*	FAC	introduced
Soft Brome	*Bromus hordeaceus*	FACU	introduced
field chickweed	*Cerastium arvense*	FACU	native
Canadian Thistle	*Cirsium arvense*	FAC	invasive, noxious
Orchard Grass	*Dactylis glomerata*	FACU	introduced
Queen Anne's-Lace	*Daucus carota*	FACU	introduced (noxious WA)
Fox-Tail Barley	*Hordeum jubatum*	FAC	native
Hairy Cat's-Ear	*Hypochaeris radicata*	FACU	introduced (noxious WA)
Toad Rush	*Juncus bufonius*	FACW	native
Ox-Eye Daisy	*Leucanthemum vulgare*	FACU	introduced (noxious WA)
Perennial Rye Grass	*Lolium perenne*	FAC	introduced
Yellow Glandweed	*Parentucellia viscosa*	FAC	introduced
English Plantain	*Plantago lanceolata*	FACU	introduced
Flat-Stem Blue Grass	*Poa compressa*	FACU	introduced
Himalayan Blackberry	*Rubus armeniacus*	FACU	invasive, noxious
Curly Dock	*Rumex crispus*	FAC	introduced
tall fescue	*Schedonorus phoenix*	FAC	introduced
clover	*Trifolium species*	FAC to UPL	-
Rat-Tail Six-Weeks Grass	*Vulpia myuros*	FACU	introduced

An asterisk (*) following an indicator identifies tentative assignment in Region 9 of the USFWS plant list.

A question mark (?) preceded by a space indicates our default assumption that the plant is FAC.

Wetland Indicator Status for the WMVC Region per the National Wetland Plant List:
https://wetland_plants.usace.army.mil accessed April 30, 2012 using Firefox
See USDA Plants Database for non-wetland plants: http://plants.usda.gov/
Native per Hitchcock & Cronquist 1973 and http://plants.usda.gov/
Invasive status per Clean Water Services 2008:
http://www.cleanwaterservices.org/PermitCenter/DesignAndConstruction/default.aspx
Noxious per ODA 2012 http://www.oregon.gov/ODA/PLANT/WEEDS/lists.shtml
Noxious per Washington State NWCB 2012 http://www.nwcb.wa.gov/

WETLAND INDICATOR STATUS - Western Mountains, Valleys, and Coast Region	
OBL	**Obligate Wetland** – Plants that occur almost always in wetlands (estimated probability >99%) under natural conditions, but which may also rarely occur in non-wetlands (<1% probability). Examples: broadleaf cattail, skunk cabbage
FACW	**Facultative Wetland** - Plants that usually occur in wetlands (estimated probability 67%-99%), but also occur in non-wetlands an estimated 1%-33% of the time. Examples: Oregon ash, red-osier dogwood
FAC	**Facultative** – Plants that are equally likely to occur in wetlands or non-wetlands (estimated probability 34%-66%). Examples: red alder, salmonberry
FACU	**Facultative Upland** - Plants that usually occur in non-wetlands (estimated probability 67-99%), but occasionally are found in wetlands (estimated probability 1%-33%). Examples: bigleaf maple, Himalayan blackberry
UPL	**Upland** - Plants that almost always occur in non-wetlands (<1% probability of occurring in wetlands).
NOL	**Not Listed** - Plants that are not on the list; assumed to be UPL but may not have occurred in the region when indicators were assigned.

Photo A. View northeast of site.

Photo B. View northeast of drainpipe along northern fenceline.

Photos taken by M. Walker on June 5, 2013

Photo C. View southeast of Plot 1.

Photo D. View northwest of vicinity of drainage mapped on Oregon City's GIS map.

Photos taken by M. Walker on June 5, 2013

Transportation Planning Rule Analysis (Lancaster Engineering)

CENTRAL POINT ROAD ZONE CHANGE
TRAFFIC IMPACT STUDY

OREGON CITY, OREGON

10/22/13

REGISTERED PROFESSIONAL ENGINEER
54983PE
OREGON
JULY 10, 2002
MICHAEL T. ARD
EXPIRES: 12/31/13

DATE:
October 22, 2013

PREPARED FOR:
Venture Properties Inc.

PREPARED BY:
Michael Ard, PE

LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400 | Portland, OR 97204 | 503.248.0313 | lancasterengineering.com

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1. Several properties located on the southeast side of S Central Point Road north of S White Lane and south of Hazeldell Avenue have been proposed for a zone change. The properties are currently zoned R10. This report analyzes the potential traffic impacts that could be expected if the properties are rezoned to R6.

2. The trip generation analysis shows that development of the subject properties at under the "reasonable worst case" development scenario for the proposed R6 zoning would result in an increase in site trips as compared to the R10 zoning. During the morning peak hour, an increase of 27 site trips is projected, with 7 entering and 20 exiting the properties. During the evening peak hour, a net increase of 36 trips is projected, with 23 entering and 13 exiting the site. A daily increase of 342 trips is anticipated, with half entering and half exiting the site.

3. S Central Point Road and S White Lane have no significant horizontal or vertical curves along the frontage of the subject properties. Based on the preliminary sight distance investigation, it was determined that it will be possible to provide adequate intersection sight distance at future site access locations.

4. Left-turn lane warrants were examined for a southbound left-turn lane on S Central Point Road at the future site access location. Based on the analysis, installation of a left-turn lane may be warranted to support future development within the subject properties under either the R10 or the R6 zoning. Accordingly, it is recommended that a detailed examination of left-turn lane warrants be provided as part of any future site development traffic impact study.

5. Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

6. Based on the operational analysis, the intersections of S Central Point Road at Partlow Road, McCord Road and the future site access are projected to operate acceptably without the need for mitigation.

7. The intersection of S Central Point Road at Warner-Parrott Road is projected to operate with volumes exceeding intersection capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. Mitigation for this intersection could consist of restricting northbound left turns, causing trips to re-route to intersections with residual capacity such as South End Road at Partlow Road. The City may also consider funding larger improvements at the intersection of S Central Point Road and Warner-Parrott Road. If larger improvements are undertaken it is anticipated that the subject properties would contribute a proportional share of the project costs based on their traffic impacts.

8. The proposed development conforms to the requirements of Oregon's Transportation Planning Rule provided that a condition of approval or development agreement is established requiring restriction of northbound left turns from Central Point Road onto Warner-Parrott Road. No other mitigations are necessary or recommended.

PROJECT DESCRIPTION

INTRODUCTION

Several properties located on the southeast side of S Central Point Road north of S White Lane have been proposed for annexation and rezone for residential use. The properties are currently zoned R10, and are proposed to be rezoned to R6. This zone change could result in increased density of residential development and a corresponding increase in traffic volumes generated by future development within the subject properties.

The purpose of this study is to assess the potential impacts of the proposed increase in zoning density and address the transportation analysis requirements of Oregon City as well as Oregon's Transportation Planning Rule. The report will identify the net increase in traffic attributable to the proposed zone change and examine the transportation impacts of these additional trips at the long-range planning horizon. It will also recommend any required mitigation. The report will include level of service calculations and volume-to-capacity calculations for existing conditions, year 2035 background conditions (assuming development under R10 zoning) and year 2035 background plus zone change conditions (assuming development under the proposed R6 zoning.) The analysis will also include examination of traffic signal warrants, a detailed crash history analysis, and an analysis of compliance with Oregon's Transportation Planning Rule.

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

LOCATION DESCRIPTION

The subject properties are located on the southeast side of S Central Point Road north of White Lane and south of Hazeldell Avenue. The area proposed for rezone comprises five parcels with a total gross area of 17.74 acres. It is anticipated that future development within the subject properties would take access via new streets intersecting S Central Point Road and White Lane.

Oregon City requires traffic counts and analysis for intersections experiencing a net increase of 20 or more site trips. These intersections include S Central Point Road at Partlow Road, S Central Point Road at S McCord Road and S Central Point Road at Warner-Parrott Road, as well as the future site access intersection on S Central Point Road. Analysis is required for these intersections during the morning and evening peak hours.

S Central Point Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with centerline and fog line striping and a posted speed limit of 45 mph in the site vicinity, transitioning to 35 mph north of Partlow Road. Partial bike lanes and sidewalks are in place on both sides of the roadway, and some on-street parking is available.

Partlow Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with centerline and fog line striping and a posted speed limit of 25 mph. Partial bike lanes and sidewalks are in place along both sides of the roadway.

S McCord Road is classified by Oregon City as a Collector street. It has a two-lane cross-section with no centerline striping. It has a posted speed limit of 25 mph. Continuous curbs and sidewalks are in place along the south side of the roadway, and partial curbs and sidewalks are in place along the north side.

Warner-Parrott Road is classified by Oregon City as a Minor Arterial. It generally has a two-lane cross-section with centerline and fog line striping, but widens at it approaches the intersections with Central Point Road and Linn Avenue/Leland Road to add turn lanes. It has a posted speed limit of 30 mph. Bike lanes and partial sidewalks are in place along both sides of the roadway.

Warner-Milne Road is also classified by Oregon City as a Minor Arterial. It has a two-lane cross-section with centerline and fog line striping, widening at intersections to provide turn lanes. It has a posted speed limit of 30 mph. Bike lanes and partial sidewalks are in place along both sides of the roadway.

Linn Avenue is classified by Oregon City as a Minor Arterial. It generally has a two-lane cross section with centerline and fog line striping. It has a posted speed limit of 35 mph. Bike lanes and sidewalks are in place along both sides of the roadway in the vicinity of Warner-Parrott Road/Warner-Milne Road. Some on-street parking is also available.

Leland Road is classified by Oregon City as a Minor Arterial. It has a two-lane cross-section with centerline and fog line striping and a posted 35 mph speed limit. Intermittent sidewalk and bike lane improvements are in place along the east side of the roadway.

The intersection of S Central Point Road at Partlow Road is a three-legged intersection that is controlled by a STOP sign on the southeast bound Partlow Road approach. Through traffic travelling along S Central Point Road does not stop. Each of the three approaches has a single, shared lane for all turning movements.

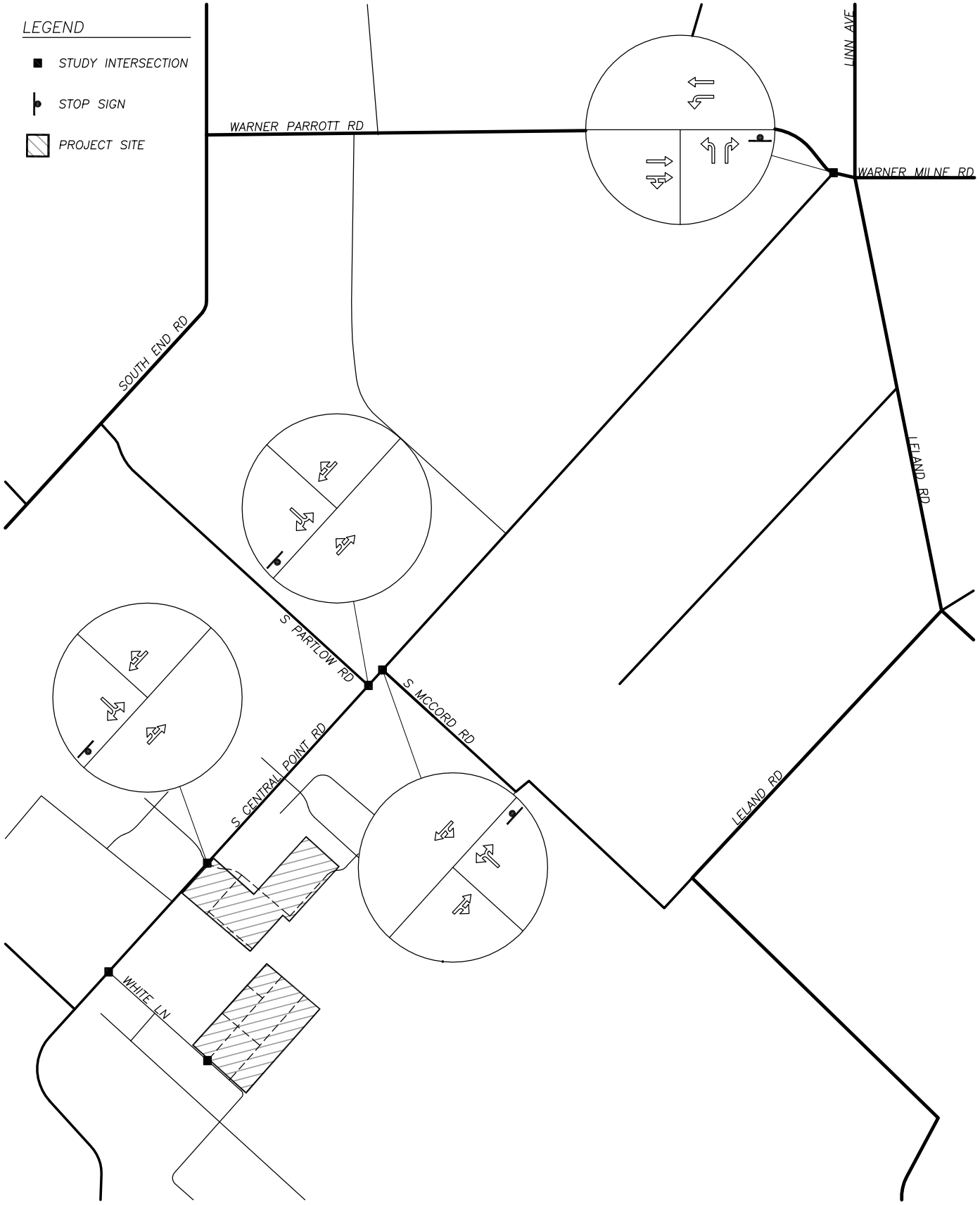
The intersection of S Central Point Road at S McCord Road is a three-legged intersection that is controlled by a STOP sign on the northwest-bound McCord Road approach. Through traffic travelling along S Central Point Road does not stop. Each of the three approaches has a single, shared lane for all turning movements.

The intersection of S Central Point Road at Warner-Parrott Road is a three-legged intersection that is controlled by a STOP sign on the northeast-bound Central Point Road approach. Through traffic travelling along Warner-Parrott Road does not stop. The eastbound Warner-Parrott Road approach has a through lane that becomes an exclusive left-turn lane at the nearby Linn Avenue intersection and a shared through-right lane. The westbound approach has a left-turn lane and an exclusive through lane. The northeast-bound Central Point Road approach has a left-turn lane and a right-turn lane.

The intersection of Warner-Parrott Road/Warner-Milne Road at Linn Avenue/Leland Road is a four-way intersection controlled by a traffic signal. The eastbound, northbound and southbound approaches each have an exclusive left-turn lane and a shared through right lane. The westbound approach has an exclusive left-turn lane, a through lane that feeds into a westbound left-turn lane at the nearby Central Point Road intersection, and a shared through/right lane. The left-turn lanes operate with protected signal phasing.

Manual turning movement counts were made at the study intersections during April 2013 and October 2013 from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. The peak hours typically occur from about 7:25 to 8:25 AM and from 4:30 to 5:30 PM. Detailed traffic count data is included in the appendix to this report.

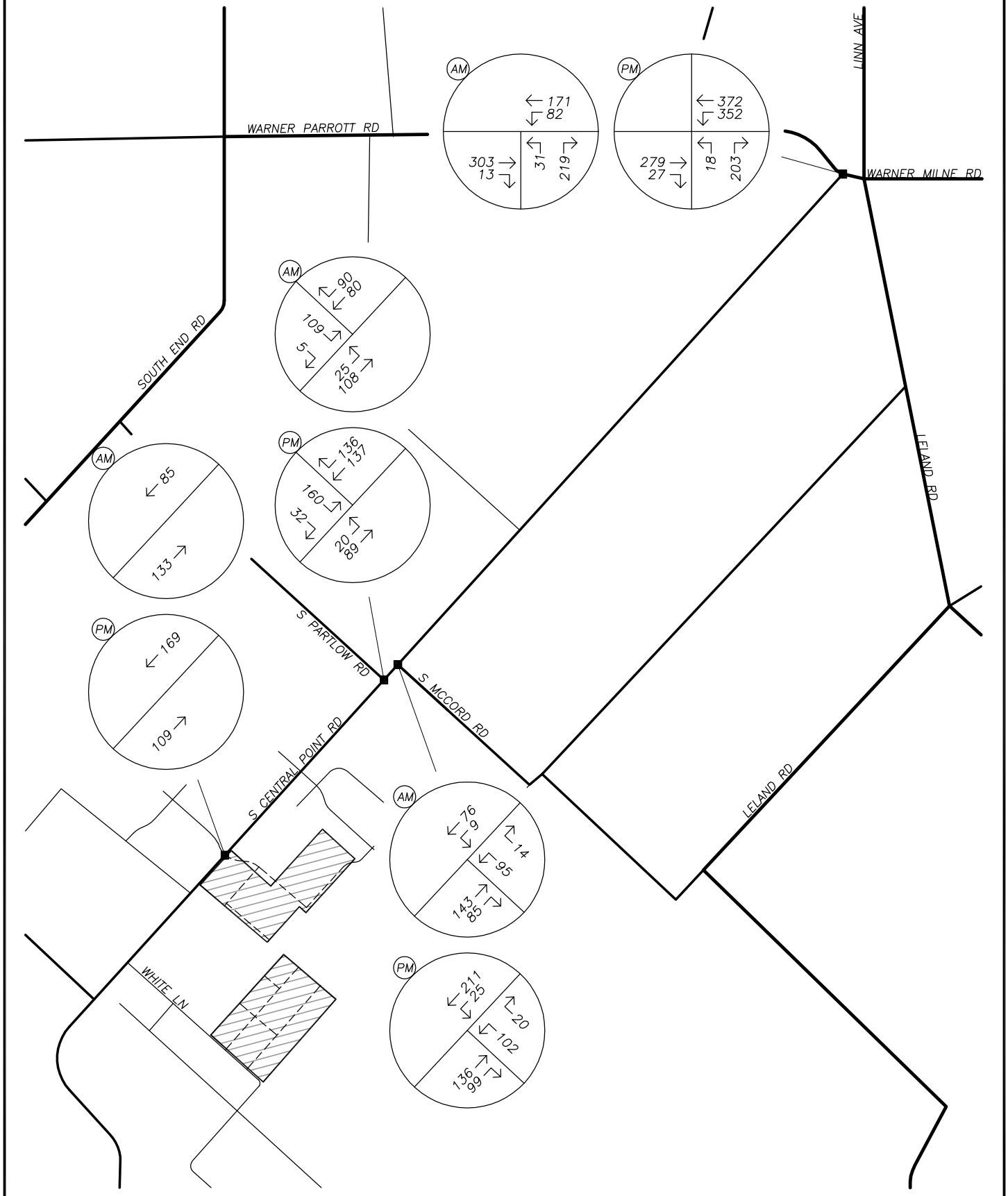
Figure 1 on page seven shows the project study area and the location of the site. Figure 2 on page eight shows the existing traffic volumes at the study area intersection.



VICINITY MAP

no scale

FIGURE 1



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

no scale

FIGURE 2

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by the proposed zone change, an analysis was conducted for the subject properties to determine the reasonable worst case development scenarios under the existing and proposed zoning. The properties are currently zoned R10, with a minimum average lot size of 10,000 square feet. Under the proposed R-6 zoning, the minimum average lot size would be reduced to 6,000 square feet.

The subject properties total 17.74 gross acres. In order to develop the properties with residential site uses, it will be necessary to provide public rights of way and amenities resulting in a reduced area available for residential development. Residential development on this scale and at this density typically has a net developable acreage of 70 percent of the gross acreage. Accordingly, the maximum development scenarios for the existing and proposed zoning were calculated based on 12.42 net acres (541,000 square feet).

Under the existing R10 zoning, the subject properties could be developed with up to 54 single-family homes. Under the proposed R6 zoning, the properties could be developed with up to 90 single-family homes. Accordingly, the net increase in development potential for the proposed zone change is an increase of 36 single-family homes.

Trip rates from the manual *TRIP GENERATION, NINTH EDITION*, published by the Institute of Transportation Engineers were used to determine the net increase in site trips attributable to the increased residential density under the proposed zoning. The trip rates used were those for land use category 210, *Single-Family Detached Housing*, and are based on the number of dwelling units.

Based on the trip generation calculations, the proposed zone change could result in a net increase of 27 trips during the morning peak hour, with 7 entering and 20 exiting the subject properties. During the evening peak hour, an increase of 36 trips is projected with 23 entering and 13 exiting the properties. Daily trip generation is projected to increase by 342 trips, with half entering and half exiting the properties. The table below summarizes the trip generation analysis. A detailed trip generation worksheet is also included in the technical appendix.

TRIP GENERATION SUMMARY

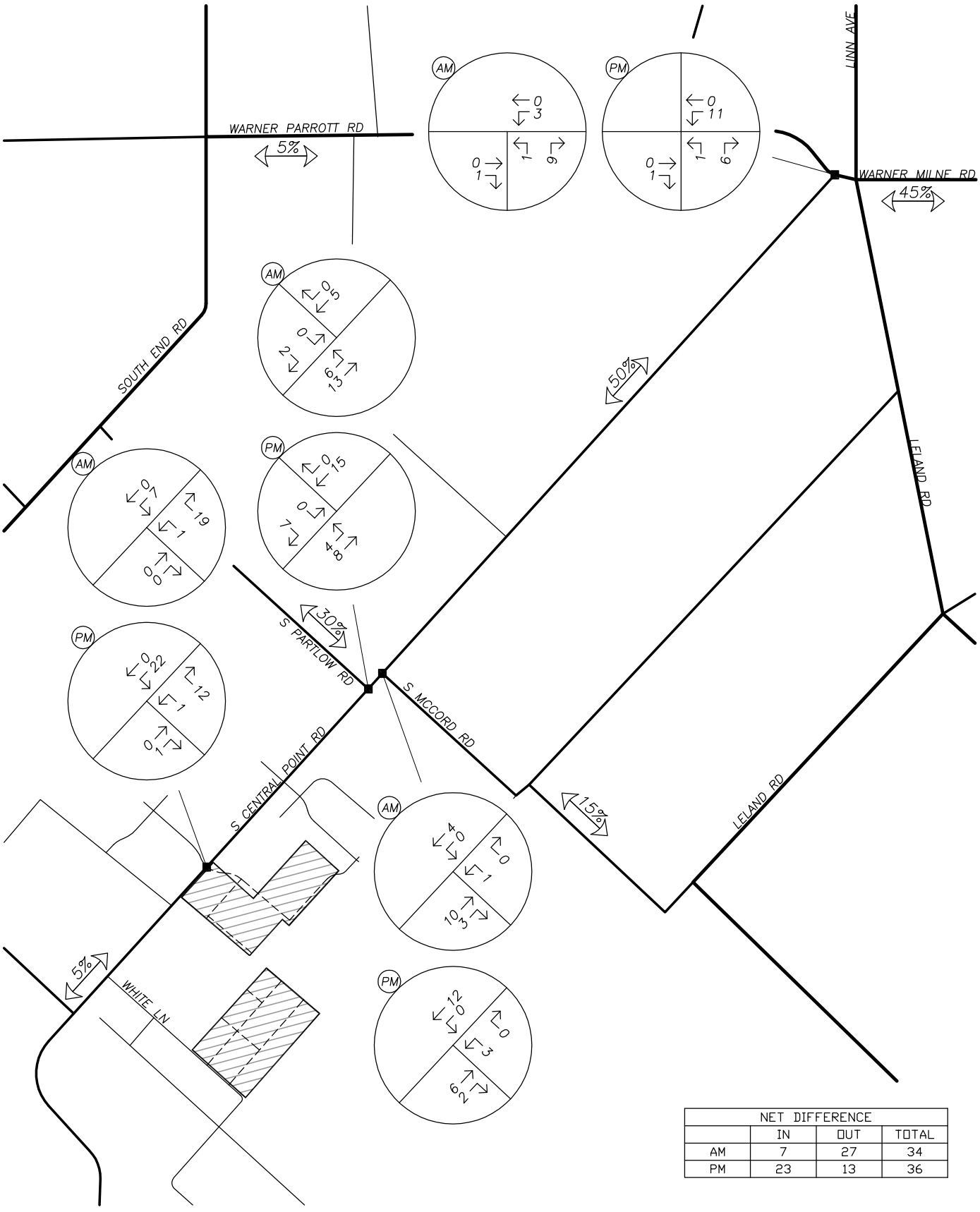
	AM Peak Hour			AM Peak Hour			Daily Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
36 Single-Family Homes	**7**	**20**	**27**	**23**	**13**	**36**	**171**	**171**	**342**

TRIP DISTRIBUTION

The subject properties are surrounded by existing residential development, and can therefore be expected to have a site trip distribution pattern similar to that observed under existing conditions in the site vicinity. Accordingly, the turning movement count data as well as site trip distribution patterns from recent development applications in the site vicinity were used to derive the distribution of site trips under the proposed R6 zoning.

Similarly, in-process traffic volumes were calculated for the subject property and the surrounding underdeveloped land designated for "Low Density Residential" development under the Comprehensive Plan.

The distribution of the net increase in site trips associated with the proposed zone change is shown in Figure 3 on page 11.



NET DIFFERENCE			
	IN	OUT	TOTAL
AM	7	27	34
PM	23	13	36

SITE TRIP DISTRIBUTION & ASSIGNMENT
Net Increase in Site Trips
AM & PM Peak Hours

no scale

FIGURE 3

SAFETY ANALYSIS

SIGHT DISTANCE

In order to determine whether it is feasible to provide safe access to future development within the subject properties, sight lines were examined along S Central Point Road and S White Lane.

Required intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on a driver's eye height of 3.5 feet above the roadway and an object height of 3.5 feet, with the driver's eye 15 feet behind the edge of the near side travel lane.

S Central Point Road has a posted speed limit of 45 mph in the project vicinity, requiring a minimum of 500 feet of intersection sight distance. Central Point Road has no significant horizontal or vertical curvature along the project site. It is therefore anticipated that this minimum sight distance standard can be met along the site frontage.

S White Lane has a posted speed limit of 25 mph in the project vicinity, requiring a minimum of 280 feet of intersection sight distance. This roadway also has no significant horizontal or vertical curvature in the vicinity of the subject property that would limit sight distance to less than the required minimum. It is anticipated that the minimum sight distance standard can be met for a future intersection along this roadway segment.

LEFT-TURN LANE WARRANTS

To determine whether a southbound left-turn lane may be necessary on S Central Point Road at the future access location, a left-turn lane warrant analysis was conducted. A left-turn lane, or left-turn "refuge" is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream.

The left-turn lane warrants used were those developed by the Texas Transportation Institute as adapted by the Oregon Department of Transportation. The warrant analysis is based on the volume of through traffic in each direction along the major street, the number of travel lanes, and the design speed of the roadway.

The warrant analysis shows that a southbound left-turn lane is projected to be warranted upon future development of the subject property under either the R10 or the R6 zoning. Since actual turning-movement volumes may vary from those analyzed under the "reasonable worst case" development scenarios based on multiple points of access as well as variations in density of development and traffic volumes on adjacent streets at the year of project completion, it is recommended that additional left-turn lane warrant analysis be conducted as part of any future traffic impact study prepared for

development within the subject properties. Detailed left-turn lane warrant analysis worksheets are included in the attached technical appendix.

CRASH HISTORY

In order to identify any existing safety hazards in the site vicinity, a five-year crash history was obtained from ODOT's Crash Analysis and Reporting Unit. The data covered the period from January, 2008 through December 2012.

A brief discussion of crashes is provided for each of the study area intersections. In addition to the crash descriptions, calculated crash rates were determined for each location. Examination of the crash rate, expressed as the number of crashes per million entering vehicles (CMEV), allows intersections with widely different traffic volumes to be compared on the basis of relative crash risk. Typically, crash rates greater than 1.0 require further investigation into the type and causes of the crashes to determine whether patterns indicative of specific safety hazards exist.

The intersection of S Central Point Road at Partlow Road had three reported crashes during the five-year analysis period. These included two turning movement collisions and one non-collision incident involving a motorcycle that tipped over. The crashes resulted in one non-incapacitating injury and one report of "possible injury/complaint of pain". The crash rate for the intersection was calculated to be 0.29 CMEV. Based on the crash data, no significant safety hazards were identified at this intersection.

The intersection of S Central Point Road at McCord Road had one reported crash during the five-year analysis period. It was a turning-movement collision resulting in property damage only. The crash rate for this intersection was calculated to be 0.09 CMEV. Based on the crash data, no significant safety hazards were identified at the intersection.

The intersection of S Central Point Road at Warner-Parrott Road had five reported crashes during the five-year analysis period. All five were turning-movement collisions, one of which involved a bicycle. The crashes resulted in one non-incapacitating injury (to the person on the bicycle) and five reports of "possible injury/complaint of pain". The crash rate for the intersection was calculated to be 0.22 CMEV. Based on the crash data, no significant safety hazards were identified at the intersection.

Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

OPERATIONAL ANALYSIS

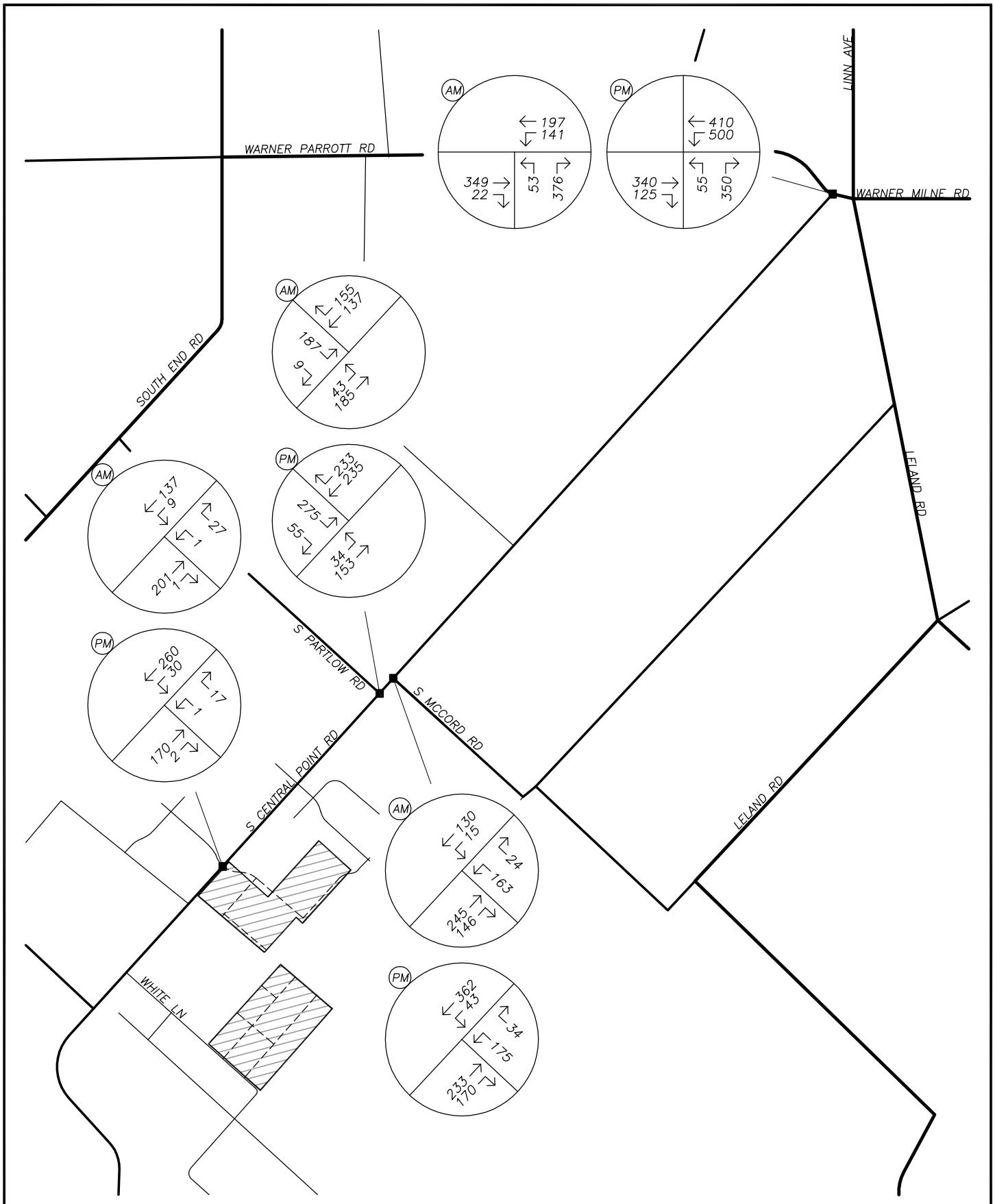
BACKGROUND TRAFFIC

Prior to adding the projected increase in site trips from the proposed zone change to the study area intersections, year 2035 background traffic volumes were estimated based on data from City's Transportation System Plan and likely development of the subject properties and surrounding parcels under the current R10 zoning.

Year 2035 turning movement volumes for the intersection of S Central Point Road at Warner-Parrott Road were estimated based on the year 2035 constrained model volumes from the Transportation System Plan. Comparison of these volumes to the existing turning movement volumes allowed determination of growth rates for traffic volumes on Central Point Road and along Warner-Parrott Road. These growth rates were applied to the area intersections to determine likely traffic volumes at locations that were not explicitly studied in the TSP for the year 2035 planning horizon.

In addition to the growth rates, year 2035 background turning movement volumes for the site access intersection on S Central Point Road were determined based on the density of residential development permitted under the current R10 zoning.

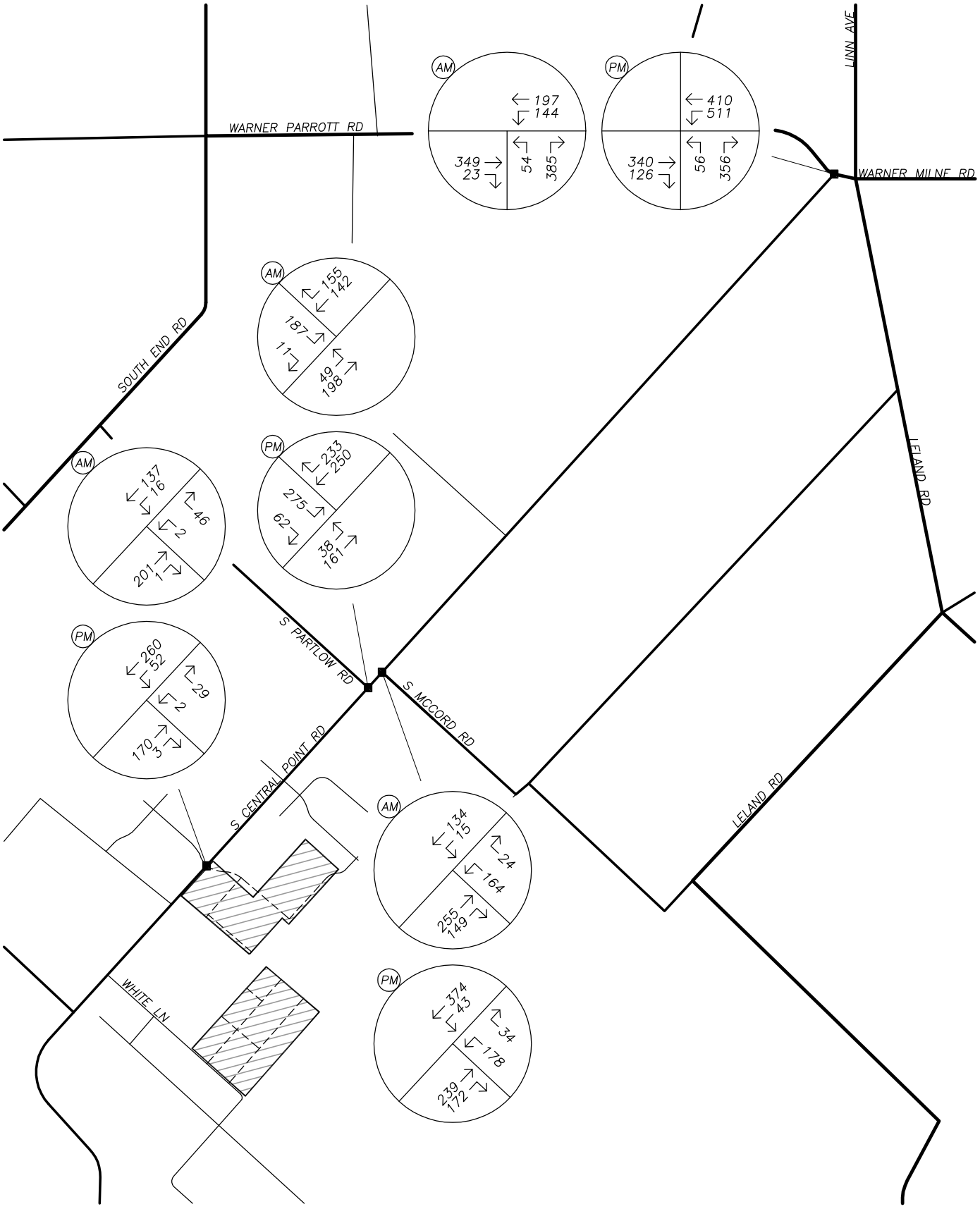
Figure 4 on page 15 shows the year 2035 background traffic volumes assuming development under the R10 zoning designation. Figure 5 on page 16 shows the year 2035 background traffic with addition of site trips associated with the proposed zone change.



TRAFFIC VOLUMES
Year 2035 Background Conditions
AM & PM Peak Hours

no scale

FIGURE 4



TRAFFIC VOLUMES
Year 2035 Background plus Site Trips
AM & PM Peak Hours

no scale

FIGURE 5

CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the 2000 *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. Level of service can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Oregon City has recently established new operational standards for intersection performance. Signalized intersections are required to operate at level of service "D" or better, with no approach operating at worse than level of service "E" and the critical intersection volume-to-capacity ratio not higher than 1.0. For unsignalized intersections, all movements serving 20 or more vehicles are required to operate at level of service "E" or better. Intersections designated on the Arterial and Throughway Network in the Regional Transportation Plan and intersection located within the Oregon City Regional Center are subject to alternative standards based on the intersection volume-to-capacity (v/c) ratios.

The intersection of S Central Point Road at Partlow Road currently operates at level of service B during the morning and evening peak hours. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning and evening peak hours. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable and no mitigations are recommended.

The intersection of S Central Point Road at S McCord Road currently operates at level of service B during the morning and evening peak hours. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. With the addition of site trips from the proposed zone change, the intersection is projected to continue to operate at level of service C during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable and no mitigations are recommended.

The intersection of S Central Point Road at Warner-Parrott Road currently operates at level of service C during the morning peak hour and at level of service E during the evening peak hour. Under year 2035 background traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service F during the evening peak hour with a v/c ratio of 1.57. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service C during the morning peak hour and level of service F during the evening peak hour with a v/c ratio of 1.69. The intersection is projected to operate with volumes exceeding capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. The proposed zone change has very little impact on operation of the intersection at the planning horizon, since only one additional trip is added to the critical northbound left-turn movement.

One potential mitigation for this intersection would be to restrict northbound left-turns. A significant portion of the traffic would be expected to re-route prior to the intersection on alternative connecting streets such as Partlow Road. Northbound vehicles arriving at the intersection of Central Point Road and Warner-Parrott Road would be required to divert to the east, with most turning left onto Linn

Avenue as an alternative route and some turning around using area roadways to travel west on Warner-Parrott Road. With this mitigation, the intersection would be projected to operate at level of service C during the morning and evening peak hours. All other study intersections would also continue to operate acceptably through the planning horizon.

It should be noted that a future roundabout is planned and funded for the intersection of South End Road at Partlow Road. According to Oregon City's Transportation System Plan, this improvement is projected to operate at level of service A at the planning horizon, with the worst approach operating at level of service B. It is clear that significant additional capacity will be available to accommodate diverted traffic following implementation of a restriction preventing northbound left turns from Central Point Road onto Warner-Parrott Road.

Oregon City's Transportation System Plan also includes a potential future roundabout at the intersection of Warner-Milne Road/Warner Parrott Road and Linn Avenue/Leland Road. Installation of this roundabout would allow northbound vehicles to turn right onto Warner-Parrott Road, then turn around within the roundabout to travel west on Warner-Parrott Road. However, this improvement is not currently funded and is not considered likely to be constructed within the planning horizon. If such improvements are undertaken it is anticipated that the subject properties would pay a proportional share of the cost of the improvements at the time of development.

Operation of the future intersection of S Central Point Road at the primary site access was analyzed assuming that nearly all future site trips will arrive and depart via a single intersection. This analysis approach provides worst-case operational results, since providing multiple points of access will reduce the total traffic volumes on the stop-controlled approaches. Since the intersection does not currently exist, it was not analyzed for existing conditions. However a year 2035 background conditions analysis was prepared based on development of the subject properties and surrounding underdeveloped properties under R10 zoning.

Under year 2035 background conditions, the site access intersection on S Central Point Road is projected to operate at level of service A during the morning and evening peak hours, with a v/c ratio of 0.15 during the morning peak hour and 0.18 during the evening peak hour. With the addition of site trips from the proposed zone change, the intersection is projected to operate at level of service B with a v/c ratio of 0.15 during the morning peak hour and at level of service A with a v/c ratio of 0.18 during the evening peak hour.

The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the table on the following page. Detailed capacity analysis results are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
S Central Point Road at Partlow Road						
2013 Existing Conditions	B	12.3	0.22	B	13.8	0.35
2035 Background	C	22.1	0.54	C	24.2	0.68
2035 Background plus ZC	C	24.3	0.57	D	28.0	0.73
2035 Background plus ZC*	D	26.5	0.60	D	31.9	0.77
S Central Point Road at McCord Road						
2013 Existing Conditions	B	12.0	0.21	B	13.4	0.24
2035 Background	C	20.1	0.50	D	31.7	0.64
2035 Background plus ZC	C	21.0	0.52	D	34.3	0.67
2035 Background plus ZC*	C	20.1	0.50	D	32.3	0.65
S Central Point Road at Warner-Parrott Road						
2013 Existing Conditions	C	15.5	0.33	E	49.7	0.30
2035 Background	C	22.3	0.62	F	521.3	1.57
2035 Background plus ZC	C	22.7	0.63	F	582.7	1.69
2035 Background plus ZC*	C	21.7	0.69	C	22.3	0.68
S Central Point Road at Site Access						
2035 Background	A	9.8	0.15	A	9.6	0.18
2035 Background plus ZC	B	10.0	0.15	A	9.8	0.18
2035 Background plus ZC*	B	10.0	0.15	A	9.8	0.18

LOS = Level of Service
Delay = Average Delay per Vehicle in Seconds
V/C = Volume-to-Capacity ratio
* = Northbound left turns restricted from Central Point to Warner-Parrott

Traffic analysis is not required for the intersection of S Central Point Road at White Lane due to the low volume of traffic that would be added under the proposed zone change (2 additional site trips during the morning and evening peak hours).

TRANSPORTATION PLANNING RULE ANALYSIS

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed zone change will not necessitate changes to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) Change standards implementing a functional classification system; or

The proposed zone change will not change any standards implementing the functional classification system. Accordingly, this section is also not triggered.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

In this instance, subsections (A) and (B) are not triggered, since the proposed zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Subsection (C), however, is triggered as a result of the proposed zone change, since the added traffic could degrade performance at the intersection of S Central Point Road and Warner-Parrott Road. Accordingly, an appropriate remedy must be identified per the requirements of the Transportation Planning Rule as follows:

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

Option (d) offers an appropriate remedy for the potential traffic impacts associated with the proposed zone change. Based on the operational analysis, restricting northbound left turns from Central Point Road onto Warner Parrott Road will address the projected operational deficiency and assure acceptable operation of all study area intersections. It is recommended that this is minor transportation improvement be applied as a condition of development for the subject properties or funded through a development agreement. No other mitigations are necessary or recommended for conformance with the Transportation Planning Rule.

CONCLUSIONS

S Central Point Road and S White Lane have no significant horizontal or vertical curves along the frontage of the subject properties. Based on the preliminary sight distance investigation, it was determined that it will be possible to provide adequate intersection sight distance at future site access locations.

Left-turn lane warrants were examined for a southbound left-turn lane on S Central Point Road at the future site access location. Based on the analysis, installation of a left-turn lane may be warranted to support future development within the subject properties under either the R10 or the R6 zoning. Accordingly, it is recommended that a detailed examination of left-turn lane warrants be provided as part of any future site development traffic impact study.

Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no mitigations are recommended.

Based on the operational analysis, the intersections of S Central Point Road at Partlow Road, McCord Road and the future site access are projected to operate acceptably without the need for mitigation.

The intersection of S Central Point Road at Warner-Parrott Road is projected to operate with volumes exceeding intersection capacity at the planning horizon either with or without the addition of site trips from the proposed zone change. Mitigation for this intersection could consist of restricting northbound left turns, causing trips to re-route to intersections with residual capacity such as South End Road at Partlow Road. The City may also consider funding larger improvements at the intersection of S Central Point Road and Warner-Parrott Road. If larger improvements are undertaken it is anticipated that the subject properties would contribute a proportional share of the project costs based on their traffic impacts.

The proposed development conforms to the requirements of Oregon's Transportation Planning Rule provided that a condition of approval or development agreement is established requiring restriction of northbound left turns from Central Point Road onto Warner-Parrott Road. No other mitigations are necessary or recommended.

APPENDIX

LEVEL OF SERVICE

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

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

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

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

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

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

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

1e

LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

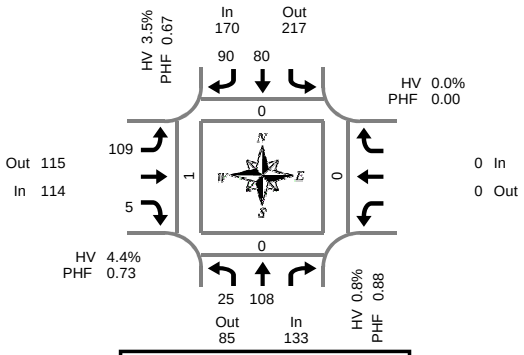
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	4	10		0	4	10		0	6		0	0				0	34	0	0	0	0
7:05 AM	4	7		0	0	8		0	9		0	0				0	28	0	0	0	0
7:10 AM	6	8		0	4	7		0	16		0	0				0	41	0	0	0	0
7:15 AM	2	10		0	7	6		0	13		1	0				0	39	0	0	0	0
7:20 AM	1	5		0	6	8		0	9		0	0				0	29	0	0	0	0
7:25 AM	4	9		0	3	4		0	5		1	0				0	26	0	0	0	0
7:30 AM	3	7		0	5	5		0	4		0	0				0	24	0	0	0	1
7:35 AM	0	11		0	10	8		0	7		0	0				0	36	0	0	0	0
7:40 AM	3	9		0	10	16		0	7		1	0				0	46	0	0	0	0
7:45 AM	1	7		0	9	10		0	6		0	0				0	33	0	0	0	0
7:50 AM	0	18		0	6	9		0	15		1	0				0	49	0	0	0	0
7:55 AM	2	7		0	7	4		0	11		0	0				0	31	0	0	0	0
8:00 AM	2	8		0	5	7		0	7		1	0				0	30	0	0	0	0
8:05 AM	1	9		0	8	6		0	9		0	0				0	33	0	0	0	0
8:10 AM	1	8		0	6	8		0	7		1	0				0	31	0	0	0	0
8:15 AM	3	5		0	4	5		0	7		0	0				0	24	0	0	0	0
8:20 AM	3	14		0	2	5		0	7		0	0				0	31	0	0	0	0
8:25 AM	1	7		0	8	7		0	4		0	0				0	27	1	0	0	1
8:30 AM	0	8		0	6	8		0	11		0	0				0	33	0	0	0	0
8:35 AM	1	9		0	9	4		0	4		0	0				0	27	0	0	0	0
8:40 AM	0	6		0	4	5		0	4		0	0				0	19	0	0	0	0
8:45 AM	4	11		0	6	7		0	9		0	0				0	37	0	0	0	0
8:50 AM	1	5		0	6	10		0	2		1	0				0	25	0	0	0	0
8:55 AM	0	4		0	5	4		0	9		0	0				0	22	0	0	0	0
Total Survey	47	202		0	140	171		0	188		7	0				0	755	1	0	0	2

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	14	25		0	8	25		0	31		0	0				0	103	0	0	0	0
7:15 AM	7	24		0	16	18		0	27		2	0				0	94	0	0	0	0
7:30 AM	6	27		0	25	29		0	18		1	0				0	106	0	0	0	1
7:45 AM	3	32		0	22	23		0	32		1	0				0	113	0	0	0	0
8:00 AM	4	25		0	19	21		0	23		2	0				0	94	0	0	0	0
8:15 AM	7	26		0	14	17		0	18		0	0				0	82	1	0	0	1
8:30 AM	1	23		0	19	17		0	19		0	0				0	79	0	0	0	0
8:45 AM	5	20		0	17	21		0	20		1	0				0	84	0	0	0	0
Total Survey	47	202		0	140	171		0	188		7	0				0	755	1	0	0	2

Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	133	85	218	0	170	217	387	0	114	115	229	0	0	0	0	0	417	0	0	0	1
%HV	0.8%				3.5%				4.4%				0.0%				2.9%				
PHF	0.88				0.67				0.73				0.00				0.81				

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total		L		R	Total				Total	
Volume	25	108		133	80	90	170		109		5	114				0	417
%HV	4.0%	0.0%	NA	0.8%	3.8%	3.3%	3.5%		2.8%	NA	40.0%	4.4%	NA	NA	NA	0.0%	2.9%
PHF	0.69	0.79		0.88	0.69	0.64	0.67		0.72		0.63	0.73				0.00	0.81

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	30	108		0	71	95		0	108		4	0				0	416	0	0	0	1
7:15 AM	20	108		0	82	91		0	100		6	0				0	407	0	0	0	1
7:30 AM	20	110		0	80	90		0	91		4	0				0	395	1	0	0	2
7:45 AM	15	106		0	74	78		0	92		3	0				0	368	1	0	0	1
8:00 AM	17	94		0	69	76		0	80		3	0				0	339	1	0	0	1

Heavy Vehicle Summary

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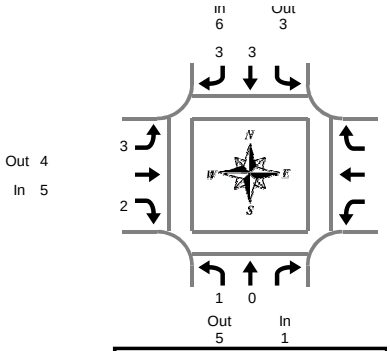

Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total			Total	
7:00 AM	0	1		1	1	0	1	0		0	0			0	2
7:05 AM	0	1		1	0	0	0	0		0	0			0	1
7:10 AM	0	0		0	0	0	0	0		0	0			0	0
7:15 AM	0	0		0	0	0	0	0		0	0			0	0
7:20 AM	0	0		0	1	0	1	1		0	1			0	2
7:25 AM	0	0		0	0	0	0	0		0	0			0	0
7:30 AM	1	0		1	0	1	1	0		0	0			0	2
7:35 AM	0	0		0	0	0	0	0		0	0			0	0
7:40 AM	0	0		0	0	1	1	0		0	0			0	1
7:45 AM	0	0		0	0	1	1	0		0	0			0	1
7:50 AM	0	0		0	0	0	0	0		1	1			0	1
7:55 AM	0	0		0	1	0	1	0		0	0			0	1
8:00 AM	0	0		0	0	0	0	0		1	1			0	1
8:05 AM	0	0		0	1	0	1	2		0	2			0	3
8:10 AM	0	0		0	1	0	1	0		0	0			0	1
8:15 AM	0	0		0	0	0	0	1		0	1			0	1
8:20 AM	0	0		0	0	0	0	1		0	1			0	1
8:25 AM	0	0		0	0	2	2	0		0	0			0	2
8:30 AM	0	0		0	0	0	0	1		0	1			0	1
8:35 AM	0	0		0	0	0	0	0		0	0			0	0
8:40 AM	0	0		0	0	0	0	0		0	0			0	0
8:45 AM	0	0		0	0	0	0	0		0	0			0	0
8:50 AM	0	0		0	0	0	0	0		0	0			0	0
8:55 AM	0	1		1	0	0	0	0		0	0			0	1
Total Survey	1	3		4	5	5	10	6		2	8			0	22

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total			Total	
7:00 AM	0	2		2	1	0	1	0		0	0			0	3
7:15 AM	0	0		0	1	0	1	1		0	1			0	2
7:30 AM	1	0		1	0	2	2	0		0	0			0	3
7:45 AM	0	0		0	1	1	2	0		1	1			0	3
8:00 AM	0	0		0	2	0	2	2		1	3			0	5
8:15 AM	0	0		0	0	2	2	2		0	2			0	4
8:30 AM	0	0		0	0	0	0	1		0	1			0	1
8:45 AM	0	1		1	0	0	0	0		0	0			0	1
Total Survey	1	3		4	5	5	10	6		2	8			0	22

Heavy Vehicle Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	5	6	6	3	9	5	4	9	0	0	0	12
PHF	0.25			0.75			0.42			0.00			0.60

By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	1	0		1	3	3	6	3		2	5				0	12
PHF	0.25	0.00		0.25	0.38	0.38	0.75	0.38		0.25	0.42				0.00	0.60

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
7:00 AM	1	2		3	3	3	6	1		1	2				0	11
7:15 AM	1	0		1	4	3	7	3		2	5				0	13
7:30 AM	1	0		1	3	5	8	4		2	6				0	15
7:45 AM	0	0		0	3	3	6	5		2	7				0	13
8:00 AM	0	1		1	2	2	4	5		1	6				0	11

Peak Hour Summary

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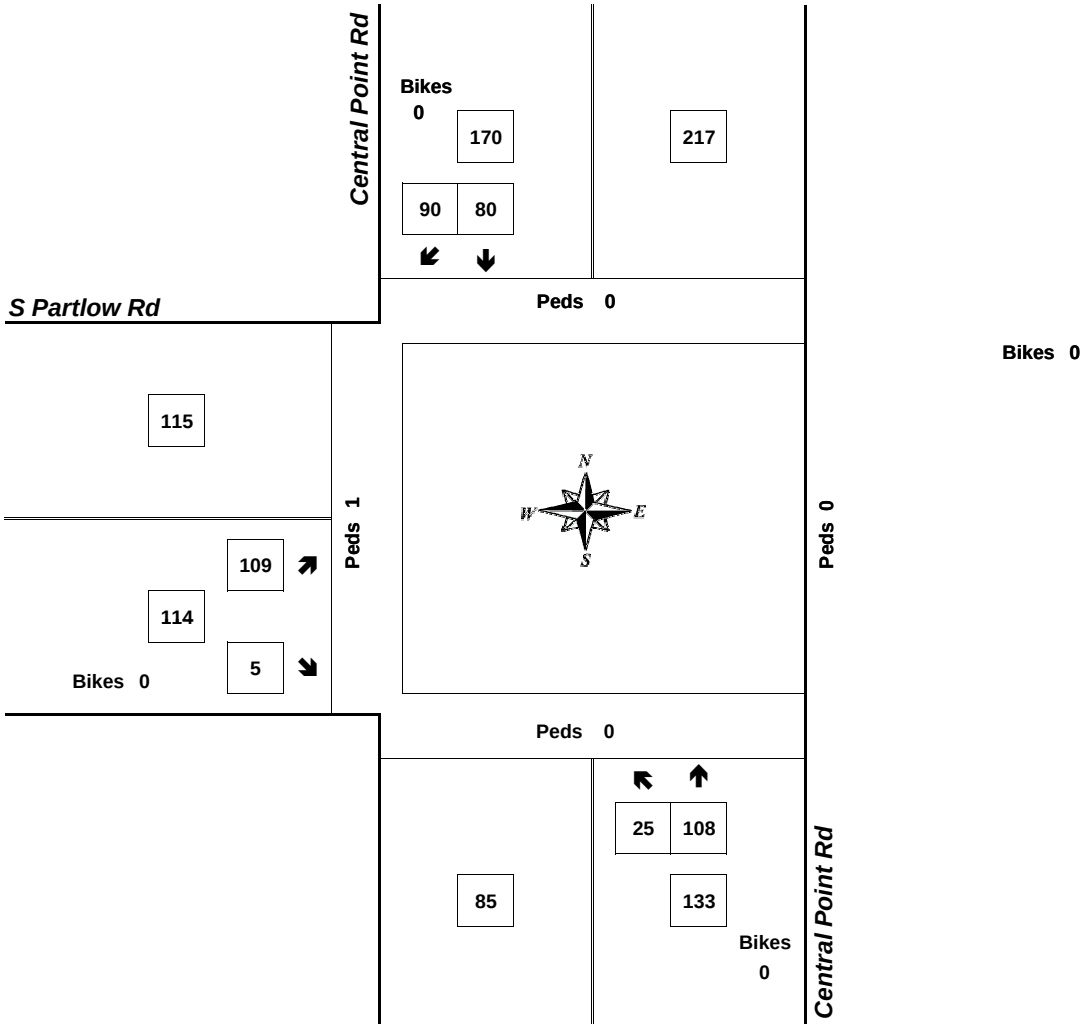
Central Point Rd & S Partlow Rd

7:10 AM to 8:10 AM
Tuesday, April 02, 2013



Approach	PHF	HV%	Volume
EB	0.73	4.4%	114
WB	0.00	0.0%	0
NB	0.88	0.8%	133
SB	0.67	3.5%	170
Intersection	0.81	2.9%	417

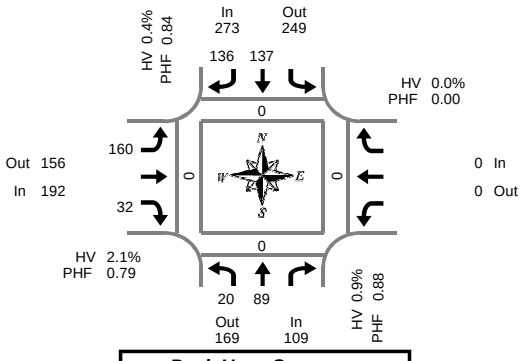
Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM



5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L	R	Bikes			Bikes		North	South	East	West
4:00 PM	1	10		0	12	7	0	16	4	0			0	50	0	0	0	0
4:05 PM	0	9		0	10	13	0	14	2	0			0	48	0	0	0	0
4:10 PM	0	6		0	10	9	0	6	0	0			0	31	0	0	0	0
4:15 PM	2	7		0	16	7	0	10	0	0			0	42	0	0	0	0
4:20 PM	1	10		0	12	12	0	16	5	0			0	56	0	0	0	0
4:25 PM	4	7		0	17	8	0	18	2	0			0	56	0	0	0	0
4:30 PM	1	7		0	6	13	0	14	5	0			0	46	0	0	0	0
4:35 PM	4	4		0	7	11	0	9	1	0			0	36	0	0	0	0
4:40 PM	1	10		0	11	11	0	9	0	0			0	42	0	0	0	0
4:45 PM	1	9		0	9	14	0	13	5	0			0	51	0	0	0	0
4:50 PM	3	5		0	11	17	0	17	6	0			0	59	0	0	0	0
4:55 PM	2	5		0	16	14	1	18	2	0			0	57	0	0	0	0
5:00 PM	0	5		0	8	16	0	8	0	0			0	37	0	0	0	0
5:05 PM	0	3		0	9	16	0	12	2	0			0	42	0	0	0	0
5:10 PM	1	6		0	14	10	0	12	3	0			0	46	0	0	0	0
5:15 PM	1	5		0	12	11	0	14	3	0			0	46	0	0	0	0
5:20 PM	1	9		0	10	10	1	14	0	0			0	44	0	0	0	0
5:25 PM	2	6		0	9	19	1	15	0	0			0	51	0	0	0	0
5:30 PM	2	8		0	14	10	0	8	2	0			0	44	0	0	0	0
5:35 PM	1	7		0	11	13	0	9	3	0			0	44	0	0	0	0
5:40 PM	0	4		0	17	18	0	13	1	0			0	53	0	0	0	0
5:45 PM	0	3		0	15	11	0	11	4	0			0	44	0	0	0	0
5:50 PM	0	9		0	15	18	0	12	2	0			0	56	0	0	0	0
5:55 PM	0	6		0	14	10	0	4	2	0			0	36	0	1	0	0
Total Survey	28	160		0	285	298	3	292	54	0			0	1,117	0	1	0	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L	R	Bikes			Bikes		North	South	East	West
4:00 PM	1	25		0	32	29	0	36	6	0			0	129	0	0	0	0
4:15 PM	7	24		0	45	27	0	44	7	0			0	154	0	0	0	0
4:30 PM	6	21		0	24	35	0	32	6	0			0	124	0	0	0	0
4:45 PM	6	19		0	36	45	1	48	13	0			0	167	0	0	0	0
5:00 PM	1	14		0	31	42	0	32	5	0			0	125	0	0	0	0
5:15 PM	4	20		0	31	40	2	43	3	0			0	141	0	0	0	0
5:30 PM	3	19		0	42	41	0	30	6	0			0	141	0	0	0	0
5:45 PM	0	18		0	44	39	0	27	8	0			0	136	0	1	0	0
Total Survey	28	160		0	285	298	3	292	54	0			0	1,117	0	1	0	0

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	109	169	278	0	273	249	522	1	192	156	348	0	0	0	0	0	574
%HV	0.9%				0.4%				2.1%				0.0%				1.0%
PHF	0.88				0.84				0.79				0.00				0.86

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

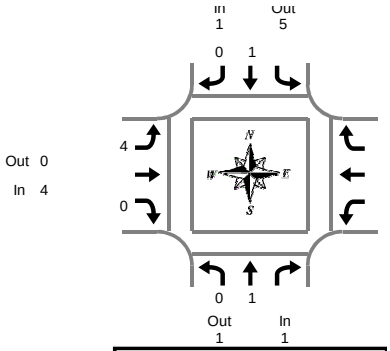
By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	20	89		109	137	136	273	160		32	192				0	574
%HV	0.0%	1.1%	NA	0.9%	0.7%	0.0%	0.4%	2.5%	NA	0.0%	2.1%	NA	NA	NA	0.0%	1.0%
PHF	0.56	0.89		0.88	0.76	0.76	0.84	0.83		0.62	0.79				0.00	0.86

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R	Bikes	L		R	Bikes			Bikes		North	South	East	West
4:00 PM	20	89		0	137	136	1	160		32	0			0	574	0	0	0	0
4:15 PM	20	78		0	136	149	1	156		31	0			0	570	0	0	0	0
4:30 PM	17	74		0	122	162	3	155		27	0			0	557	0	0	0	0
4:45 PM	14	72		0	140	168	3	153		27	0			0	574	0	0	0	0
5:00 PM	8	71		0	148	162	2	132		22	0			0	543	0	1	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & S Partlow Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	0		0	0	0	0	0		0	0				0	0
4:05 PM	0	0		0	0	0	0	0		0	0				0	0
4:10 PM	0	0		0	0	0	0	0		0	0				0	0
4:15 PM	0	0		0	1	0	1	0		0	0				0	1
4:20 PM	0	0		0	0	0	0	0		0	0				0	0
4:25 PM	0	0		0	0	0	0	0		0	0				0	0
4:30 PM	0	0		0	0	0	0	3		0	3				0	3
4:35 PM	0	0		0	0	0	0	0		0	0				0	0
4:40 PM	0	0		0	0	0	0	0		0	0				0	0
4:45 PM	0	1		1	0	0	0	1		0	1				0	2
4:50 PM	0	0		0	0	0	0	0		0	0				0	0
4:55 PM	0	0		0	0	0	0	0		0	0				0	0
5:00 PM	0	0		0	0	0	0	0		0	0				0	0
5:05 PM	0	0		0	0	0	0	0		0	0				0	0
5:10 PM	0	0		0	1	0	1	0		0	0				0	1
5:15 PM	0	0		0	0	0	0	0		0	0				0	0
5:20 PM	0	0		0	0	0	0	0		0	0				0	0
5:25 PM	0	0		0	0	0	0	0		0	0				0	0
5:30 PM	0	1		1	1	0	1	1		0	1				0	3
5:35 PM	0	0		0	0	0	0	0		0	0				0	0
5:40 PM	0	0		0	0	0	0	0		0	0				0	0
5:45 PM	0	0		0	0	0	0	0		0	0				0	0
5:50 PM	0	0		0	1	0	1	0		0	0				0	1
5:55 PM	0	1		1	1	0	1	0		0	0				0	2
Total Survey	0	3		3	5	0	5	5		0	5				0	13

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	0		0	0	0	0	0		0	0				0	0
4:15 PM	0	0		0	1	0	1	0		0	0				0	1
4:30 PM	0	0		0	0	0	0	3		0	3				0	3
4:45 PM	0	1		1	0	0	0	1		0	1				0	2
5:00 PM	0	0		0	1	0	1	0		0	0				0	1
5:15 PM	0	0		0	0	0	0	0		0	0				0	0
5:30 PM	0	1		1	1	0	1	1		0	1				0	3
5:45 PM	0	1		1	2	0	2	0		0	0				0	3
Total Survey	0	3		3	5	0	5	5		0	5				0	13

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound S Partlow Rd			Westbound S Partlow Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	5	6	4	0	4	0	0	0	6
PHF	0.25			0.25			0.33			0.00			0.50

By Movement	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	1		1	1	0	1	4		0	4				0	6
PHF	0.00	0.25		0.25	0.25	0.00	0.25	0.33		0.00	0.33				0.00	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

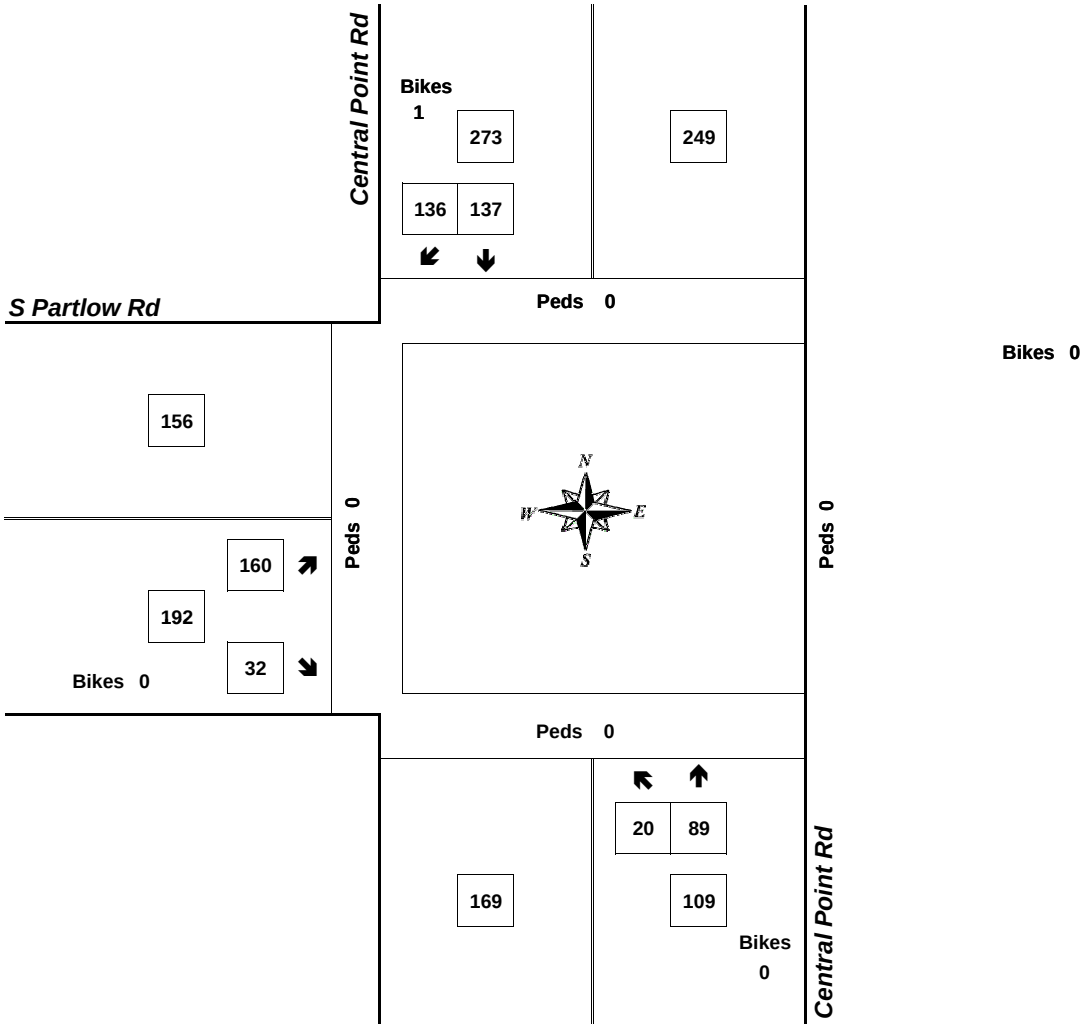
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd			Eastbound S Partlow Rd				Westbound S Partlow Rd				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	1		1	1	0	1	4		0	4				0	6
4:15 PM	0	1		1	2	0	2	4		0	4				0	7
4:30 PM	0	1		1	1	0	1	4		0	4				0	6
4:45 PM	0	2		2	2	0	2	2		0	2				0	6
5:00 PM	0	2		2	4	0	4	1		0	1				0	7

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & S Partlow Rd

4:00 PM to 5:00 PM
Tuesday, April 02, 2013

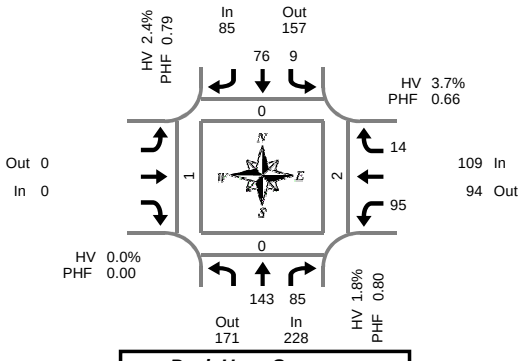


Approach	PHF	HV%	Volume
EB	0.79	2.1%	192
WB	0.00	0.0%	0
NB	0.88	0.9%	109
SB	0.84	0.4%	273
Intersection	0.86	1.0%	574

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	13	4	0		1	6		0				0	8		2	0	34	1	0	1	0
7:05 AM	8	8	0		1	2		0				0	6		2	0	27	0	0	0	0
7:10 AM	16	7	0		2	2		0				0	9		1	0	37	0	0	0	0
7:15 AM	10	14	0		1	9		0				0	4		2	0	40	0	0	0	0
7:20 AM	10	6	0		1	6		0				0	8		0	0	31	0	0	0	0
7:25 AM	9	6	0		0	3		0				0	4		1	0	23	0	0	0	0
7:30 AM	8	3	0		1	5		0				0	5		2	0	24	0	0	1	0
7:35 AM	14	4	0		2	6		0				0	13		1	0	40	0	0	0	1
7:40 AM	10	7	0		0	10		0				0	16		1	0	44	0	0	0	0
7:45 AM	7	8	0		0	9		0				0	10		0	0	34	0	0	0	0
7:50 AM	26	10	0		1	7		0				0	8		2	0	54	0	0	1	0
7:55 AM	14	5	0		0	5		0				0	6		3	0	33	0	0	0	0
8:00 AM	11	5	0		1	6		0				0	6		1	0	30	0	0	0	0
8:05 AM	8	10	0		0	8		0				0	6		0	0	32	0	0	0	0
8:10 AM	10	4	0		0	6		1				0	7		2	0	29	0	0	0	0
8:15 AM	8	5	0		1	3		0				0	6		0	0	23	0	0	0	0
8:20 AM	15	4	0		1	4		0				0	4		5	0	33	0	0	0	0
8:25 AM	9	4	0		0	8		0				0	7		0	0	28	0	0	1	0
8:30 AM	15	3	0		0	7		0				0	7		2	0	34	0	0	0	0
8:35 AM	10	4	0		0	10		0				0	2		1	0	27	0	0	1	0
8:40 AM	8	2	0		1	4		0				0	6		0	0	21	0	0	0	0
8:45 AM	16	4	0		1	6		0				0	7		0	0	34	0	0	0	0
8:50 AM	6	1	0		1	6		0				0	10		1	0	25	0	0	0	0
8:55 AM	4	9	0		0	7		0				0	2		0	0	22	0	0	0	0
Total Survey	265	137	0		16	145		1				0	167		29	0	759	1	0	5	1

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	37	19	0		4	10		0				0	23		5	0	98	1	0	1	0
7:15 AM	29	26	0		2	18		0				0	16		3	0	94	0	0	0	0
7:30 AM	32	14	0		3	21		0				0	34		4	0	108	0	0	1	1
7:45 AM	47	23	0		1	21		0				0	24		5	0	121	0	0	1	0
8:00 AM	29	19	0		1	20		1				0	19		3	0	91	0	0	0	0
8:15 AM	32	13	0		2	15		0				0	17		5	0	84	0	0	1	0
8:30 AM	33	9	0		1	21		0				0	15		3	0	82	0	0	1	0
8:45 AM	26	14	0		2	19		0				0	19		1	0	81	0	0	0	0
Total Survey	265	137	0		16	145		1				0	167		29	0	759	1	0	5	1

Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	228	171	399	0	85	157	242	0	0	0	0	0	109	94	203	0	422	0	0	2	1
%HV	1.8%				2.4%				0.0%				3.7%				2.4%				
PHF	0.80				0.79				0.00				0.66				0.80				

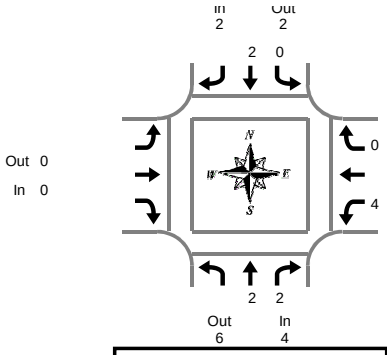
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		143	85	228	9	76		85				0	95		14	109	422
%HV	NA	1.4%	2.4%	1.8%	0.0%	2.6%	NA	2.4%	NA	NA	NA	0.0%	4.2%	NA	0.0%	3.7%	2.4%
PHF		0.70	0.79	0.80	0.56	0.73		0.79				0.00	0.61		0.58	0.66	0.80

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	145	82	0		10	70		0				0	97		17	0	421	1	0	3	1
7:15 AM	137	82	0		7	80		1				0	93		15	0	414	0	0	2	1
7:30 AM	140	69	0		7	77		1				0	94		17	0	404	0	0	3	1
7:45 AM	141	64	0		5	77		1				0	75		16	0	378	0	0	3	0
8:00 AM	120	55	0		6	75		1				0	70		12	0	338	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:10 AM to 8:10 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		1	0	1	0	0		0				0	1		0	1	2
7:05 AM		0	0	0	0	0		0				0	0		0	0	0
7:10 AM		1	0	1	0	0		0				0	0		0	0	1
7:15 AM		0	0	0	0	0		0				0	0		0	0	0
7:20 AM		1	0	1	0	1		1				0	0		0	0	2
7:25 AM		0	0	0	0	0		0				0	0		0	0	0
7:30 AM		0	0	0	0	0		0				0	1		0	1	1
7:35 AM		0	0	0	0	0		0				0	0		0	0	0
7:40 AM		0	0	0	0	0		0				0	1		0	1	1
7:45 AM		0	0	0	0	0		0				0	1		0	1	1
7:50 AM		0	0	0	0	0		0				0	0		0	0	0
7:55 AM		0	0	0	0	0		0				0	1		0	1	1
8:00 AM		0	0	0	0	0		0				0	0		0	0	0
8:05 AM		0	2	2	0	1		1				0	0		0	0	3
8:10 AM		0	0	0	0	0		0				0	1		0	1	1
8:15 AM		1	0	1	0	0		0				0	0		0	0	1
8:20 AM		1	0	1	0	0		0				0	0		2	2	3
8:25 AM		0	0	0	0	1		1				0	2		0	2	3
8:30 AM		1	0	1	0	0		0				0	0		0	0	1
8:35 AM		0	0	0	0	0		0				0	0		0	0	0
8:40 AM		0	0	0	0	0		0				0	0		0	0	0
8:45 AM		0	0	0	0	0		0				0	0		0	0	0
8:50 AM		0	0	0	0	0		0				0	0		0	0	0
8:55 AM		0	1	1	0	0		0				0	0		0	0	1
Total Survey		6	3	9	0	3		3				0	8		2	10	22

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		2	0	2	0	0		0				0	1		0	1	3
7:15 AM		1	0	1	0	1		1				0	0		0	0	2
7:30 AM		0	0	0	0	0		0				0	2		0	2	2
7:45 AM		0	0	0	0	0		0				0	2		0	2	2
8:00 AM		0	2	2	0	1		1				0	1		0	1	4
8:15 AM		2	0	2	0	1		1				0	2		2	4	7
8:30 AM		1	0	1	0	0		0				0	0		0	0	1
8:45 AM		0	1	1	0	0		0				0	0		0	0	1
Total Survey		6	3	9	0	3		3				0	8		2	10	22

Heavy Vehicle Peak Hour Summary
7:10 AM to 8:10 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Mccord Rd			Westbound Mccord Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	6	10	2	2	4	0	0	0	4	2	6	10
PHF	0.50			0.50			0.00			0.50			0.63

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	2	4	0	2		2				0	4		0	4	10
PHF		0.25	0.25	0.50	0.00	0.50		0.50				0.00	0.50		0.00	0.50	0.63

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

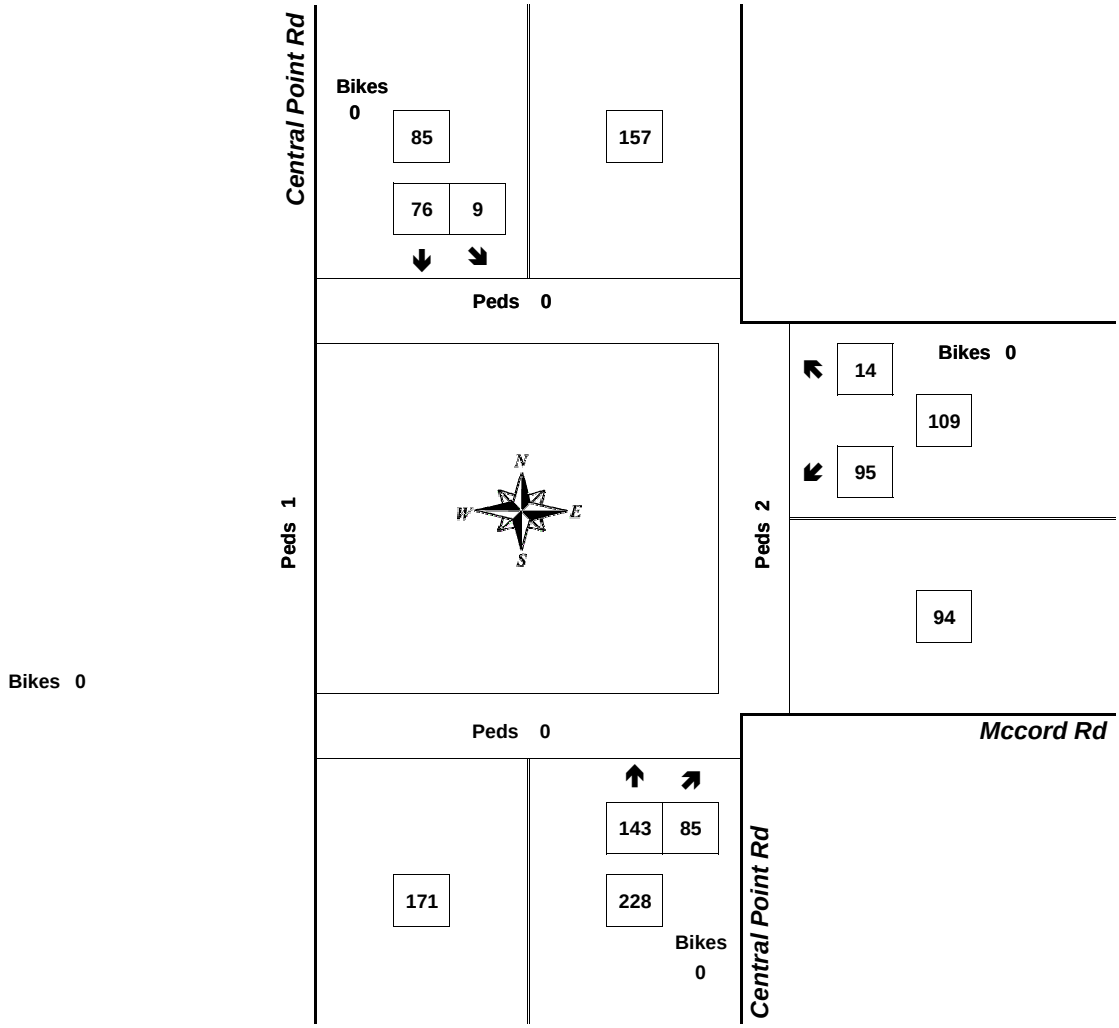
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		3	0	3	0	1		1				0	5		0	5	9
7:15 AM		1	2	3	0	2		2				0	5		0	5	10
7:30 AM		2	2	4	0	2		2				0	7		2	9	15
7:45 AM		3	2	5	0	2		2				0	5		2	7	14
8:00 AM		3	3	6	0	2		2				0	3		2	5	13

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & Mccord Rd

7:10 AM to 8:10 AM
Tuesday, April 02, 2013

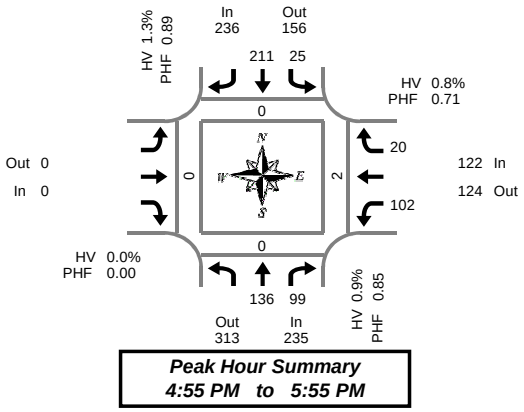


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.66	3.7%	109
NB	0.80	1.8%	228
SB	0.79	2.4%	85
Intersection	0.80	2.4%	422

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

Total Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	14	10	0		0	15		0				0	5		1	0	45	0	0	0	0
4:05 PM	15	5	0		1	16		0				0	7		1	0	45	0	0	1	0
4:10 PM	8	4	0		5	12		0				0	7		0	0	36	0	0	0	0
4:15 PM	11	4	0		2	16		0				0	6		1	0	40	0	0	0	0
4:20 PM	14	12	0		0	19		0				0	6		0	0	51	0	0	0	0
4:25 PM	14	8	0		1	21		0				0	4		0	0	48	0	0	1	0
4:30 PM	10	10	0		1	10		0				0	9		0	0	40	0	0	0	0
4:35 PM	7	4	0		1	12		0				0	6		0	0	30	0	0	0	0
4:40 PM	12	7	0		2	14		0				0	8		0	0	43	0	0	0	0
4:45 PM	13	8	0		1	11		0				0	11		0	0	44	0	0	0	0
4:50 PM	12	7	0		2	17		0				0	11		1	0	50	0	0	0	0
4:55 PM	17	7	0		3	23		0				0	7		1	0	58	0	0	0	0
5:00 PM	7	8	0		2	19		0				0	5		4	0	45	0	0	0	0
5:05 PM	6	9	0		1	18		0				0	7		2	0	43	0	0	0	0
5:10 PM	11	9	0		6	16		0				0	8		2	0	52	0	0	0	0
5:15 PM	11	10	1		2	16		0				0	7		0	0	46	0	0	0	0
5:20 PM	18	8	1		4	12		0				0	8		2	0	52	0	0	0	0
5:25 PM	10	12	0		0	21		0				0	6		1	0	50	0	0	0	0
5:30 PM	12	4	1		1	15		0				0	8		1	0	41	0	0	0	0
5:35 PM	11	7	0		1	15		1				0	8		2	0	44	0	0	0	0
5:40 PM	9	11	0		1	21		0				0	15		2	0	59	0	0	0	0
5:45 PM	7	8	0		3	20		0				0	6		2	0	46	0	0	1	0
5:50 PM	17	6	0		1	15		0				0	17		1	0	57	0	0	1	0
5:55 PM	10	1	0		1	16		0				0	9		0	0	37	0	0	0	0
Total Survey	276	179	3		42	390		1				0	191		24	0	1,102	0	0	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	37	19	0		6	43		0				0	19		2	0	126	0	0	1	0
4:15 PM	39	24	0		3	56		0				0	16		1	0	139	0	0	1	0
4:30 PM	29	21	0		4	36		0				0	23		0	0	113	0	0	0	0
4:45 PM	42	22	0		6	51		0				0	29		2	0	152	0	0	0	0
5:00 PM	24	26	0		9	53		0				0	20		8	0	140	0	0	0	0
5:15 PM	39	30	2		6	49		0				0	21		3	0	148	0	0	0	0
5:30 PM	32	22	1		3	51		1				0	31		5	0	144	0	0	0	0
5:45 PM	34	15	0		5	51		0				0	32		3	0	140	0	0	2	0
Total Survey	276	179	3		42	390		1				0	191		24	0	1,102	0	0	4	0

Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	235	313	548	3	236	156	392	1	0	0	0	0	122	124	246	0	593	0	0	2	0
%HV	0.9%				1.3%				0.0%				0.8%				1.0%				
PHF	0.85				0.89				0.00				0.71				0.92				

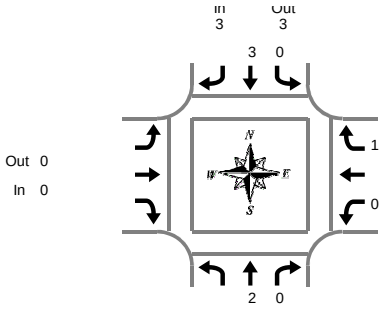
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	136	99	235		25	211		236				0	102		20	122	593
%HV	NA	1.5%	0.0%	0.9%	0.0%	1.4%	NA	1.3%	NA	NA	NA	0.0%	0.0%	NA	5.0%	0.8%	1.0%
PHF		0.85	0.83	0.85	0.52	0.88		0.89				0.00	0.67		0.63	0.71	0.92

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	147	86	0		19	186		0				0	87		5	0	530	0	0	2	0
4:15 PM	134	93	0		22	196		0				0	88		11	0	544	0	0	1	0
4:30 PM	134	99	2		25	189		0				0	93		13	0	553	0	0	0	0
4:45 PM	137	100	3		24	204		1				0	101		18	0	584	0	0	0	0
5:00 PM	129	93	3		23	204		1				0	104		19	0	572	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Mccord Rd

Tuesday, April 02, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	0		0				0	0		0	0	0
4:05 PM		0	0	0	0	0		0				0	0		0	0	0
4:10 PM		0	0	0	0	0		0				0	0		0	0	0
4:15 PM		0	0	0	0	1		1				0	0		0	0	1
4:20 PM		0	0	0	0	0		0				0	0		0	0	0
4:25 PM		0	0	0	0	0		0				0	0		0	0	0
4:30 PM		1	1	2	0	0		0				0	0		0	0	2
4:35 PM		0	0	0	0	0		0				0	0		0	0	0
4:40 PM		0	0	0	0	0		0				0	0		0	0	0
4:45 PM		2	0	2	0	0		0				0	0		0	0	2
4:50 PM		1	0	1	0	0		0				0	0		0	0	1
4:55 PM		0	0	0	0	0		0				0	0		1	1	1
5:00 PM		0	0	0	0	0		0				0	0		0	0	0
5:05 PM		0	0	0	0	0		0				0	0		0	0	0
5:10 PM		0	0	0	0	1		1				0	0		0	0	1
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:20 PM		0	0	0	0	0		0				0	0		0	0	0
5:25 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		1	0	1	0	1		1				0	0		0	0	2
5:35 PM		1	0	1	0	0		0				0	0		0	0	1
5:40 PM		0	0	0	0	0		0				0	0		0	0	0
5:45 PM		0	0	0	0	0		0				0	0		0	0	0
5:50 PM		0	0	0	0	1		1				0	0		0	0	1
5:55 PM		1	0	1	0	1		1				0	0		0	0	2
Total Survey		7	1	8	0	5		5				0	0		1	1	14

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	0		0				0	0		0	0	0
4:15 PM		0	0	0	0	1		1				0	0		0	0	1
4:30 PM		1	1	2	0	0		0				0	0		0	0	2
4:45 PM		3	0	3	0	0		0				0	0		1	1	4
5:00 PM		0	0	0	0	1		1				0	0		0	0	1
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		2	0	2	0	1		1				0	0		0	0	3
5:45 PM		1	0	1	0	2		2				0	0		0	0	3
Total Survey		7	1	8	0	5		5				0	0		1	1	14

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Mccord Rd			Westbound Mccord Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	3	5	3	3	6	0	0	0	1	0	1	6
PHF	0.25			0.75			0.00			0.25			0.50

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		2	0	2	0	3		3				0	0		1	1	6
PHF		0.25	0.00	0.25	0.00	0.75		0.75				0.00	0.00		0.25	0.25	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

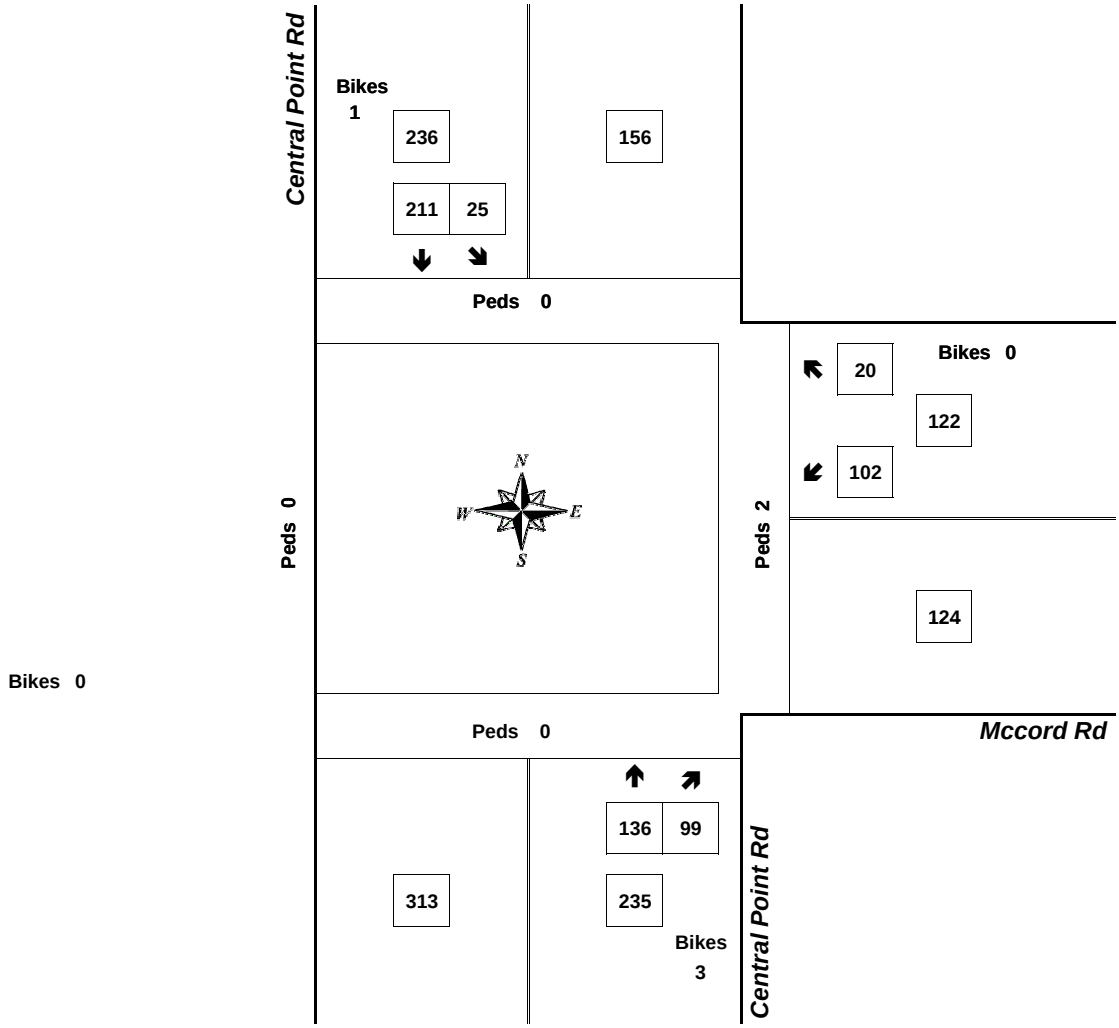
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Mccord Rd				Westbound Mccord Rd				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		4	1	5	0	1		1				0	0		1	1	7
4:15 PM		4	1	5	0	2		2				0	0		1	1	8
4:30 PM		4	1	5	0	1		1				0	0		1	1	7
4:45 PM		5	0	5	0	2		2				0	0		1	1	8
5:00 PM		3	0	3	0	4		4				0	0		0	0	7

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & Mccord Rd

4:55 PM to 5:55 PM
Tuesday, April 02, 2013

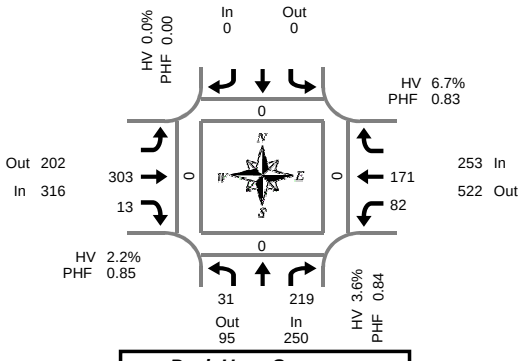


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.71	0.8%	122
NB	0.85	0.9%	235
SB	0.89	1.3%	236
Intersection	0.92	1.0%	593

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Wednesday, October 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	2		19	0				0	20	1	0	4	10		0	56	0	0	0	0
7:05 AM	0		21	0				0	22	0	0	7	12		0	62	0	0	0	0
7:10 AM	1		18	0				0	19	1	0	5	16		0	60	0	0	0	0
7:15 AM	2		29	0				0	17	1	0	8	9		0	66	0	0	0	0
7:20 AM	1		26	0				0	20	2	0	9	13		0	71	0	0	0	0
7:25 AM	4		25	0				0	24	3	0	6	17		1	79	0	0	0	0
7:30 AM	2		21	0				0	28	1	0	8	12		0	72	0	0	0	0
7:35 AM	3		19	0				0	15	0	0	7	7		2	51	0	0	0	0
7:40 AM	5		15	0				0	31	1	0	9	11		0	72	0	0	0	0
7:45 AM	1		15	0				0	24	1	0	5	8		0	54	0	0	0	0
7:50 AM	2		19	0				0	34	2	0	8	12		0	77	0	0	0	0
7:55 AM	4		14	0				0	28	1	0	8	14		0	69	0	0	0	0
8:00 AM	1		24	0				0	27	0	0	4	18		0	74	0	0	0	0
8:05 AM	0		19	0				0	20	2	1	7	20		0	68	0	0	0	0
8:10 AM	3		15	0				0	24	0	0	6	14		0	62	0	0	0	0
8:15 AM	1		15	0				0	21	1	0	9	20		0	67	0	0	0	0
8:20 AM	5		18	0				0	27	1	1	5	18		0	74	0	0	0	0
8:25 AM	1		10	0				0	18	0	0	8	16		0	53	0	0	0	0
8:30 AM	2		14	0				0	25	2	0	9	11		0	63	0	0	0	0
8:35 AM	0		12	0				0	16	1	0	6	13		0	48	0	0	0	0
8:40 AM	1		15	0				0	23	0	0	6	18		0	63	0	0	0	0
8:45 AM	2		18	0				0	19	2	0	7	13		0	61	0	0	0	0
8:50 AM	0		15	0				0	18	0	1	5	16		0	54	0	0	0	0
8:55 AM	1		16	0				0	21	1	0	11	19		0	69	0	0	0	0
Total Survey	44		432	0				0	541	24	3	167	337		3	1,545	0	0	0	0

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	3		58	0				0	61	2	0	16	38		0	178	0	0	0	0
7:15 AM	7		80	0				0	61	6	0	23	39		1	216	0	0	0	0
7:30 AM	10		55	0				0	74	2	0	24	30		2	195	0	0	0	0
7:45 AM	7		48	0				0	86	4	0	21	34		0	200	0	0	0	0
8:00 AM	4		58	0				0	71	2	1	17	52		0	204	0	0	0	0
8:15 AM	7		43	0				0	66	2	1	22	54		0	194	0	0	0	0
8:30 AM	3		41	0				0	64	3	0	21	42		0	174	0	0	0	0
8:45 AM	3		49	0				0	58	3	1	23	48		0	184	0	0	0	0
Total Survey	44		432	0				0	541	24	3	167	337		3	1,545	0	0	0	0

Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	250	95	345	0	0	0	0	0	316	202	518	2	253	522	775	3	819	0	0	0	0
%HV	3.6%				0.0%				2.2%				6.7%				4.0%				
PHF	0.84				0.00				0.85				0.83				0.93				

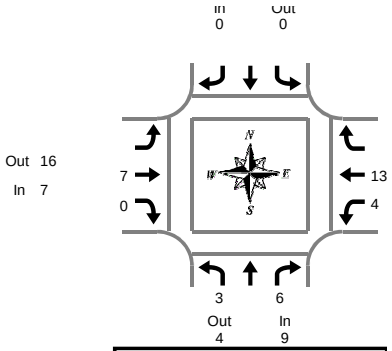
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	31		219	250				0		303	13	316	82	171		253	819
%HV	9.7%	NA	2.7%	3.6%	NA	NA	NA	0.0%	NA	2.3%	0.0%	2.2%	4.9%	7.6%	NA	6.7%	4.0%
PHF	0.78		0.84	0.84				0.00		0.85	0.81	0.85	0.85	0.79		0.83	0.93

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	27		241	0				0	282	14	0	84	141		3	789	0	0	0	0
7:15 AM	28		241	0				0	292	14	1	85	155		3	815	0	0	0	0
7:30 AM	28		204	0				0	297	10	2	84	170		2	793	0	0	0	0
7:45 AM	21		190	0				0	287	11	2	81	182		0	772	0	0	0	0
8:00 AM	17		191	0				0	259	10	3	83	196		0	756	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Wednesday, October 02, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total		
7:00 AM	0		0	0				0	1	0	1	0	0		0		1
7:05 AM	0		0	0				0	1	0	1	0	1		1		2
7:10 AM	0		2	2				0	1	0	1	0	2		2		5
7:15 AM	0		1	1				0	0	0	0	0	1		1		2
7:20 AM	0		2	2				0	0	0	0	0	4		4		6
7:25 AM	0		1	1				0	0	0	0	1	5		6		7
7:30 AM	1		0	1				0	1	0	1	0	1		1		3
7:35 AM	1		0	1				0	0	0	0	1	0		1		2
7:40 AM	0		0	0				0	0	0	0	0	2		2		2
7:45 AM	0		1	1				0	0	0	0	0	1		1		2
7:50 AM	0		0	0				0	1	0	1	1	0		1		2
7:55 AM	0		1	1				0	1	0	1	0	0		0		2
8:00 AM	0		0	0				0	1	0	1	0	1		1		2
8:05 AM	0		2	2				0	1	0	1	0	2		2		5
8:10 AM	1		0	1				0	0	0	0	1	1		2		3
8:15 AM	0		1	1				0	0	0	0	0	0		0		1
8:20 AM	0		0	0				0	2	0	2	0	0		0		2
8:25 AM	0		1	1				0	0	0	0	0	2		2		3
8:30 AM	0		2	2				0	1	0	1	0	0		0		3
8:35 AM	0		2	2				0	0	0	0	0	1		1		3
8:40 AM	0		1	1				0	2	0	2	1	0		1		4
8:45 AM	0		1	1				0	0	0	0	0	0		0		1
8:50 AM	0		0	0				0	0	0	0	0	1		1		1
8:55 AM	0		0	0				0	1	0	1	2	1		3		4
Total Survey	3		18	21				0	14	0	14	7	26		33		68

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

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total		
7:00 AM	0		2	2				0	3	0	3	0	3		3		8
7:15 AM	0		4	4				0	0	0	0	1	10		11		15
7:30 AM	2		0	2				0	1	0	1	1	3		4		7
7:45 AM	0		2	2				0	2	0	2	1	1		2		6
8:00 AM	1		2	3				0	2	0	2	1	4		5		10
8:15 AM	0		2	2				0	2	0	2	0	2		2		6
8:30 AM	0		5	5				0	3	0	3	1	1		2		10
8:45 AM	0		1	1				0	1	0	1	2	2		4		6
Total Survey	3		18	21				0	14	0	14	7	26		33		68

Heavy Vehicle Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Warner Parrott Rd			Westbound Warner Parrott Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	9	4	13	0	0	0	7	16	23	17	13	30	33
PHF	0.56			0.00			0.58			0.53			0.69

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total	T	R	Total	L	T		Total		
Volume	3		6	9				0	7	0	7	4	13		17		33
PHF	0.38		0.50	0.56				0.00	0.58	0.00	0.58	0.50	0.54		0.53		0.69

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

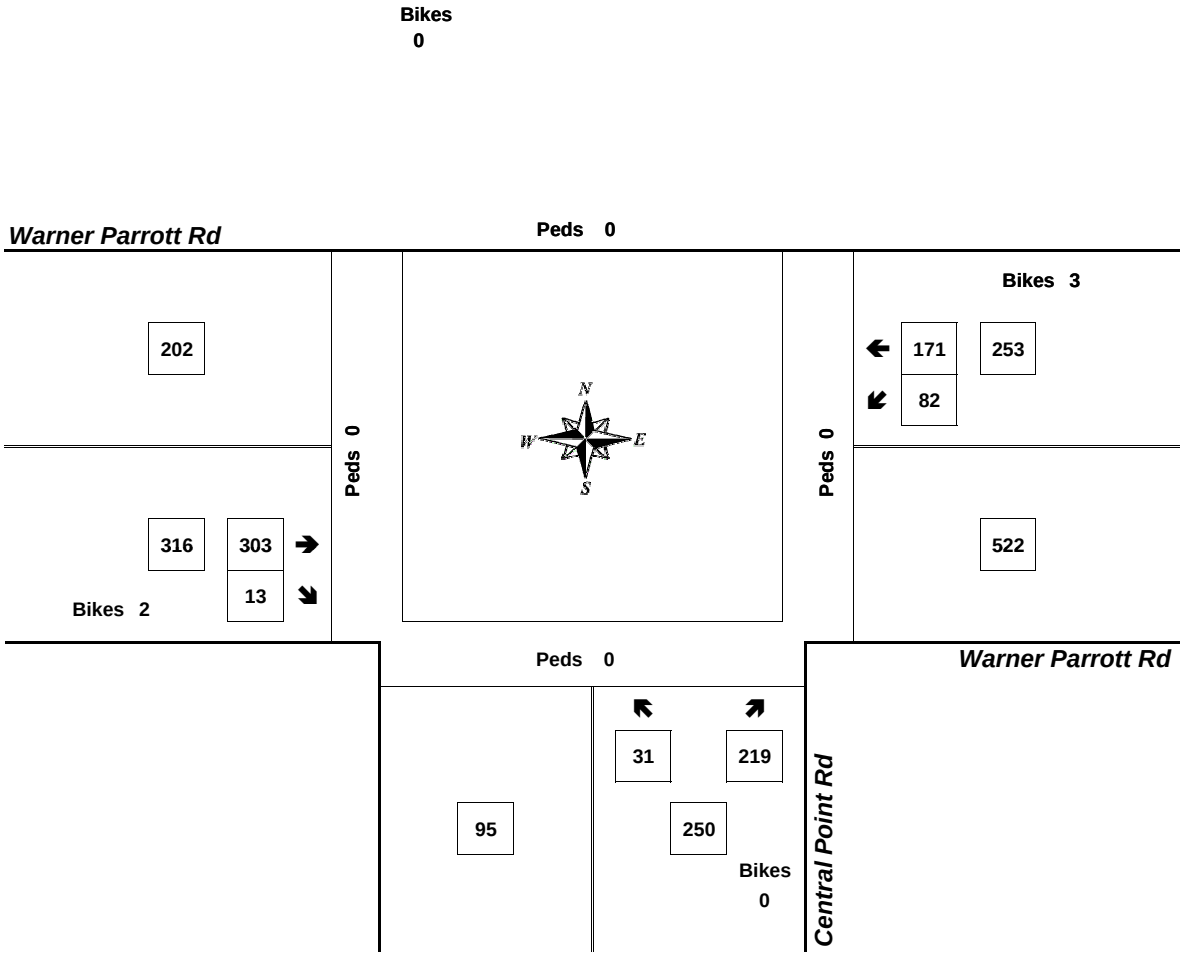
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total	L	T		Total		
7:00 AM	2		8	10				0	6	0	6	3	17		20		36
7:15 AM	3		8	11				0	5	0	5	4	18		22		38
7:30 AM	3		6	9				0	7	0	7	3	10		13		29
7:45 AM	1		11	12				0	9	0	9	3	8		11		32
8:00 AM	1		10	11				0	8	0	8	4	9		13		32

Peak Hour Summary

Clay Carney
(503) 833-2740

Central Point Rd & Warner Parrott Rd

7:25 AM to 8:25 AM
Wednesday, October 02, 2013

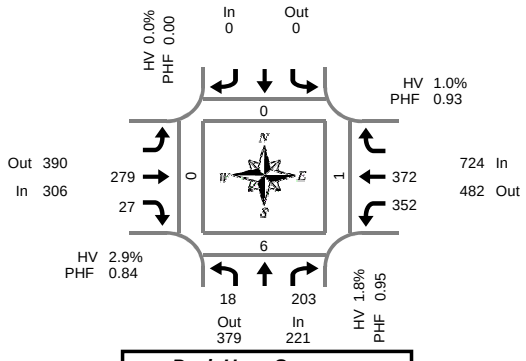


Approach	PHF	HV%	Volume
EB	0.85	2.2%	316
WB	0.83	6.7%	253
NB	0.84	3.6%	250
SB	0.00	0.0%	0
Intersection	0.93	4.0%	819

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Tuesday, October 01, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	0		17	0				0	29	2	0	29	21		0	98	0	1	0	0
4:05 PM	0		15	0				0	21	4	0	31	25		0	96	0	0	0	0
4:10 PM	2		20	0				0	16	2	1	24	34		0	98	0	0	0	0
4:15 PM	2		14	0				0	19	1	0	26	26		0	88	0	1	1	0
4:20 PM	2		18	0				0	32	4	0	33	30		0	119	0	1	0	0
4:25 PM	1		21	0				0	26	2	0	25	33		1	108	0	0	0	0
4:30 PM	2		14	0				0	22	5	0	28	24		0	95	0	0	0	0
4:35 PM	2		17	0				0	27	2	0	25	33		0	106	0	1	0	0
4:40 PM	1		15	0				0	15	1	0	31	36		0	99	0	1	0	0
4:45 PM	2		16	0				0	18	0	0	24	21		1	81	0	0	0	0
4:50 PM	2		14	0				0	22	2	0	31	28		0	99	0	0	0	0
4:55 PM	0		18	0				0	24	2	0	35	35		0	114	0	1	0	0
5:00 PM	1		20	0				0	26	4	1	25	40		1	116	0	1	0	0
5:05 PM	2		14	0				0	25	1	0	28	24		0	94	0	0	1	0
5:10 PM	2		15	0				0	18	2	0	34	29		0	100	0	0	0	0
5:15 PM	1		21	0				0	24	2	0	33	39		0	120	0	1	0	0
5:20 PM	0		20	0				0	24	0	0	40	24		0	108	0	0	0	0
5:25 PM	2		17	0				0	30	2	0	35	21		0	107	0	0	0	0
5:30 PM	1		20	0				0	24	1	0	21	33		0	100	0	0	1	0
5:35 PM	1		13	0				0	28	5	0	28	26		0	101	0	0	0	0
5:40 PM	1		11	0				0	29	1	0	31	31		0	104	0	0	0	0
5:45 PM	0		9	0				0	23	0	0	18	24		0	74	0	0	0	0
5:50 PM	3		14	0				0	24	1	0	24	26		0	92	0	1	1	0
5:55 PM	1		12	0				0	31	2	0	22	33		0	101	0	0	0	0
Total Survey	31		385	0				0	577	48	2	681	696		3	2,418	0	9	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	2		52	0				0	66	8	1	84	80		0	292	0	1	0	0
4:15 PM	5		53	0				0	77	7	0	84	89		1	315	0	2	1	0
4:30 PM	5		46	0				0	64	8	0	84	93		0	300	0	2	0	0
4:45 PM	4		48	0				0	64	4	0	90	84		1	294	0	1	0	0
5:00 PM	5		49	0				0	69	7	1	87	93		1	310	0	1	1	0
5:15 PM	3		58	0				0	78	4	0	108	84		0	335	0	1	0	0
5:30 PM	3		44	0				0	81	7	0	80	90		0	305	0	0	1	0
5:45 PM	4		35	0				0	78	3	0	64	83		0	267	0	1	1	0
Total Survey	31		385	0				0	577	48	2	681	696		3	2,418	0	9	4	0

Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	221	379	600	0	0	0	0	0	306	390	696	1	724	482	1,206	3	1,251	0	6	1	0
%HV	1.8%				0.0%				2.9%				1.0%				1.6%				
PHF	0.95				0.00				0.84				0.93				0.95				

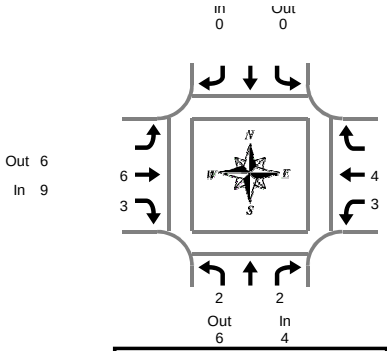
By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	18		203	221				0		279	27	306	352	372		724	1,251
%HV	11.1%	NA	1.0%	1.8%	NA	NA	NA	0.0%	NA	2.2%	11.1%	2.9%	0.9%	1.1%	NA	1.0%	1.6%
PHF	0.90		0.96	0.95				0.00		0.87	0.61	0.84	0.93	0.90		0.93	0.95

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	16		199	0				0	271	27	1	342	346		2	1,201	0	6	1	0
4:15 PM	19		196	0				0	274	26	1	345	359		3	1,219	0	6	2	0
4:30 PM	17		201	0				0	275	23	1	369	354		2	1,239	0	5	1	0
4:45 PM	15		199	0				0	292	22	1	365	351		2	1,244	0	3	2	0
5:00 PM	15		186	0				0	306	21	1	339	350		1	1,217	0	3	3	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Central Point Rd & Warner Parrott Rd

Tuesday, October 01, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	0		0	0				0	2	0	2		2	0		2	4
4:05 PM	0		0	0				0	0	0	0		0	1		1	1
4:10 PM	0		1	1				0	1	0	1		0	1		1	3
4:15 PM	0		0	0				0	0	0	0		1	1		2	2
4:20 PM	1		1	2				0	1	0	1		0	1		1	4
4:25 PM	0		0	0				0	2	1	3		1	2		3	6
4:30 PM	0		0	0				0	1	0	1		0	0		0	1
4:35 PM	1		0	1				0	0	0	0		0	0		0	1
4:40 PM	0		0	0				0	0	0	0		0	0		0	0
4:45 PM	0		0	0				0	0	0	0		0	0		0	0
4:50 PM	0		0	0				0	1	1	2		0	0		0	2
4:55 PM	0		0	0				0	0	0	0		0	1		1	1
5:00 PM	0		1	1				0	0	0	0		0	0		0	1
5:05 PM	0		0	0				0	0	0	0		2	0		2	2
5:10 PM	0		0	0				0	0	0	0		0	0		0	0
5:15 PM	0		0	0				0	1	1	2		0	0		0	2
5:20 PM	0		0	0				0	0	0	0		0	0		0	0
5:25 PM	0		0	0				0	0	0	0		1	0		1	1
5:30 PM	0		1	1				0	0	0	0		0	0		0	1
5:35 PM	0		0	0				0	1	1	2		0	1		1	3
5:40 PM	0		0	0				0	0	0	0		0	0		0	0
5:45 PM	0		0	0				0	0	0	0		0	0		0	0
5:50 PM	1		0	1				0	0	0	0		0	0		0	1
5:55 PM	1		0	1				0	1	0	1		0	0		0	2
Total Survey	4		4	8				0	11	4	15		7	8		15	38

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	0		1	1				0	3	0	3		2	2		4	8
4:15 PM	1		1	2				0	3	1	4		2	4		6	12
4:30 PM	1		0	1				0	1	0	1		0	0		0	2
4:45 PM	0		0	0				0	1	1	2		0	1		1	3
5:00 PM	0		1	1				0	0	0	0		2	0		2	3
5:15 PM	0		0	0				0	1	1	2		1	0		1	3
5:30 PM	0		1	1				0	1	1	2		0	1		1	4
5:45 PM	2		0	2				0	1	0	1		0	0		0	3
Total Survey	4		4	8				0	11	4	15		7	8		15	38

Heavy Vehicle Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Central Point Rd			Southbound Central Point Rd			Eastbound Warner Parrott Rd			Westbound Warner Parrott Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	6	10	0	0	0	9	6	15	7	8	15	20
PHF	0.50			0.00			0.45			0.44			0.45

By Movement	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Total
	L		R	Total				Total	T	R	Total		L	T		Total	
Volume	2		2	4				0	6	3	9		3	4		7	20
PHF	0.50		0.50	0.50				0.00	0.38	0.75	0.45		0.38	0.33		0.44	0.45

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

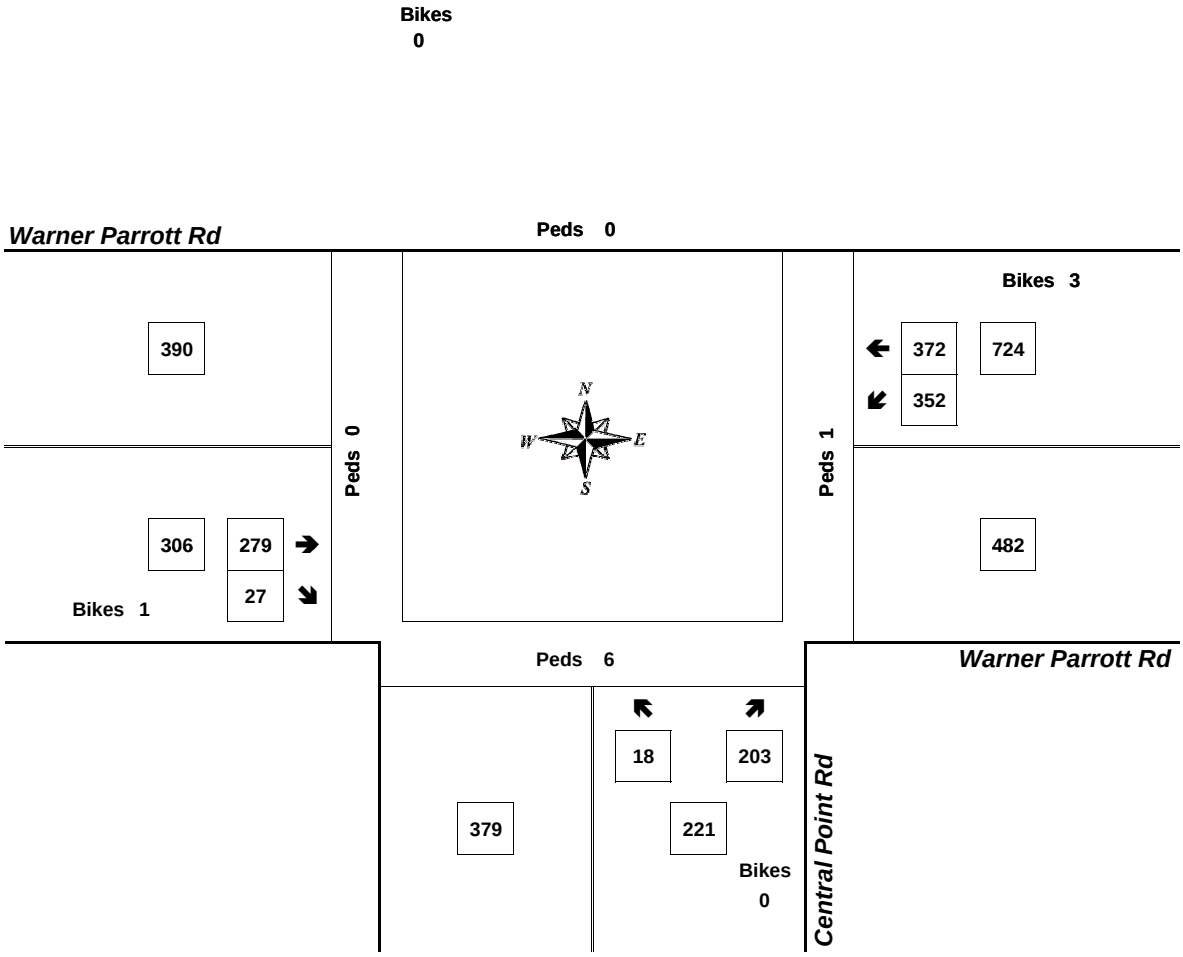
Interval Start Time	Northbound Central Point Rd				Southbound Central Point Rd				Eastbound Warner Parrott Rd				Westbound Warner Parrott Rd				Interval Total
	L		R	Total				Total	T	R	Total		L	T		Total	
4:00 PM	2		2	4				0	8	2	10		4	7		11	25
4:15 PM	2		2	4				0	5	2	7		4	5		9	20
4:30 PM	1		1	2				0	3	2	5		3	1		4	11
4:45 PM	0		2	2				0	3	3	6		3	2		5	13
5:00 PM	2		2	4				0	3	2	5		3	1		4	13

Peak Hour Summary

Clay Carney
(503) 833-2740

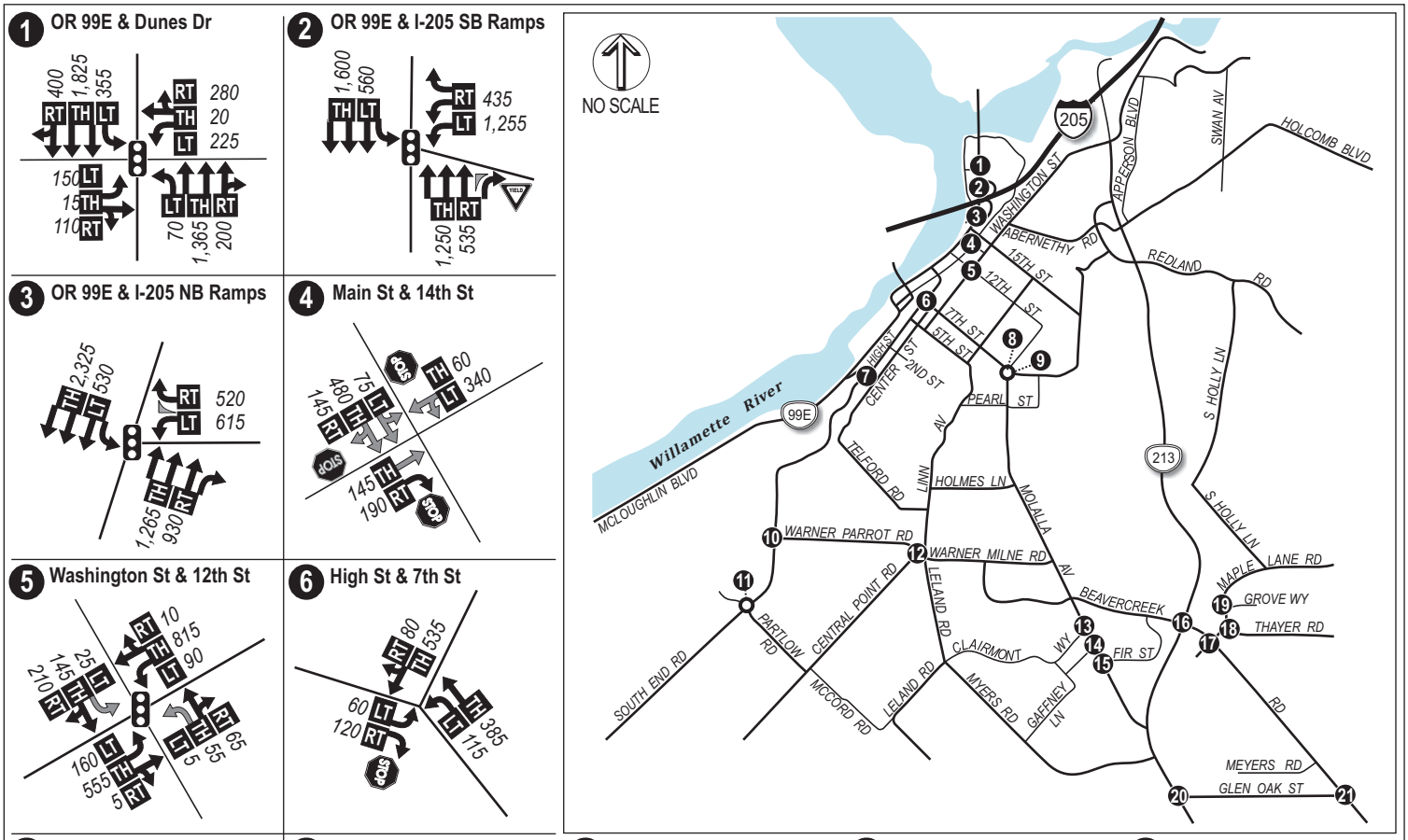
Central Point Rd & Warner Parrott Rd

4:20 PM to 5:20 PM
Tuesday, October 01, 2013



Approach	PHF	HV%	Volume
EB	0.84	2.9%	306
WB	0.93	1.0%	724
NB	0.95	1.8%	221
SB	0.00	0.0%	0
Intersection	0.95	1.6%	1,251

Count Period: 4:00 PM to 6:00 PM



LEGEND

- 00 - Study Intersection & Number
- STOP - Stop Sign
- Traffic Signal
- YIELD - Yield
- Existing Lane Configuration
- Planned Lane Configuration
- 00 - Design Hour Traffic Volume (PM)
- LT TH RT - Volume Turn Movement (Left•Thru•Right)

DKS Associates
TRANSPORTATION SOLUTIONS

Figure A1

2035 FINANCIALLY CONSTRAINED MOTOR VEHICLE VOLUMES (PM Peak Hour)

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 36

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**7**	**20**	**27**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**23**	**13**	**36**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**171**	**171**	**342**

SATURDAY

Trip Rate: 9.91

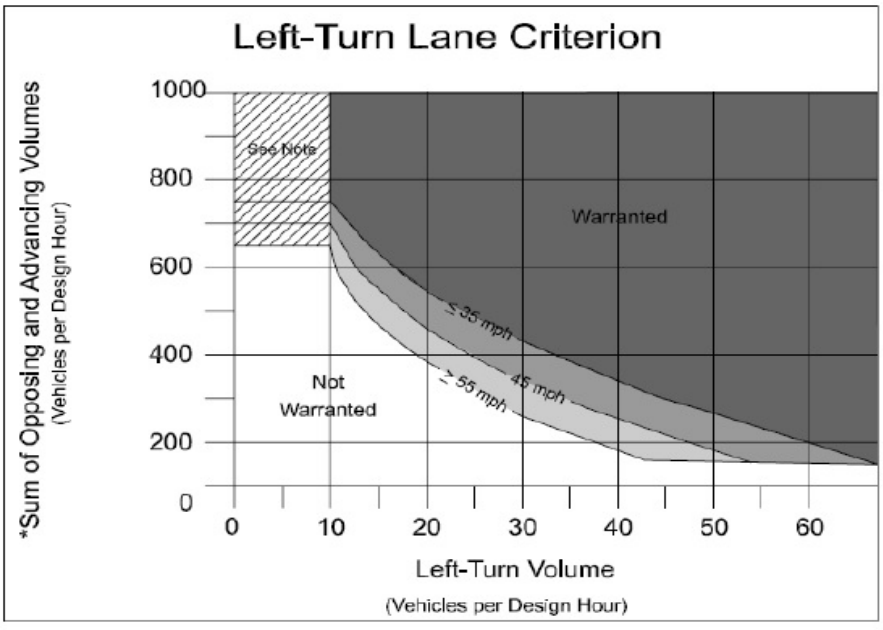
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**178**	**178**	**356**

Source: TRIP GENERATION, Ninth Edition

Project: 13105 - Central Point Road ZC
Intersection: S Central Point Rd at S Partlow Rd
Date: 10/22/2013
Scenario: 2035 Background

Speed? 35 mph

AM Peak Hour		**PM Peak Hour**	
Left-Turn Volume	43	Left-Turn Volume	34
Approaching DHV	228	Approaching DHV	187
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	292	Opposing DHV	468
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	**520**	**O+A DHV**	**655**
Lane Needed?	**Yes**	Lane Needed?	**Yes**



Source: Oregon DOT Analysis Procedures Manual 2008

*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at PARTLOW RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
MISCELLANEOUS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2011														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
YEAR 2011 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**2**	**1**	**3**	**0**	**2**	**0**	**2**	**1**	**3**	**0**	**3**	**0**	**0**

CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at PARTLOW RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 3

SER# / INVEST	S P E D	A L C	R U G	S C H	W O R K	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
04155	N	Y	N	N	N	11/05/2011	17	CENTRAL POINT RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-R										08,10
CITY						SA	0	PARTLOW RD	NW		STOP SIGN	N	WET	TURN		PRVTE	NE-NW									000	00
						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		001,007	000	08,10
																							OR>25				
															02	NONE 0	STOP										
																PRVTE	NW-SE									011	00
																PSNGR CAR		01	DRVR	INJC	51	M	OTH-Y		000	000	00
																							N-RES				
02138	N	N	N			06/12/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
CITY						FR	0	PARTLOW RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	NE-SE									000	00
						4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		028	000	02
																							UNK				
															02	NONE 0	STOP										
																PRVTE	SE-NW									011	00
																PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000	000	00
																							OR<25				
03100	N	N	N	N	N	08/17/2012	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	NON-COLL	01	NONE 0	STRGHT										26
CITY						FR	0	PARTLOW RD	CN		UNKNOWN	N	DRY	OTH		PRVTE	NE-SW									007	00
						3P			01	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	63	M	OR-Y		000	000	26
																							OR<25				

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at MCCORD RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**

CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at MCCORD RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 1

SER# / INVEST	S P E D	A L C	U G S	C H L	S R K	W O R	DATE / DAY / TIME	CLASS / DIST / FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
04002	N	N	N	N	N		10/27/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										08
CITY							TU	0	MCCORD RD	CN		STOP SIGN	N	WET	TURN		PRVTE	SW-NE									000	00
							4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y OR<25		000	000	00
																02	NONE 0	TURN-L										
																	PRVTE	SE-SW									000	00
																	PSNGR CAR		01	DRVR	NONE	67	M	OR-Y OR<25		004	000	08

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

CENTRAL POINT RD at WARNER-PARROTT RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

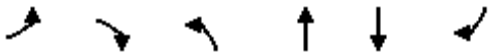
COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2010														
TURNING MOVEMENTS	0	1	1	2	0	2	0	2	0	1	1	2	0	0
YEAR 2010 TOTAL	**0**	**1**	**1**	**2**	**0**	**2**	**0**	**2**	**0**	**1**	**1**	**2**	**0**	**0**
YEAR: 2009														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**3**	**1**	**4**	**0**	**5**	**0**	**4**	**0**	**3**	**1**	**4**	**0**	**0**

CITY OF OREGON CITY, CLACKAMAS COUNTY

CENTRAL POINT RD at WARNER-PARROTT RD, City of Oregon City, Clackamas County, 01/01/2008 to 12/31/2012

Total crash records: 4

SER# / INVEST	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY / OWNER TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03639	N	N	N	N	N	10/01/2012	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	BIKE			-										110	02
CITY						MO	0	WARNER-PARROTT RD	SW		UNKNOWN	N	DRY	TURN														
						3P			05	0		N	DAY	INJ			STRGHT NW SE	01	BIKE	INJB	47	M		I XWK?	000	034		00
															01	NONE 0	TURN-L											
																PRVTE	SE-SW									000	110	00
																PSNGR CAR		01	DRVR	NONE	28	M	OR-Y OR<25		027,008	000		02
01439	N	N	N			04/16/2009	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						TH	0	WARNER-PARROTT RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW-SE									015		00
						4P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	38	F	OR-Y OR<25		028	000		02
															02	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		01	DRVR	INJC	37	F	OR-Y OR<25		000	000		00
															02	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		02	PSNG	INJC	14	F			000	000		00
00083	N	N	N			01/09/2010	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
NO RPT						SA	0	WARNER-PARROTT RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW-SE									000		00
						6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	72	M	OR-Y OR<25		000	000		00
															01	NONE 0	STRGHT											
																PRVTE	NW-SE									000		00
																PSNGR CAR		02	PSNG	INJC	63	F			000	000		00
															02	NONE 0	TURN-L											
																PRVTE	SE-SW									000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y OR<25		028,004	000		02
02437	N	N	N			07/14/2010	16	CENTRAL POINT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						WE	0	WARNER-PARROTT RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW-SE									000		00
						2P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	SW-NW									015		00
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		028	000		02



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	5	25	108	80	90
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	135	6	31	133	99	111
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	351	156	211			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	156	211			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	99	98			
cM capacity (veh/h)	627	883	1365			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	141	164	210
Volume Left	135	31	0
Volume Right	6	0	111
cSH	635	1365	1700
Volume to Capacity	0.22	0.02	0.12
Queue Length 95th (ft)	21	2	0
Control Delay (s)	12.3	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	12.3	1.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	95	14	143	85	9	76
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	119	18	179	106	11	95
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	353	236			287	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	236			287	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	98			99	
cM capacity (veh/h)	633	796			1273	

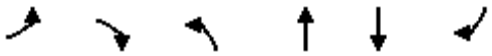
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	136	285	106
Volume Left	119	0	11
Volume Right	18	106	0
cSH	650	1700	1273
Volume to Capacity	0.21	0.17	0.01
Queue Length 95th (ft)	20	0	1
Control Delay (s)	12.0	0.0	0.9
Lane LOS	B		A
Approach Delay (s)	12.0	0.0	0.9
Approach LOS	B		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	303	13	82	171	31	219
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	326	14	88	184	33	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			340		693	333
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			340		693	333
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			93		91	67
cM capacity (veh/h)			1192		376	704

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	340	88	184	33	235
Volume Left	0	88	0	33	0
Volume Right	14	0	0	0	235
cSH	1700	1192	1700	376	704
Volume to Capacity	0.20	0.07	0.11	0.09	0.33
Queue Length 95th (ft)	0	6	0	7	37
Control Delay (s)	0.0	8.3	0.0	15.5	12.7
Lane LOS		A		C	B
Approach Delay (s)	0.0	2.7		13.0	
Approach LOS				B	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	160	32	20	89	137	136
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	186	37	23	103	159	158
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	388	238	317			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	238	317			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	95	98			
cM capacity (veh/h)	604	801	1248			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	223	127	317
Volume Left	186	23	0
Volume Right	37	0	158
cSH	630	1248	1700
Volume to Capacity	0.35	0.02	0.19
Queue Length 95th (ft)	40	1	0
Control Delay (s)	13.8	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	13.8	1.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	102	20	136	99	25	211
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	22	148	108	27	229
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489	206			257	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	206			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			98	
cM capacity (veh/h)	527	835			1311	

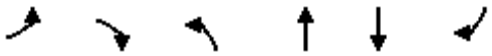
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	133	255	257
Volume Left	111	0	27
Volume Right	22	108	0
cSH	561	1700	1311
Volume to Capacity	0.24	0.15	0.02
Queue Length 95th (ft)	23	0	2
Control Delay (s)	13.4	0.0	1.0
Lane LOS	B		A
Approach Delay (s)	13.4	0.0	1.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	279	27	352	372	18	203
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	294	28	371	392	19	214
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			329		1454	322
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			329		1454	322
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			70		81	70
cM capacity (veh/h)			1229		99	711

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	322	371	392	19	214
Volume Left	0	371	0	19	0
Volume Right	28	0	0	0	214
cSH	1700	1229	1700	99	711
Volume to Capacity	0.19	0.30	0.23	0.19	0.30
Queue Length 95th (ft)	0	32	0	17	32
Control Delay (s)	0.0	9.2	0.0	49.7	12.2
Lane LOS		A		E	B
Approach Delay (s)	0.0	4.5		15.3	
Approach LOS				C	

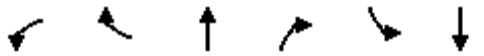
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	9	43	185	137	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	11	53	228	169	191
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	601	267	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	601	267	361			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	99	96			
cM capacity (veh/h)	439	766	1202			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	242	281	360
Volume Left	231	53	0
Volume Right	11	0	191
cSH	448	1202	1700
Volume to Capacity	0.54	0.04	0.21
Queue Length 95th (ft)	79	3	0
Control Delay (s)	22.1	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	22.1	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	163	24	245	146	15	130
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	204	30	306	182	19	162
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	602	402			491	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	602	402			491	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			98	
cM capacity (veh/h)	450	642			1071	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	234	489	181
Volume Left	204	0	19
Volume Right	30	182	0
cSH	468	1700	1071
Volume to Capacity	0.50	0.29	0.02
Queue Length 95th (ft)	68	0	1
Control Delay (s)	20.1	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	20.1	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	22	141	197	53	376
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	24	152	212	57	404
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			399		902	387
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			399		902	387
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			87		78	38
cM capacity (veh/h)			1133		265	657

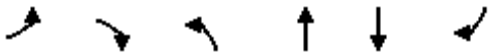
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	399	152	212	57	404
Volume Left	0	152	0	57	0
Volume Right	24	0	0	0	404
cSH	1700	1133	1700	265	657
Volume to Capacity	0.23	0.13	0.12	0.22	0.62
Queue Length 95th (ft)	0	12	0	20	106
Control Delay (s)	0.0	8.7	0.0	22.3	18.9
Lane LOS		A		C	C
Approach Delay (s)	0.0	3.6		19.3	
Approach LOS				C	

Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	27	201	1	9	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	33	248	1	11	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	440	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	249			249	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			99	
cM capacity (veh/h)	569	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	249	11	169
Volume Left	1	0	11	0
Volume Right	33	1	0	0
cSH	779	1700	1305	1700
Volume to Capacity	0.04	0.15	0.01	0.10
Queue Length 95th (ft)	3	0	1	0
Control Delay (s)	9.8	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	0.5	
Approach LOS	A			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

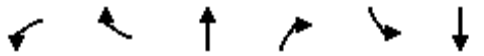


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	55	34	153	235	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	64	40	178	273	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	666	409	544			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	666	409	544			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	39	92	96			
cM capacity (veh/h)	528	816	1030			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	384	217	544
Volume Left	320	40	0
Volume Right	64	0	271
cSH	561	1030	1700
Volume to Capacity	0.68	0.04	0.32
Queue Length 95th (ft)	131	3	0
Control Delay (s)	24.2	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	24.2	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	175	34	233	170	43	362
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	190	37	253	185	47	393
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	837	350			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	837	350			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	41	95			96	
cM capacity (veh/h)	323	694			1123	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	227	438	440
Volume Left	190	0	47
Volume Right	37	185	0
cSH	354	1700	1123
Volume to Capacity	0.64	0.26	0.04
Queue Length 95th (ft)	106	0	3
Control Delay (s)	31.7	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	31.7	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	125	500	410	55	350
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	132	526	432	58	368
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			496		1921	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			496		1921	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			51		0	40
cM capacity (veh/h)			1066		37	612

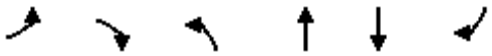
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	489	526	432	58	368
Volume Left	0	526	0	58	0
Volume Right	132	0	0	0	368
cSH	1700	1066	1700	37	612
Volume to Capacity	0.29	0.49	0.25	1.57	0.60
Queue Length 95th (ft)	0	70	0	154	100
Control Delay (s)	0.0	11.6	0.0	521.3	19.4
Lane LOS		B		F	C
Approach Delay (s)	0.0	6.4		87.5	
Approach LOS				F	

Intersection Summary			
Average Delay	23.2		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	17	170	2	30	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	20	198	2	35	302
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	571	199			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	571	199			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			97	
cM capacity (veh/h)	470	842			1372	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	21	200	35	302
Volume Left	1	0	35	0
Volume Right	20	2	0	0
cSH	807	1700	1372	1700
Volume to Capacity	0.03	0.12	0.03	0.18
Queue Length 95th (ft)	2	0	2	0
Control Delay (s)	9.6	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	0.8	
Approach LOS	A			

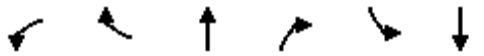
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	11	49	198	142	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	14	60	244	175	191
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	638	273	368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	273	368			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	98	95			
cM capacity (veh/h)	415	760	1195			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	244	305	367
Volume Left	231	60	0
Volume Right	14	0	191
cSH	425	1195	1700
Volume to Capacity	0.57	0.05	0.22
Queue Length 95th (ft)	88	4	0
Control Delay (s)	24.3	2.0	0.0
Lane LOS	C	A	
Approach Delay (s)	24.3	2.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	164	24	255	149	15	134
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	205	30	319	186	19	168
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	621	416			507	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	621	416			507	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	95			98	
cM capacity (veh/h)	438	630			1056	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	235	505	186
Volume Left	205	0	19
Volume Right	30	186	0
cSH	456	1700	1056
Volume to Capacity	0.52	0.30	0.02
Queue Length 95th (ft)	72	0	1
Control Delay (s)	21.0	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	21.0	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	23	144	197	54	385
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	25	155	212	58	414
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			400		909	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			400		909	388
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			86		78	37
cM capacity (veh/h)			1132		261	656

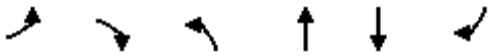
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	400	155	212	58	414
Volume Left	0	155	0	58	0
Volume Right	25	0	0	0	414
cSH	1700	1132	1700	261	656
Volume to Capacity	0.24	0.14	0.12	0.22	0.63
Queue Length 95th (ft)	0	12	0	21	112
Control Delay (s)	0.0	8.7	0.0	22.7	19.4
Lane LOS		A		C	C
Approach Delay (s)	0.0	3.7		19.8	
Approach LOS				C	

Intersection Summary			
Average Delay	8.6		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	46	201	1	16	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	57	248	1	20	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	457	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	457	249			249	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			98	
cM capacity (veh/h)	553	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	59	249	20	169
Volume Left	2	0	20	0
Volume Right	57	1	0	0
cSH	776	1700	1305	1700
Volume to Capacity	0.08	0.15	0.02	0.10
Queue Length 95th (ft)	6	0	1	0
Control Delay (s)	10.0	0.0	7.8	0.0
Lane LOS	B		A	
Approach Delay (s)	10.0	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	62	38	161	250	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	72	44	187	291	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	702	426	562			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	702	426	562			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	36	91	96			
cM capacity (veh/h)	498	797	1015			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	392	231	562
Volume Left	320	44	0
Volume Right	72	0	271
cSH	535	1015	1700
Volume to Capacity	0.73	0.04	0.33
Queue Length 95th (ft)	153	3	0
Control Delay (s)	28.0	2.0	0.0
Lane LOS	D	A	
Approach Delay (s)	28.0	2.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	9.7		
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	178	34	239	172	43	374
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	37	260	187	47	407
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	857	357			449	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	857	357			449	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	38	95			96	
cM capacity (veh/h)	314	687			1115	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	230	447	453
Volume Left	193	0	47
Volume Right	37	187	0
cSH	344	1700	1115
Volume to Capacity	0.67	0.26	0.04
Queue Length 95th (ft)	115	0	3
Control Delay (s)	34.3	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	34.3	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	126	511	410	56	356
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	133	538	432	59	375
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1945	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1945	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			50		0	39
cM capacity (veh/h)			1065		35	611

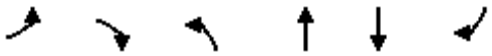
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	491	538	432	59	375
Volume Left	0	538	0	59	0
Volume Right	133	0	0	0	375
cSH	1700	1065	1700	35	611
Volume to Capacity	0.29	0.50	0.25	1.69	0.61
Queue Length 95th (ft)	0	73	0	161	104
Control Delay (s)	0.0	11.8	0.0	582.7	19.8
Lane LOS		B		F	C
Approach Delay (s)	0.0	6.5		96.3	
Approach LOS				F	

Intersection Summary			
Average Delay	25.4		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	29	170	3	52	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	34	198	3	60	302
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	623	199			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623	199			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			96	
cM capacity (veh/h)	430	842			1371	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	36	201	60	302
Volume Left	2	0	60	0
Volume Right	34	3	0	0
cSH	793	1700	1371	1700
Volume to Capacity	0.05	0.12	0.04	0.18
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	9.8	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	1.3	
Approach LOS	A			

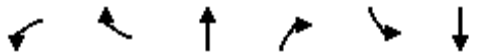
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	187	11	67	180	142	155
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	231	14	83	222	175	191
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	661	273	368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	661	273	368			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	41	98	93			
cM capacity (veh/h)	394	760	1195			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	244	305	367
Volume Left	231	83	0
Volume Right	14	0	191
cSH	405	1195	1700
Volume to Capacity	0.60	0.07	0.22
Queue Length 95th (ft)	96	6	0
Control Delay (s)	26.5	2.7	0.0
Lane LOS	D	A	
Approach Delay (s)	26.5	2.7	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	8.0		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	164	24	237	149	15	134
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	205	30	296	186	19	168
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	598	393			484	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	598	393			484	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			98	
cM capacity (veh/h)	452	649			1077	

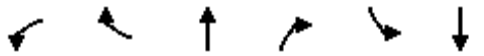
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	235	482	186
Volume Left	205	0	19
Volume Right	30	186	0
cSH	470	1700	1077
Volume to Capacity	0.50	0.28	0.02
Queue Length 95th (ft)	69	0	1
Control Delay (s)	20.1	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	20.1	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	349	23	144	197	0	420
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	375	25	155	212	0	452
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			400		909	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			400		909	388
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			86		100	31
cM capacity (veh/h)			1132		261	656

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	400	155	212	0	452
Volume Left	0	155	0	0	0
Volume Right	25	0	0	0	452
cSH	1700	1132	1700	1700	656
Volume to Capacity	0.24	0.14	0.12	0.00	0.69
Queue Length 95th (ft)	0	12	0	0	137
Control Delay (s)	0.0	8.7	0.0	0.0	21.7
Lane LOS		A		A	C
Approach Delay (s)	0.0	3.7		21.7	
Approach LOS				C	

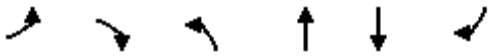
Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	46	201	1	16	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	57	248	1	20	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	457	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	457	249			249	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			98	
cM capacity (veh/h)	553	790			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	59	249	20	169
Volume Left	2	0	20	0
Volume Right	57	1	0	0
cSH	776	1700	1305	1700
Volume to Capacity	0.08	0.15	0.02	0.10
Queue Length 95th (ft)	6	0	1	0
Control Delay (s)	10.0	0.0	7.8	0.0
Lane LOS	B		A	
Approach Delay (s)	10.0	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

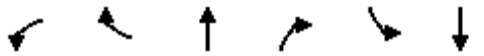


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	275	62	57	142	250	233
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	320	72	66	165	291	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	724	426	562			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	724	426	562			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	*2.5	*2.5	2.2			
p0 queue free %	32	91	93			
cM capacity (veh/h)	471	797	1015			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	392	231	562
Volume Left	320	66	0
Volume Right	72	0	271
cSH	509	1015	1700
Volume to Capacity	0.77	0.07	0.33
Queue Length 95th (ft)	171	5	0
Control Delay (s)	31.9	3.0	0.0
Lane LOS	D	A	
Approach Delay (s)	31.9	3.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	11.1		
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	178	34	220	172	43	374
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	37	239	187	47	407
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	837	337			428	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	837	337			428	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	95			96	
cM capacity (veh/h)	323	705			1135	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	230	426	453
Volume Left	193	0	47
Volume Right	37	187	0
cSH	354	1700	1135
Volume to Capacity	0.65	0.25	0.04
Queue Length 95th (ft)	109	0	3
Control Delay (s)	32.3	0.0	1.3
Lane LOS	D		A
Approach Delay (s)	32.3	0.0	1.3
Approach LOS	D		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	340	126	511	410	0	393
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	358	133	538	432	0	414
Pedestrians	6			7	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1945	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1945	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			50		100	32
cM capacity (veh/h)			1065		35	611

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	491	538	432	0	414
Volume Left	0	538	0	0	0
Volume Right	133	0	0	0	414
cSH	1700	1065	1700	1700	611
Volume to Capacity	0.29	0.50	0.25	0.00	0.68
Queue Length 95th (ft)	0	73	0	0	130
Control Delay (s)	0.0	11.8	0.0	0.0	22.3
Lane LOS		B		A	C
Approach Delay (s)	0.0	6.5		22.3	
Approach LOS				C	

Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	29	170	3	52	260
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	34	198	3	60	302
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	623	199			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623	199			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			96	
cM capacity (veh/h)	430	842			1371	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	36	201	60	302
Volume Left	2	0	60	0
Volume Right	34	3	0	0
cSH	793	1700	1371	1700
Volume to Capacity	0.05	0.12	0.04	0.18
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	9.8	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	1.3	
Approach LOS	A			

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

Public Facilities Memorandum

SHERWOOD · VANCOUVER · SALEM
AKS ENGINEERING & FORESTRY
WWW.AKS-ENG.COM
13910 SW GALBREATH DR., SUITE 100 · SHERWOOD, OR 97140
P: (503) 925-8799 F: (503) 925-8969

October 21, 2013

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

Re: Adequacy of Public Facilities (Water, Sanitary Sewer, Storm Drainage, and Streets) for a Zone Change on Properties located along Central Point Road (identified as Clackamas County 3 1E 7C 1003 and 3 1E 12D 1503, 1593, 1600, and 1701)

City Planning Department Staff:

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

Sincerely,
AKS ENGINEERING & FORESTRY, LLC

Montgomery B. Hurley – PE, PLS
Principal

Neighborhood Meeting Documentation

Hazelgrove - Westling Farm Neighborhood Association

Date 10/17/13 Event _____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
MJeanne Militante	PO Box 601 Oregon City 97045	militant@ohsu.edu militante@att.net	
Sherry Whitmore	19428 Westling DR. Oregon City OR 97045	-	
Margaret Scheidemann	11716 Partlow Rd Oregon City, OR 97045	tpscheidemar@msn.com	503 344 6296
Merissa Skidmore	19148 Rose Rd Oregon City, OR 97045	Merissa.skidmore@gmail.com	
Dave Wheeler	19526 S Central		656 5890
Dave Souders	19345 Hazel Grove Dr		656-6962
Shirley Souders	" "	ssouders@comcast.net	656-6962
VERN EMRA	19428 HAZEL GROVE DR	VZEMRA@MSN.COM	503 659-6650
Frank Wille	11614 Hazelnut	franklyna@comcast.net	503 342 6699
Judy & Jim Peitz	19380 Hazel Grove	jimpeitz@gmail.com	503-655-7977
Robin & Larry Wold	11604 Geranium Pl.		503-502-4010
Alex Parent	11799 Payson Lane		503-656-3561

Hazelgrove - Westling Farm Neighborhood Association

Date 10/17/13 Event _____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Kathy Hogan	19721 S Central Pt Rd		
+ MARGUERITE Tom O'Brien	19364 HAZELGROVE		
Marilyn Ruttell	19388 Vincent Dr		
Mimi Doukas	4230 Galewood St Lake Oswego OR 97035	Mimi@ventureprop.com	503-387-7600
Larry + Dan Moseley	11687 Finnegans Way OC 97045	LWM@LWMWEB.COM	408 313-6229
Beth/Paul Nelson	19255 Pine Place Oregon city. OR	wellnessvision@comcast.net	503.804.6237
Chad Shoemaker	CCPD	CHADSHOEMAKER@ORCITY.ORG	503.496.1681
Pam Erickson	11708 Partlow Rd Oregon City	irishericsson@yahoo.com	
Don Jones	18882 White St @ C.		503-650-4689
Bertha Tolsteup	15550 S Kirk Rd Oregon City		
Kelly Moosbrugger	City of Orgon City	Kmoosbrugger@orcity.org	503-496-1540
MARTI WESTBROOK JUDY SCHRADER	19465 WESTLING DR OC 97045		

Hazelgrove - Westling Farm Neighborhood Association

Date_____ **Event**_____

NAME(S)	ADDRESS	E-Mail	TELEPHONE
Bruster A. Coe	11847 payson lane	brustercoe@comcast.net	503-723-4598
Whitney Lucy	11847 Payson Lane	—	503-723-459[illegible]
GINGER & Al Blakely	11817 PAYSON LN.	ginger_graham@comcast.	503 656 0130
Brenda Coates	19400 Hazel Grove Dr		503-656-7299
Steve Engelke	19525 Hummingbird	steve engelke@gmail.com	503-730-1972
Doug Neeley	11614 Parrish Dr.	intsfats@sbcglobal.net	503-650-5093
TONY Bottger	11837 Skellenger Way	bottgert@comcast.net	503-974-9569
FELIX MORALES	19124 ROSE RD		503-342-6461
Greg Meyer	11578 Parrish Rd		503-422-2159
Betsy + Rollie Packer	11938 Woodwind Dr.	packerbe1986@gmail.com	503-723-4487
Mike Unger	10224 SE 16th	mike.unger@Lexcomcorp.com	206-604-553[illegible]

David Levitan

From: David Levitan
Sent: Wednesday, October 23, 2013 11:55 AM
To: 'HOGANSBLUFF@aol.com'
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...

Hi Kathy:

When you send over the sign in sheet and minutes (we don't need the minutes, if they're not done yet), can you also include a short note confirming that Mimi attended the meeting and discussed the project? It is a requirement, per City Code.

Thanks.

David Levitan, AICP
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Sherwood, OR 97140
503.925.8799
www.aks-eng.com dlevitan@aks-eng.com
Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

From: HOGANSBLUFF@aol.com [mailto:HOGANSBLUFF@aol.com]
Sent: Monday, October 21, 2013 6:34 PM
To: David Levitan
Subject: Re: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...

Do you also want the minutes? I'll send them soon. They are almost finished. I have scan the sign in sheets and will send them at the same time.
KH

David Levitan

From: HOGANSBLUFF@aol.com
Sent: Wednesday, October 23, 2013 1:14 PM
To: David Levitan
Subject: Re: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and...
Attachments: scn0002.ZIP

Mimi came to the Hazel Grove/Westling Farm Neighborhood Association meeting on October 17, 2013.
Thank you for coming and talking to the neighbors.
KH
Let me know if you get the minutes and sign -in sheets.

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From: Chris Goodell, AKS Engineering & Forestry, LLC
To: Oregon City Planning Department

Neighborhood Meeting Summary: Central Point Road Properties Zone Change Application – Oregon City, Oregon

Date: October 17, 2013
Time: 7:00 PM
Location: Oregon City United Methodist Church – 18955 S. South End Road, Oregon City, OR 97045

The following serves as a summary of the primary subjects covered at the Neighborhood Meeting. This is being provided to you as is required by OCMC Section 17.50.055.

- General discussion of proposed project (provided by Mimi Doukas, AICP, RLA of Venture Properties):
  - 5 separate properties – 2 separate ownerships
  - A vicinity/aerial map of the area was presented, which broke the properties down into an orange property (6.34 acres) and a green property (6.84 acres)
  - Current proposal is for a zone change only; any future development applications, such as a subdivision, will be submitted separately.
  - Current Zoning Designation is R-10 – 10,000 square foot minimum lot size
  - Proposed Zoning Designation is R-6 – 6,000 square foot minimum lot size
- The general project discussion was followed by a question and answer session. <u>The following topics were covered and comments provided by neighbors</u>:
  - **Question**: Attendees noted that they had seen maps that show a layout (residential subdivision) for this whole area, and asked if the whole area was being developed.
    Answer: The referenced plans were submitted to the City for a pre-application meeting so we could get information on development details like sanitary sewer systems, land use process, storm drainage systems, road standards, etc. We have been in conversations with other property owners in this area, but these are the only properties we have under contract and the only ones proposed for a zone change.
  - **Question**: What is the change in the number of units that can be built?
    Answer: Density in Oregon City really depends on the actual layout since roads and non-lot areas are removed from the density calculation, but APPROXIMATELY, the density would be:
    For the Green property, under R-10 is allowed APPROXIMATELY 30 lots, and under R-6 would be allowed APPROXIMATELY 50 lots
    For the Orange property, under R-10 is allowed APPROXIMATELY 28 lots, and under R-6 would be allowed APPROXIMATELY 46 lots
  - **Question**: Where would the roads go? How will they access Central Point Road?
    Answer: That will not be determined until there is a subdivision application; we are only proposing a zone change at this time, but we will be required to provide full street connections in the future.
  - **Question**: Will the layout provide awkward road connections for neighboring properties?
    Answer: We will need to show how undeveloped land around the subdivision can be laid out with our street stubs and we will not be allowed to make land awkward for future development. That is required by state law.
  - **Question**: Pat Ullman was not able to attend but she had concerns about traffic congestion, emergency response routes, storm drainage systems, and groundwater.
    Answer: I spoke with her on the phone and she outlined those same concerns to me directly.

- **Question**: Will this development pay for the impact to schools, police, and fire services?
  Answer: The Oregon land use system requires development to review the impacts to physical infrastructure, but not social services. This property is also required to contribute $3,500 per dwelling unit for law enforcement services per the annexation agreement that runs with the land.
- **Question/Comment**: R-6 is too dense – there are projects down the road that have the houses squeezed in next to one another like townhomes.
  Answer: Townhomes are not permitted in the R-6 zone and are not proposed for this project.

Chris Goodell

From: Kattie Riggs <kriggs@ci.oregon-city.or.us>
Sent: Wednesday, September 25, 2013 10:02 AM
To: David Levitan; hogansbluff@aol.com; tom.obrien4@comcast.net; Chris Goodell
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Categories: Filed by Newforma

David,

I will defer to Kathy or Tom to e-mail you a copy of the agenda once it is ready. As far as needing to do anything additional to meet the code requirements, I think we are down to the last section that states:
To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.

Again, Kathy and/or Tom should be able to assist in providing you with a copy of the sign-in sheet and/or meeting minutes to submit to the planning department along with a letter or e-mail from the neighborhood association.

I hope this helps.

Thank you,
Kattie

Kattie Riggs
kriggs@orcity.org
Assistant to the City Manager
Hours: 7:00AM-4:00PM
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1582 Direct phone
503-657-0891 City phone
503-657-7026 fax

Website: www.orcity.org | **City Manager's Page:** www.orcity.org/citymanager
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From: David Levitan [mailto:DLevitan@aks-eng.com]
Sent: Wednesday, September 25, 2013 9:03 AM
To: Kattie Riggs; hogansbluff@aol.com; tom.obrien4@comcast.net; Chris Goodell
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Hi Kattie:

Thanks for confirming that we've been added to the October 17 agenda. I did talk to Kathy, and she was hoping that we could still be added.

Do we need to do anything additional to meet the neighborhood meeting requirements in OCMC Section 17.50.055?

Also, if you can email me a copy of the agenda once it is ready, that would be wonderful.

Thanks again.

David Levitan, AICP
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Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

From: Kattie Riggs [mailto:kriggs@ci.oregon-city.or.us]
Sent: Wednesday, September 25, 2013 8:45 AM
To: David Levitan; hogansbluff@aol.com; tom.obrien4@comcast.net
Subject: RE: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

David,

I'm not sure if you have been contacted back regarding your request, so I wanted to touch base with you. Co-Chair, Tom O'Brien, is out of town and the other Co-Chair, Kathy Hogan, just called me to adjust their postcard mailing to include your presentation. You have been added to their October 17, 2013 agenda. Their meetings are held at the Oregon City United Methodist Church (18955 S. South End Road, Oregon City, OR 97045) beginning at 7PM. They will have two other presentations that night, so please keep your presentation brief and succinct.

Please let us know if you have any other questions.

Thank you,
Kattie

Kattie Riggs
kriggs@orcity.org
Assistant to the City Manager
Hours: 7:00AM-4:00PM
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1582 Direct phone
503-657-0891 City phone
503-657-7026 fax

Website: www.orcity.org | **City Manager's Page:** www.orcity.org/citymanager
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From: David Levitan [mailto:DLevitan@aks-eng.com]
Sent: Monday, September 23, 2013 3:02 PM
To: hogansbluff@aol.com; tom.obrien4@comcast.net
Subject: October 17 Hazel Grove-Westling Farm Neighborhood Association Meeting and Potential to Present Zone Change Proposal

Hi Kathy and Tom:

My name is David Levitan and I work for AKS Engineering and Forestry, who is providing land use consulting services for a proposed zone change of five tax lots south of S Central Point Road and Hazelnut Avenue/S Skellenger Way. The applicant is proposing to rezone approximately 17.74 acres from R-10 to R-6 in anticipation of a future subdivision. A preapplication meeting was held with City of Oregon City staff on July 23rd.

Per Oregon City Municipal Code (OCMC) Section 17.50.055, the applicant is required to hold a meeting with the recognized neighborhood association to discuss the proposal and to receive preliminary input from nearby residents and property owners prior to submitting the land use application to the City.

I noticed on the Neighborhood Associations website that the next meeting of the Hazel Grove-Westling Farm Neighborhood Association is currently scheduled for Thursday, October 17, and am writing to inquire about the possibility of discussing this proposal at that meeting. If a discussion of the rezone proposal can be accommodated at the October 17th meeting, I will send a formal letter requesting as such, including a description of the proposal and the specific tax lots involved. You also have the option to conduct communication/correspondence via email, if that is your preference.

If October 17th is not a possibility, I will work on scheduling an alternate date for a proposal-specific meeting. Per City Code, I will distribute the notice of the meeting to the neighborhood association, citizen involvement committee, and all property owners within 300 feet of the proposal site (in this case, the 5 tax lots). The meeting would likely be on another weeknight in mid-October at 6 pm.

If you can get back to me in the next few days regarding the possibility of attending the October 17th meeting (as well as your communication preference regarding email vs. formal letters), that would much appreciated.

Thank you very much.

Sincerely,

David Levitan, AICP
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Offices in: Sherwood, OR | Salem, OR | Vancouver, WA

City Pre-Application Conference Notes

OREGON CITY

Pre Application Conference Notes

PA 13-28: Central Point/White Lane Zone Change and Subdivision

Proposed Project:

- Zone change from "R-10" to "R-6"
- 113 Lot Subdivision

General Information:

- Applicable Overlay Districts: Natural Resource Overlay District
- Applications anticipated:
  - Zone Change
  - Subdivision
  - Natural Resource Overlay District Verification
- Existing Transportation System Plan:
  Functional Classification: Central Point Road and White Lane – Minor Arterial
  Pedestrian System Plan: Central Point Road – Sidewalks needed on one side of street
  Bicycle System Plan: Central Point Road -- Striped bikelanes
  White Lane – Striped bikelanes on new facilities
  Public Transit System Plan: Leland – N/A
- Proposed Transportation System Plan and Municipal Code: An amended TSP and associated amendments to the Oregon City Municipal Code were approved by the City Commission and will be effective Aug 16, 2013. An incomplete application may be submitted before the code amendments take effect in order to fall under the old code. We have typically required a signed application and an application fee, however the application must be complete within 180 days. The documents may be approved on the City website at www.orcity.org. Some of the changes include reclassifying Central Point from a Minor Arterial to a Collector and reclassifying White Lane from a Minor Arterial to a Local. The proposed changes do not appear to have a significant impact on the proposed development.

Timing and Process:

The zone change will go before the Planning Commission and City Commission. This is a Type IV process per 17.50.030.D.

Zone Change:

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

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

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

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

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

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

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

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

(12) Transportation - Goal 12.6: Develop and maintain a transportation system that has enough capacity to meet users' needs.

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

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

The application may have to comply with the Transportation Planning Rule (OAR 660-12-0060) For zone changes and comprehensive plan amendments, there must be substantial evidence in the record to either make the finding of "no significant effect" on the transportation system, or, if there is a significant effect, assurance that the allowed land uses are consistent with the identified function, capacity, and performance standard of the transportation facility within the planning horizon (year 2035).

Transportation Impacts:

John Replinger of Replinger and Associates, the City's transportation consultant reviews all new development. You may contact Mr. Replinger at 503-719-3383 or replinger-associates@comcast.net.

For proposals involving rezoning, the applicant shall compare the traffic generated by his/her development proposal, a reasonable worst-case development under the proposed zoning and a reasonable worst-case development under current zoning. Based on the information available, it appears the impacts are fairly modest for the zone change, especially as one moves away from the proposed development. Because of the variety of routes available to disperse the traffic, it is doubtful any facilities under state jurisdiction would be affected. The applicant will need verify this with ODOT. The applicant may merely need to assess the impact on a few City facilities such as intersections along Central Point Road. Your application was also sent to Seth Brumley, Associate

Planner at ODOT. A response to your application was not received prior to this meeting. He may be contacted at 503-731-8234 or seth.a.brumley@odot.state.or.us.

While we have not yet processed any applications under the new OCMC developed in response to the TSP, I think that the applicant will face very similar transportation issues whether the application is processed under the "old" or "new" versions of the code.

Subdivision (Planning Criteria):
Compliance with the subdivision criteria is required. The application lacked the specificity to determine compliance with any of the subdivision standards identified in the Oregon City Municipal Code.

- Under the current code all lots adjacent to Central Point Road and White Lane shall orient the front setback and the most architecturally significant elevation toward Central Point Road and White Lane per 16.12.070. In addition, all lots proposed with a driveway and lot orientation on a the minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:
  1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or
  2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.
  Under the new code, White Lane is being reclassified as a local street.
  Under the proposed changes all lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots
- For the existing code driveways along Minor Arterials per OCMC 12.04.095, 12.04.025 and 16.12.070.
  - Shared driveways limited to 24' in width adjacent to the sidewalk and property line and may extend to a maximum of 30' abutting the street pavement to facilitate turning movements.
  - Single driveways limited to 12' in width adjacent to the sidewalk and property line and may extend to a maximum of 18' abutting the street pavement to facilitate turning movements.

  For the proposed code changes per 12.04.025

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

  The driveway width abutting the street pavement may be extended 3 feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).
- A nonbinding shadow plat is required to demonstrate the layout is appropriate for land divisions on all adjacent properties.
- A street tree plan including one for every 35' of frontage is required in accordance with OCMC 12.08.

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- A tree mitigation plan including the lot setbacks and the caliper of the trees to be removed as well as the species, caliper and location of the mitigation trees is required.
- What will be constructed in all of the tracts? There are some properties which are not identified as lots or tracts.
- Are there any adjacent properties under the same ownership?
- Are there any potential issues with trees or other uses under the power lines?
- Proposed code changes in the new code include:
  - Notification of a street stub
  - Driveway spacing standards
  - Curb cut standards
  - Block length standards (and associated pedestrian accessways)
  - Increased allowable congestion
- Helpful code references:
  - Per OCMC 16.12.025, block lengths for local streets and collectors shall not exceed five hundred feet between through streets, as measured between nearside right-of-way lines.
  - Per 16.12.050, a subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may include lots that are up to twenty percent less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots.

Subdivision (Utilities/Public Improvements/SDC's, etc):

Your application was reviewed by the Development Services Division. You may contact Todd Martinez at 503.496.1508 or email tmartinez@orcity.org. The following comments are based upon the proposed configuration of the subdivision. There was no information concerning the water, sanitary sewer or storm drainage system, so our comments will be general in nature.

- The public facilities (water, sanitary sewer, storm drainage, streets) in the area of the proposed subdivision are sufficient to support the additional units.
- The applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the applicant to provide any public improvements.
- The applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.
- The applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval.
- A grading permit shall be obtained from Development Services for the on-site work.
- Record drawings are available for nearby subdivisions.

Streets

- The existing right-of-way (ROW) on S. Central Point Road is 60-feet. Under the existing TSP this is a minor arterial, and under the new TSP it is a Collector street. The existing street improvements include 32-feet of pavement (two travel lanes and a 9-foot parking strip on the north side), curb, 5-foot wide landscape strip, 5-foot wide sidewalk, street trees and lights on the north side. Required improvements on Central Point Road would include: no dedication of ROW is anticipated but should be confirmed, 7- foot parking lane, curb and gutter, 5-foot planter strip with street trees, 5-foot sidewalk and street lights.

- The existing right-of-way (ROW) on White Lane is 55-feet. Under the existing TSP this is a minor arterial, and under the new TSP it is a Local street. The existing street improvements include 32-feet of pavement, curb, 3-foot wide landscape strip, 5-foot wide sidewalk, street trees and lights on the west side. Required improvements on White Lane would include: no dedication of ROW is required, curb and gutter, 5-foot planter strip with street trees, 5-foot sidewalk and street lights.
- The ROW for the new local streets should be 53-feet wide, and the pavement should be 32-feet wide. There should be curb and gutter, a 5-foot planter strip and a 5-foot sidewalk. Street trees and street lights will be required.
- The subdivision layout as proposed has several issues of concern, and would need to be modified.
  - As laid out there is no connectivity shown for Hazel Park Drive. A shadow plat will need to be shown for this area.
  - The connection at Hazel Creek Drive appears to be less half a street width. It cannot be used as a street as shown. Half street improvements are acceptable; however, they must provide for two way traffic. That includes construction of the street to centerline plus 10 feet.
  - As shown there is actually no access to 23 lots at the east side of the subdivision until other properties develop.
  - The extension of Skellenger shows that about half of the street is fully on the neighboring property. This is not typical and puts the burden of the street development on the neighboring property. It is understood that there are constraints with regard to the layout, but options should be considered.
  - As shown there will be several dead ends created in the south eastern part of the subdivision, and the development of the street (including the ROW dedication) is put onto the neighboring properties.
  - There are two more lots that would not have any access (65 and 66).
  - At the south west corner of the proposed development the intersection spacing does not appear to meet code requirements.

Water

- The water line in Central Point Road is 12-inch. The water line in White Lane is 8-inch. The water line at the end of the street on Hazel Park Drive, Hazel Creek Drive and Orchard Grove Drive are 8-inch.
- The water lines throughout the proposed subdivision should be 8-inch and should be looped. The street layout would indicate that there would be up to six dead-end lines created with the subdivision. This creates water quality issues, maintenance issue and potentially fire flow issues. This is near the end of the distribution system so fire flow becomes more difficult to attain, making the looping of the system even more important. Water line looping will be required to significantly reduce the number of dead-ends.
- Fire flow tests should be done in the area to confirm the fire flow available.
- Fire hydrants should be located per the Fire Department directions. In general the spacing is every 500-feet.

Sanitary Sewer

- There is a basin boundary that runs through the proposed subdivision. The majority of the area will likely drain to the west to an 8-inch pipe on White Lane. This discharges to the Parrish Road

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pump station. It appears that the pump station has capacity for the flows from the proposed subdivision. This will need to be confirmed when the sanitary system is laid out and the projected flows are better defined. It is recommended that the developer coordinate with the City staff on this issue prior to finalizing the application for the subdivision.

- Some of the area will likely drain to the east to an 8-inch pipes stubbed out on Hazel Park Drive, Hazel Creek Drive and Orchard Grove Drive. This discharges to the Pease Road pump station. It appears that the pump station has capacity for the flows from the proposed subdivision. This will need to be confirmed when the sanitary system is laid out and the projected flows are better defined. It is recommended that the developer coordinate with the City staff on this issue prior to finalizing the application for the subdivision.
- There are portions of the development near the southern boundary that may not be able to be served by gravity. Individual privately owned and operated lift stations may be required.

Storm Drainage

- A storm drainage report will be required as part of the application. Both detention and treatment will need to be addressed.
- There is a 12-inch storm pipe on portions of White Lane that discharges to a pond on Orchard Grove Lane. There is no additional capacity in the pond and it does not appear that it can be expanded.
- There is a 12-inch storm pipe on portions of Hazeldell Avenue that discharges to a pond on Payson Lane. It is not clear that drainage could flow in this direction. If it can, then the collection system and detention pond would need to be evaluated for capacity.
- The storm system on the south side of S. Central Point Road is a ditch. There are storm collection pipes on portions of the north side of the street. It is not clear where the drainage on the south side would discharge.
- Tract D is labeled as land for the storm drainage facility. Based upon the size of the subdivision this appears to be too small.
- There is a proposed subdivision adjacent to this one along White Lane. The storm drainage facility is proposed to be located on White Lane adjacent to the power line easement. There may be a possibility of expanding that facility to accept a portion of the storm water from your proposed subdivision.

Natural Resource Overlay District:

The subject site is within the Natural Resource Overlay District (NROD). A report is required to demonstrate compliance with Chapter 17.49 of the Oregon City Municipal Code. Chapter 17.49.255 and 17.49.260 determine if the application is a Type I or Type II review. The application appears to be a Type II review and will thus be sent to a City consultant to confirm.

Building Division:

Your application was transmitted to Scott Linfesty, our Building Official. You may contact Mr. Linfesty 503.496.1506 or slinfesty@orcity.org.

Clackamas County Fire:

Questions can be directed to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas County Fire District #1. You may contact Mr. Boumann at (503)742-2660, email michaelbou@ccfd1.com.

Notes:

- A Neighborhood Association meeting is required. You are in the Hazel Grove / Westling Farm Neighborhood Association. Kattie Riggs, Executive Assistant to the City Manager can assist you in contacting the neighborhood association. She may be reached at 503.496.1582.
- There is a one-time fee due to the City in the amount of $3,500.00 for each new dwelling for the provision of law enforcement services per the Annexation Agreement for file AN 06-02.
- Please note the City has a street naming policy.
- Fence height limitations provided in OCMC 17.54.100.
- If you would like to build a sign for the subdivision, the sign code can be found in OCMC 15.28.
- Residential Design Standards are provided in OCMC chapter 17.20 and 17.21.
- All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance.

Oregon City Municipal Code Criteria:
The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:
OCMC 12.04 - Streets, Sidewalks and Public Places
OCMC 12.08 - Public and Street Trees
OCMC 13.12 – Stormwater Management
OCMC 16.08 – Subdivisions – Processes and Standards
OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions
OCMC 17.08 – "R-10" Single-Family Dwelling District
OCMC 17.12 – "R-6" Single-Family Dwelling District
OCMC 17.20 – Residential Design Standards
OCMC 17.50 – Administrative Processes
OCMC 17.41- Tree Protection Standards
OCMC 17.68 – Zoning Changes and Amendments
Please contact me if you would like me to email you MS-Word versions of the code. The sections may also be downloaded from the municipal code website.

Planning Review and Application Fees:
- The 2013 Planning applications and fees include
  - Zone Change: $2,683
  - Subdivision: $3,966 plus $330 per Lot
  - NROD Verification- $1,879
  - Transportation Study: $1,309 (base fee) + $1,962 (zone change fee)
  - Mailing Labels: $15 – Optional

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:
A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well

as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.
B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Pre-application Conference meeting date, a NEW Pre-Application Conference will be required.

City of Oregon City | PO Box 3040 | 221 Molalla Avenue, Suite 200 | Oregon City, OR 97045
Ph (503) 722-3789 www.orcity.org

Property Vesting Deeds

Form No. 723—BARGAIN AND SALE DEED (Individual or Corporate).

NL

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That EDWIN . M. TOLSTRUP ..... *hereinafter called grantor,* **** ..... *for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto* ..... *hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of* CLACKAMAS, *State of Oregon, described as follows, to-wit:*

**** EDWIN M. TOLSTRUP AND REITHA M. TOLSTRUP TRUSTEES OR THEIR SUCCESSORS IN TRUST, UNDER THE TOLSTRUP LOVING® TRUST DATED JULY 1, 1993, AND ANY AMENDMENTS THERETO.

SEE ATTACHED EXHIBIT "A"

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ -0- ..... *①However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which) ☐ (The sentence between the symbols ①, if not applicable, should be deleted. See ORS 93.030.)*

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 1st *day of* July, *19* 93; *if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors.*

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

Edwin M. Tolstrup
EDWIN M. TOLSTRUP

STATE OF OREGON, County of LANE) ss.

This instrument was acknowledged before me on JULY 1, *19* 93,
by EDWIN M. TOLSTRUP

This instrument was acknowledged before me on ....., *19*.....,
by .....
as .....
of .....

JAMES H. SMITH
Notary Public for Oregon
My commission expires 10/31/95

OFFICIAL SEAL
JAMES H. SMITH
NOTARY PUBLIC - OREGON
COMMISSION NO 010393
MY COMMISSION EXPIRES OCT 31, 1995

EDWIN M. TOLSTRUP
25136 CHENEY DRIVE
VENETA, OR 97487
Grantor's Name and Address

EDWIN M. & REITHA M. TOLSTRUP, TRUSTEES
TOLSTRUP LOVING TRUST DATED 7/1/93
25136 CHENEY DRIVE
VENETA, OR 97487
Grantee's Name and Address

After recording return to (Name, Address, Zip):
JAMES H. SMITH, ESQ.
1017 N. RIVERSIDE, SUITE 116
MEDFORD, OR 97501

Until requested otherwise send all tax statements to (Name, Address, Zip):
EDWIN M. & REITHA M. TOLSTRUP
25136 CHENEY DRIVE
VENETA, OR 97487

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } ss.
County of .....

I certify that the within instrument was received for record on the ..... *day of* ....., *19*.....,
at ..... *o'clock* .....*M., and recorded in book/reel/volume No.* ..... *on page* ..... *or as fee/file/instrument/microfilm/reception No.* ....., *Record of Deeds of said County.*

Witness my hand and seal of County affixed.

NAME TITLE

By ..... *Deputy*

93 47694

EXHIBIT "A"

A part of the S. S. White D. L. C. No. 42 in Section 12, T. 3 S., R. 1 E., and Section 7, T. 3 S., R. 2 E., W. M., described as follows:

Beginning at a point on the northwesterly boundary of said White D. L. C. that is 5362.5 feet Northeasterly from the most westerly corner thereof, said point being the most westerly corner of a tract conveyed to J. M. Olds, by Clackamas County Deed Book 85, page 376; thence South 47° 45' East along said Olds tract, 745 feet, more or less, to the corner of a tract conveyed to Henry Rau and wife by deed recorded May 16, 1969, Fee No. 69 8895 and the true point of beginning; thence South 42° 30' West 449.7 feet to an interior angle corner in the boundary of said Rau tract; thence North 47° 45' West along the boundary of said Rau tract, 357.5 feet; thence North 42° 30' East 449.7 feet to the southwesterly boundary of the aforementioned Olds tract; thence South 47° 45' East along said southwesterly boundary 357.5 feet to the true point of beginning.

TOGETHER WITH a non exclusive easement for road and utility purposes over and across the following described property:

A part of the S. S. White D. L. C. No. 42 in Section 12, T. 3. S., R. 1 E., and No. 42 in Section 7, T. 3 S., R. 2 E., W. M., described as follows:

Beginning at a point on the northwesterly boundary of the said S. S. White D. L. C. that is 5362.5 feet northeasterly from the most westerly corner thereof, said point being the most westerly corner of a tract of land conveyed to J. M. Olds, by Clackamas County Deed Book 85, page 376; thence South 47° 45' East along said Olds tract 920 feet, more or less, to the most northerly corner of a tract conveyed to Oregon Development Co., by deed recorded February 26, 1969, Fee No. 69 3266; thence South 42° 30' West 499.7 feet to a point on the northeasterly boundary of a tract conveyed to Lyle L. Bryan, et ux, by deed recorded in Clackamas County Deed Book 641, page 756; thence North 47° 45' West along said Bryan tract 175 feet to the true point of beginning; thence continuing North 47° 45' West 715 feet to the southeasterly right of way line of Central Point Road; thence North 42° 15' East along said right of way 70 feet; thence South 52° 15' East 1 foot; thence South 42° 15' West parallel with said right of way 20 feet; thence South 47° 45' East parallel to the northeasterly boundary of said Bryan tract to a point that is North 47° 45' West 175 feet from the southwesterly extension of the northwesterly line of said Oregon Development Corp. tract; thence South 42° 30' West 50 feet to the true point of beginning.

STATE OF OREGON
County of Clackamas } ss.

I, John Kauffman, County Clerk, for the County of Clackamas, do hereby certify that the instrument of writing was received for recording in the records of said county at:

93 JUL -8 PM 2:38

COUNTY OF CLACKAMAS * STATE OF OREGON *

Witness my hand and seal affixed

JOHN KAUFFMAN
County Clerk

Recording Certificate
CCP-14 (Rev. 8/91)

93 47694

4/4

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK
2001-067656
00183897200100676560040049
$41.00
08/23/2001 02:59:54 PM
D-D Cnt=1 Stn=2 TRISH
$20.00 $11.00 $10.00

After recording return to:
Edwin & Reitha Tolstrup
15550 S. Kirk Road
Oregon City, Oregon 97045

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

Edwin & Reitha Tolstrup
15550 S. Kirk Road
Oregon City, Oregon 97045

Escrow No. 01070984
Title No.

LOT LINE ADJUSTMENT

STATUTORY BARGAIN AND SALE DEED

DAVID H. WHEELER, SR. general partner of THE WHEELER FAMILY INVESTMENT LIMITED PARTNERSHIP, an Oregon limited partnership, Grantor, conveys to EDWIN M. TOLSTRUP and REITHA M. TOLSTRUP, TRUSTEES, under the Tolstrup Loving Trust dated July 1, 1993, Grantee, the following described real property:

See exhibit "A" for parcel being conveyed by grantors.
See exhibit "B" for parcel being conveyed by grantees under separate document.
See exhibit "C" for new description of grantor's parcel.

Grantor's vested by document no. 2000-024111
Grantee vested by document no. 2000-15224.

This document is to effect lot line adjustment no. Z0256-01-PLA approved by Clackamas County on April 4, 2001.

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

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

Dated this 23 day of August, 2001.

David H. Wheeler, Sr.
David H. Wheeler, Sr.

Edwin M. Tolstrup, Trustee
Edwin M. Tolstrup, Trustee

Reitha M. Tolstrup, Trustee
Reitha M. Tolstrup, Trustee

STATE OF _____
County of _____ } ss.

This instrument was acknowledged before me on this 23 day of August, 2001 by David H. Wheeler, Sr., Edwin M. Tolstrup, Trustee and Reitha M. Tolstrup, Trustee.

OFFICIAL SEAL
FRANCES E MILLER
NOTARY PUBLIC - OREGON
COMMISSION NO. 320958
MY COMMISSION EXPIRES FEB. 21, 2003

Frances E Miller
Notary Public for Oregon

My commission expires: 2/21/2003

Centerline Concepts, Inc.

EXHIBIT "A"

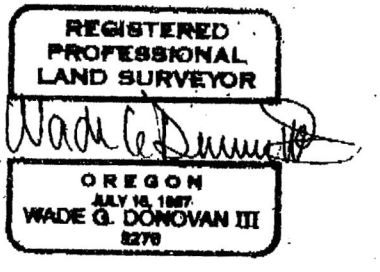
June 8, 2001
Toller

TRACT 1

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line N47°45'48"W 677.69 feet to the southeasterly right of way line of Central Point Road (Market Road No. 24); thence, on said right of way line, N42°15'02"E 330.08 feet to the northeasterly line of said Fee 93-47696; thence, on said northeasterly line, S47°45'11"E 677.68 feet to the POINT OF BEGINNING.

The tract contains 5.13 acres, more or less.

Subject to easements of record.



Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive, Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

Centerline Concepts, Inc.

EXHIBIT "B"

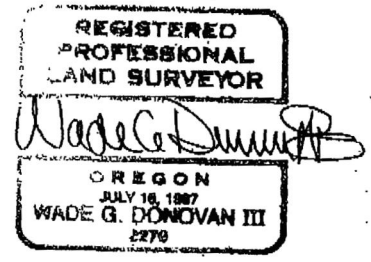
June 8, 2001
Toller

AREA TO BE TRANSFERRED

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., and the S.W. 1/4 of Section 7, T.3S., R.2E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line S47°45'48"E 610.41 feet to the most southerly corner of said tract; thence, on the southeasterly line of said tract, N42°15'00"E 329.85 feet to the most easterly corner of said tract; thence, on the northeasterly line of said tract N47°45'11"W 610.41 feet to the POINT OF BEGINNING.

The tract contains 4.62 acres, more or less.

Subject to easements of record.



Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

** TOTAL PAGE.02 **

Centerline Concepts, Inc.

Exhibit "C"

June 8, 2001
Toller

TRACT 2

BEGINNING at a point on the northeasterly line of that tract of land described in Recorders Fee 93-47696, Clackamas County Deed Records, located in the S.E. 1/4 of Section 12, T.3S., R.1E., and the S.W. 1/4 of Section 7, T.3S., R.2E., W.M., Clackamas County, Oregon, said point being S42°41'31"W 65.05 feet and S47°45'11"E 677.68 feet from a 5/8 inch iron rod marking the most northerly curve point of Lot 1, "Filbert Orchard"; thence, leaving said northeasterly line, S42°15'00"W 329.95 feet to the southwesterly line of said tract; thence, on said southwesterly line S47°45'48"E 610.41 feet to the most southerly corner of said tract, said corner being on the northwesterly line of that tract of land described in Recorders Fee No. 83-11698, Clackamas County Deed Records; thence, on said northwesterly line S42°15'00"W 764.79 feet to the most westerly corner of said tract; thence, on the southwesterly line of said tract S47°36'06"E 443.45 feet; thence N42°16'28"E 580.62 feet; thence, N00°57'22"E 672.35 feet to the northwesterly line of said tract (Fee 83-11698); thence, on said northwesterly line N42°15'00"E 10.00 feet to the most easterly corner of said tract (Fee No. 93-47696); thence, on the northeasterly line of said tract N47°45'11"W 610.41 feet to the POINT OF BEGINNING.

The tract contains 13.10 acres, more or less.

Subject to easements of record.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 16, 1987
WADE G. DONOVAN III
2276

Q:\DOCS\LGLDESC\Toller.wpd

Precise Boundary Surveys
640 82nd Drive Gladstone, Oregon 97027
503 650-0188 fax 503 650-0189

Clackamas County Official Records
Sherry Hall, County Clerk

2007-022951

$31.00

01081988200700229510020023

03/19/2007 10:24:19 AM

D-D Cnt=1 Stn=9 DIANNAW
$10.00 $11.00 $10.00

Until a change is requested, send all tax statements to:
Verner E. Johnson and Donna M. Johnson
19882 S. White Lane
Oregon City, OR 97045

After recording, return to:
Thomas J. Moore, LLC
P.O. Box 543
Hillsboro, OR 97123

STATUTORY WARRANTY DEED

The true consideration for this conveyance is $-0-.

VERNER E. JOHNSON and DONNA M. JOHNSON, husband and wife, Grantors, convey and warrant to VERNER E. JOHNSON and DONNA M. JOHNSON, co-Trustees of the JOHNSON FAMILY JOINT TRUST dated March 7, 2007, Grantees, the following described real property free of encumbrances except as specifically set forth herein:

PARCEL I:

A tract of land in the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron pipe that is North 42° 15' East 3710.80 feet and South 47° 30' East 1280.00 feet from the most Westerly corner of the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, said point being also the most Southerly corner of a tract conveyed to R.L. Parrish by deed recorded November 25, 1911 in Book 123, page 375, Deed Records; thence North 47° 30' West 167 feet; thence North 42° 15' East parallel with the Northwesterly line of said Donation Land Claim, 441.48 feet; thence South 47° 30' East parallel with the Southwesterly line of said Parrish tract 167 feet; thence South 42° 15' West 441.48 feet to the point of beginning.

PARCEL II:

A tract of land in the S.S. White Donation Land Claim, in Township 3 South, Range 1 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron pipe that is North 42° 15' East 3710.80 feet and South 47° 30' East

1280.00 feet from the most Westerly corner of the S.S. White Donation Land Claim, said point being also the most Southerly corner of a tract of land conveyed to R.L. Parrish by deed recorded November 25, 1911 in Book 123, page 375; thence North 47° 17' 56" West a distance of 499.15 feet, to a point; thence running North 42° 30' 24" East a distance of 794.08 feet, to a point; thence South 47° 29' 55" East, a distance of 499.15 feet to a point; thence running South 42° 30' 24" West a distance of 795.82 feet, to the point of beginning.

EXCEPTING that portion described in that deed dated May 9, 1983, which deed is recorded in the Clackamas County Deed Records as Fee No. 83-14086.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE * ~~**SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK**~~ * **WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.**

* **SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK**

The liability and obligations of the Grantors to Grantees and Grantees' heirs, successors and assigns under the warranties and covenants contained herein or provided by law shall be limited to the extent of coverage that would be available to Grantors under a standard policy of title insurance. The limitations contained herein expressly do not relieve Grantors of any liability or obligation under this instrument but merely define the scope, nature and amount of such liability or obligations.

DATED this 7th day of March, 2007.

VERNER E. JOHNSON

DONNA M. JOHNSON

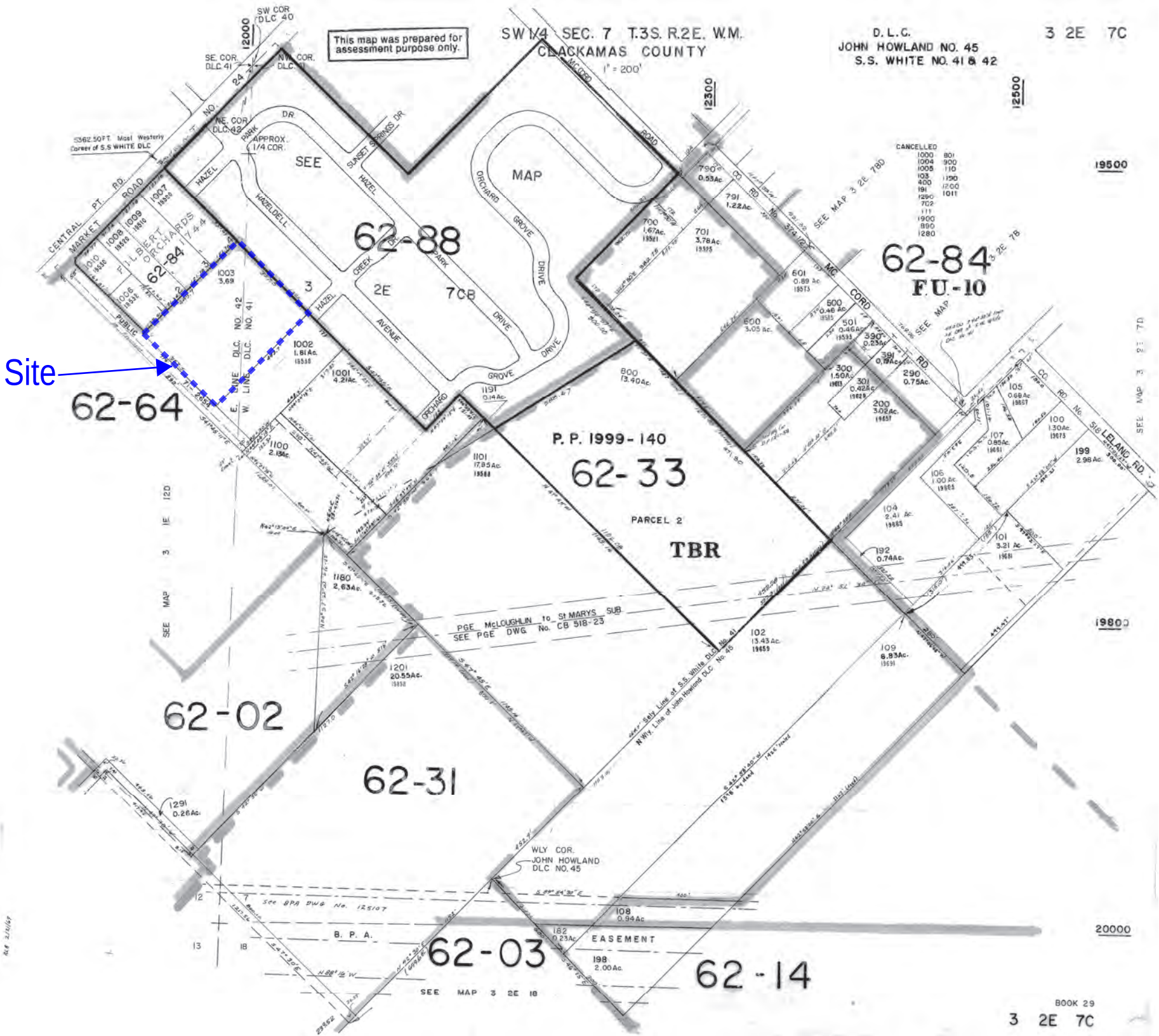
STATE OF OREGON)
) ss.
County of Washington)

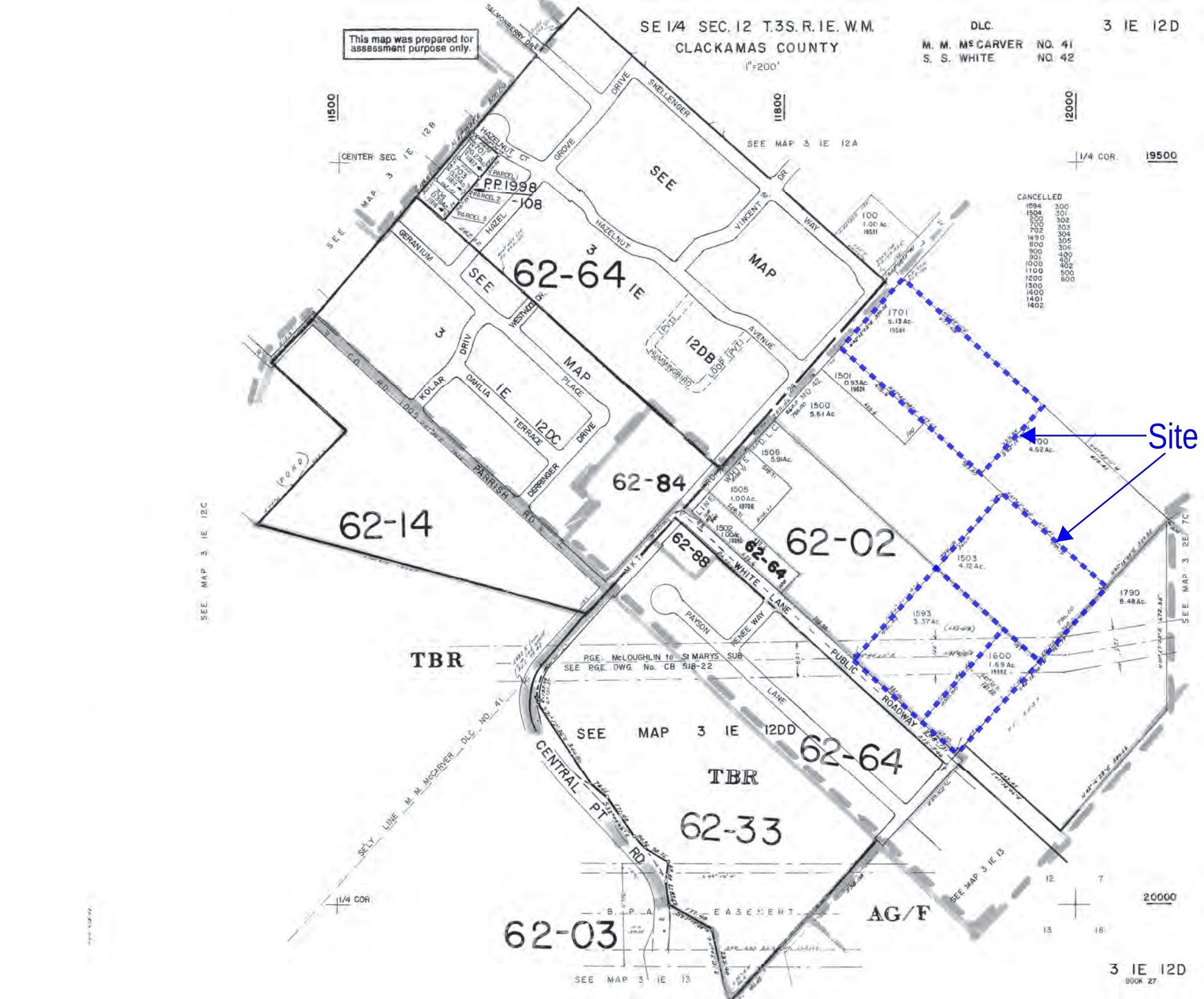
March 7, 2007 . Personally appeared before me the above named Verner E. Johnson and Donna M. Johnson and acknowledged the foregoing instrument to be their voluntary act and deed.

OFFICIAL SEAL
DANA E JEROME
NOTARY PUBLIC - OREGON
COMMISSION NO. 400687
MY COMMISSION EXPIRES DECEMBER 26, 2009

Notary Public for Oregon

Clackamas County Assessor's Maps


This map was prepared for assessment purpose only.
SW1/4 SEC. 7 T.3S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 200'
D.L.C.
JOHN HOWLAND NO. 45
S.S. WHITE NO. 41 & 42
3 2E 7C
Site
62-64
62-84
62-88
62-33
62-02
62-31
62-03
62-14
F.U.-10
P.P. 1999-140
PARCEL 2
TBR
SEE MAP 3 2E 7BD
SEE MAP 3 2E 7D
SEE MAP 3 1E 12D
SEE MAP 3 2E 18
PGE McLOUGHLIN to ST MARYS SUB
SEE PGE DWG No. CB 518-23
SEE BPA DWG No. 12507
EASEMENT
B. P. A.
WLY COR. JOHN HOWLAND DLC NO. 45
CANCELLED
12000
12300
12500
19500
19800
20000
BOOK 29
3 2E 7C


This map was prepared for assessment purpose only.
SE 1/4 SEC. 12 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=200'
DLC.
M. M. McCARVER NO. 41
S. S. WHITE NO. 42
3 1E 12D
SALMONBERRY DR.
SKELLENGER DRIVE
HAZELNUT CT.
GROVE
HAZELNUT
VINCENT DR.
WAY
GERANIUM
HAZEL
WESTWOOD DR.
AVENUE
LOOP (PVT)
DRIV
KOLAR
DAHLIA
TERRACE
DRIVE
PLACE
DERRINGER
PARRISH RD.
(POND)
PAYSON
RENEE WAY
WHITE LANE
PUBLIC ROADWAY
LANE
CENTRAL PT RD.
M.K.T.
P.G.E. McLOUGHLIN to ST MARYS SUB
SEE P.G.E. DWG. No. CB 518-22
B. P. A. EASEMENT
SELY. LINE M. M. McCARVER DLC NO. 41
1/4 COR.
CENTER SEC. 1E 12B
SEE MAP 3 1E 12A
SEE MAP 3 1E 12C
SEE MAP 3 1E 12D
SEE MAP 3 1E 13
SEE MAP 3 2E 7C
11500
11800
12000
19500
20000
PP 1998-108
PARCEL 1
PARCEL 2
PARCEL 3
62-64
62-84
62-14
62-02
62-88
62-64
62-33
62-03
12DB
12DC
1E
3
TBR
AG/F
CANCELLED
1594 1504 200 700 702 1490 800 900 901 1000 1100 1200 1300 1400 1401 1402
300 301 302 303 304 305 306 400 401 402 500 600
100 1.00 Ac. 19531
1701 5.13 Ac. 19581
1501 0.93 Ac. 19624
1500 5.61 Ac.
1506 5.91 Ac.
1505 1.00 Ac. 19706
1502 1.00 Ac. 19860
1503 4.12 Ac.
1593 3.37 Ac.
1600 1.69 Ac. 19882
1790 8.48 Ac.
Site
3 1E 12D
BOOK 27

SHERWOOD · VANCOUVER · SALEM
AKS ENGINEERING & FORESTRY
WWW.AKS-ENG.COM
13910 SW GALBREATH DR., SUITE 100 · SHERWOOD, OR 97140
P: (503) 925-8799 F: (503) 925-8969

November 13, 2013

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

RE: Project ZC 13-03: Zone Change from "R-10 to R-6" – Utility Capacity

Dear Laura:

This letter addresses the potential impact to public sanitary sewer, storm drainage, and water utility infrastructure as a result of the proposed zone change from R-10 to R-6.

The area of the subject properties is approximately 17.74 gross acres. Considering typical right-of-way dedication requirements, stormwater facilities, and resulting residential unit densities, 70% of gross area will be utilized for net developable area to determine the increased utilization of the public utilities. The net developable area of the subject properties based on 70% of the gross acres is 12.42 acres. R-10 zoning would provide a residential density of approximately 54 single-family homes and R-6 zoning would provide a residential density of approximately 90 single-family homes; therefore, the zone change could potentially increase the amount of potential single family homes by 36. The additional 36 single-family homes will be utilized as a basis to determine the increased public utility use in this analysis.

Stormwater Capacity

Existing public storm drain pipe and/or manholes are adjacent to the site on the north, west, and east sides.

- Intersection of Central Point Road and Hazelnut Avenue: An existing storm drain manhole that connects to a 12" storm drain pipe.
- White Lane: Four existing storm drain manholes and two sections of 12" storm drain pipes.
- Orchard Grove Drive: An existing storm drain manhole that connects to a 12" storm drain pipe.

The zone change from R-10 to R-6 could potentially increase the number of single family residential lots by 36. Based on an impervious area of 2,640 square feet per lot, the impervious area increase resulting from the zone change would be 95,040 sf. During the 25-year storm event this amount of impervious area generates approximately 2.05 cfs; however, the City of Oregon City requires stormwater detention with land development. This detention reduces stormwater flows from the subject properties to pre-developed or lower flow rates. Due to this detention to pre-developed rates, the existing storm drain pipes should have sufficient capacity for future development with either R-10 or R-6 zoning density. In a situation where offsite stormwater detention is utilized and existing storm drainage mains do not have capacity, these storm drainage mains will be upsized to accommodate the additional flow.

Water Service Capacity

Existing looped water mains are adjacent to the site on the north, east, and west sides.

- Central Point Road: Existing 12" ductile iron water main.
- White Lane: Existing 8" ductile iron water main.
- Orchard Grove Drive: Existing 8" ductile iron water main.
- Hazel Creek Drive: Existing 8" ductile iron water main.

Per the City of Oregon City 2012 Water Master Plan, the average water demand is 136 gallons per capita per day. With the zone change from R-10 to R-6 and an average of 2.3 residents per dwelling unit, the increased demand would be 11,260 gallons per day. The City of Oregon City 2012 Water Master Plan does not indicate any flow or supply deficiencies with the water system near the area of the subject site. The existing water system can accommodate the additional demand.

Sanitary Sewer Capacity

Existing sanitary sewer mains and manholes are adjacent to the site on the north, east, and west sides.

- Skellenger Way: Existing 8" sanitary sewer main.
- White Lane: Four sections of existing 8" sanitary sewer main and five sanitary sewer manholes.
- Orchard Grove Drive: Existing 8" sanitary sewer main.
- Hazel Creek Drive: Existing 8" sanitary sewer main.

Per the City of Oregon City 2003 Sanitary Master Plan, the average unit flow is 80 gallons per capita per day. With the zone change from R-10 to R-6 and an average of 2.3 residents per dwelling unit, the increased unit flow would be 6,624 gallons per day. The increased flow rate of 6,624 gallons per day equals 0.01 cubic feet per second. The adjacent existing 8" sanitary sewer mains can accommodate this extra flow rate.

The City of Oregon City 2003 Sanitary Master Plan does not indicate any capacity deficiencies with the sanitary sewer system near the area of the subject site. The existing sanitary sewer system can accommodate the additional flows.

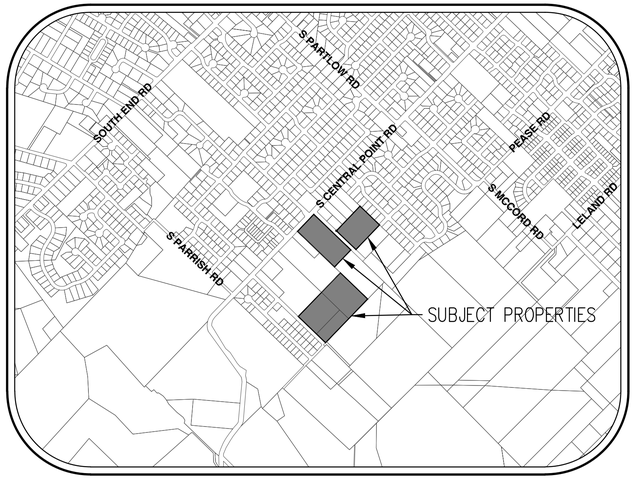
If you have any questions, please let me know.

Sincerely,
AKS ENGINEERING & FORESTRY, LLC

Montgomery B. Hurley – PE, PLS, Principal

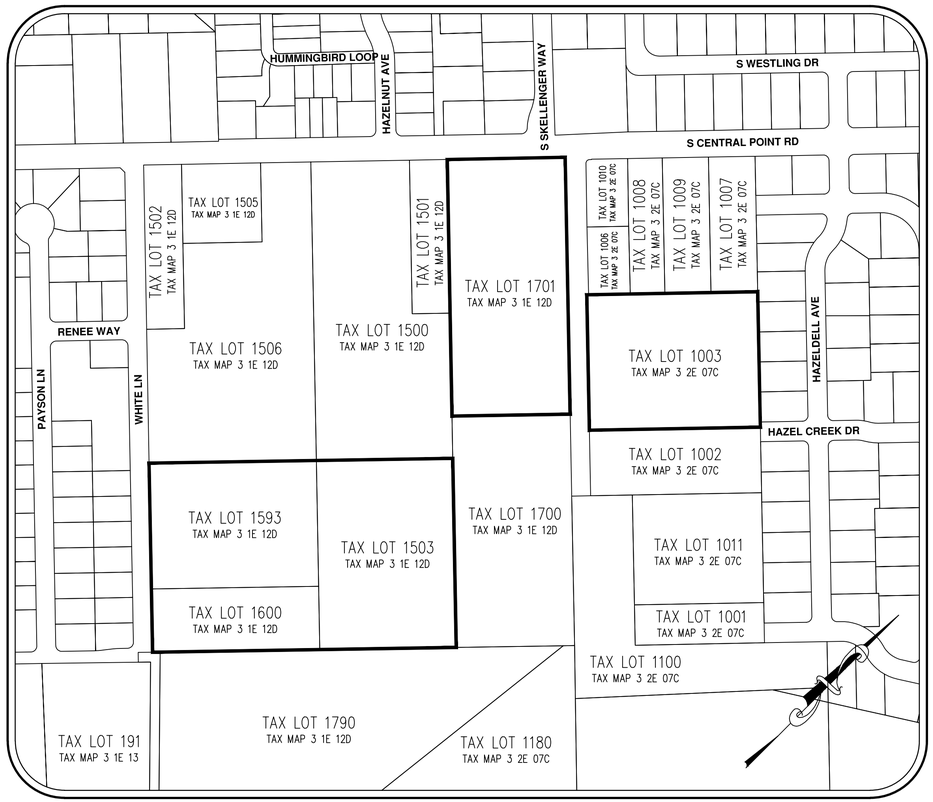
CENTRAL POINT ROAD PROPERTIES

ZONE CHANGE APPLICATION PLANS



VICINITY MAP

SCALE: NTS



SITE MAP

SCALE: 1"=200'

LEGEND

EXISTING		EXISTING	
DECIDUOUS TREE		STORM SEWER CLEAN OUT	
CONIFEROUS TREE		STORM SEWER CATCH BASIN	
FIRE HYDRANT		STORM SEWER AREA DRAIN	
WATER BLOWOFF		STORM SEWER MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		POWER POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	P
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	C
MAILBOX	MB	COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING	
RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
COMMUNICATIONS LINE	COM
FIBER OPTIC LINE	CFO
GAS LINE	GAS
STORM SEWER LINE	
SANITARY SEWER LINE	
WATER LINE	

SHEET INDEX

APPLICANT:

VENTURE PROPERTIES, INC.
4230 GALEWOOD ST., STE. #100
LAKE OSWEGO, OR 97035

CONSULTING FIRM:

AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MONTY HURLEY/CHRIS GOODELL
13910 SW GALBREATH DRIVE, SUITE 100
SHERWOOD, OR 97140
PH: 503-925-8799
FAX: 503-925-8969

PROJECT LOCATION: TAX LOTS 1003 & 1701 LOCATED APPROXIMATELY 800 FEET NORTHEAST OF THE INTERSECTION OF S CENTRAL POINT RD AND WHITE LN. TAX LOTS 1503, 1593, & 1600 LOCATED APPROXIMATELY 800 FEET SOUTHEAST OF THE INTERSECTION OF S CENTRAL POINT RD AND WHITE LN, OREGON CITY, OREGON.

PROPERTY DESCRIPTION: TAX LOTS 1503, 1593, 1600, & 1701 OF CLACKAMAS COUNTY TAX MAP 3S-1E-12D, LOCATED IN THE SOUTHEAST ONE-QUARTER OF TOWNSHIP 3 SOUTH, RANGE 1 EAST, SECTION 12; AND TAX LOT 1003 OF TAX MAP 3S-2E-07C, LOCATED IN THE SOUTHWEST ONE-QUARTER OF TOWNSHIP 3 SOUTH, RANGE 2 EAST, SECTION 7, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON.

EXISTING LAND USE: EXISTING SINGLE FAMILY RESIDENTIAL AND ACCESSORY BUILDINGS WITH FARMLAND/FIELD

PROJECT PURPOSE: ZONE CHANGE FROM R-10 LOW DENSITY RESIDENTIAL TO R-6 LOW DENSITY RESIDENTIAL.

NOTE:
BASE TAX LOT AREAS AND LOT DIMENSIONS OBTAINED FROM METRO GIS DATA. UTILITY LOCATIONS ARE PROVIDED BY THE CITY OF OREGON CITY OCWEBMAPS AND GOOGLE MAPS. THIS DATA IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FIELD-SURVEYED BOUNDARY AND TOPOGRAPHIC INFORMATION.

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
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CENTRAL POINT ROAD PROPERTIES
OREGON CITY OREGON

COVER SHEET WITH VICINITY AND SITE MAPS

DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

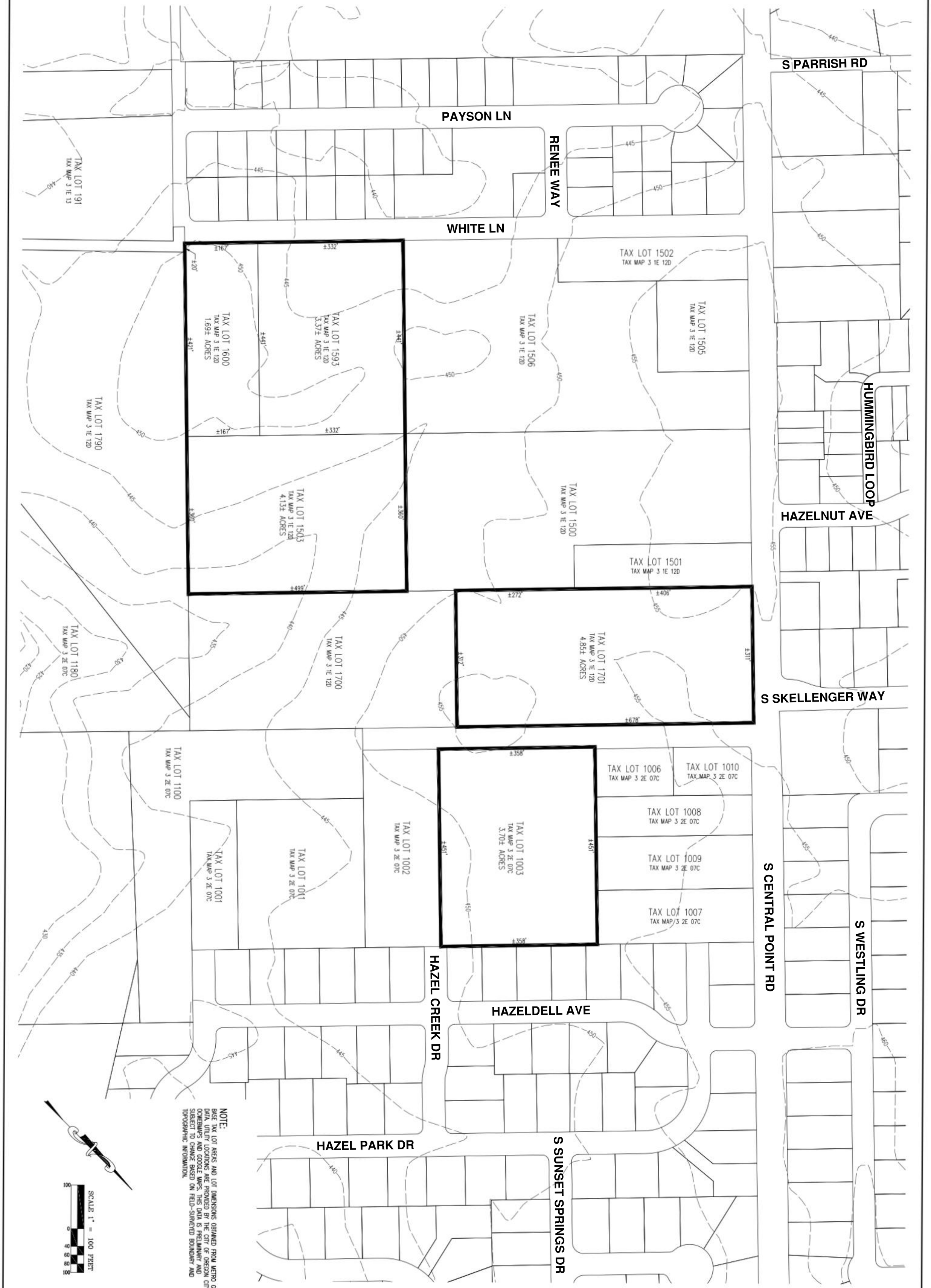
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER
3623

SHEET
1

AKS DRAWING FILE: 3623-01-COVER.DWG | LAYOUT: 1



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SCALE 1" = 100 FEET

100 0 40 60 80 100

EXISTING SITE MAP WITH AERIAL CONTOURS

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
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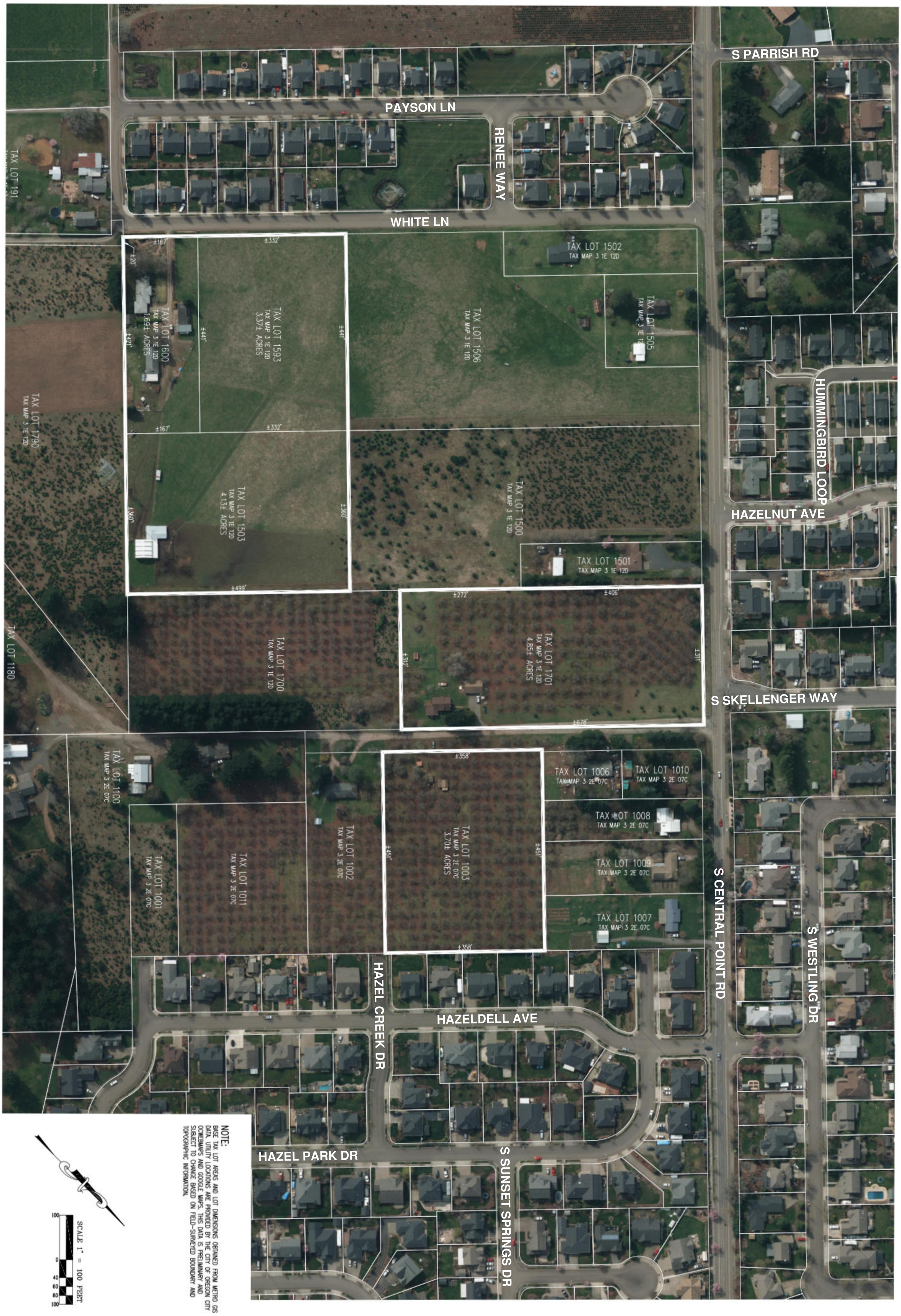
DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2005
MONTGOMERY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623
SHEET 2

AKS DRAWING FILE: 3623-03-AERIAL.DWG | LAYOUT: 3



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SCALE 1" = 100 FEET

100 0 40 60 80 100

EXISTING SITE MAP WITH AERIAL PHOTOGRAPH

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
www.aks-eng.com

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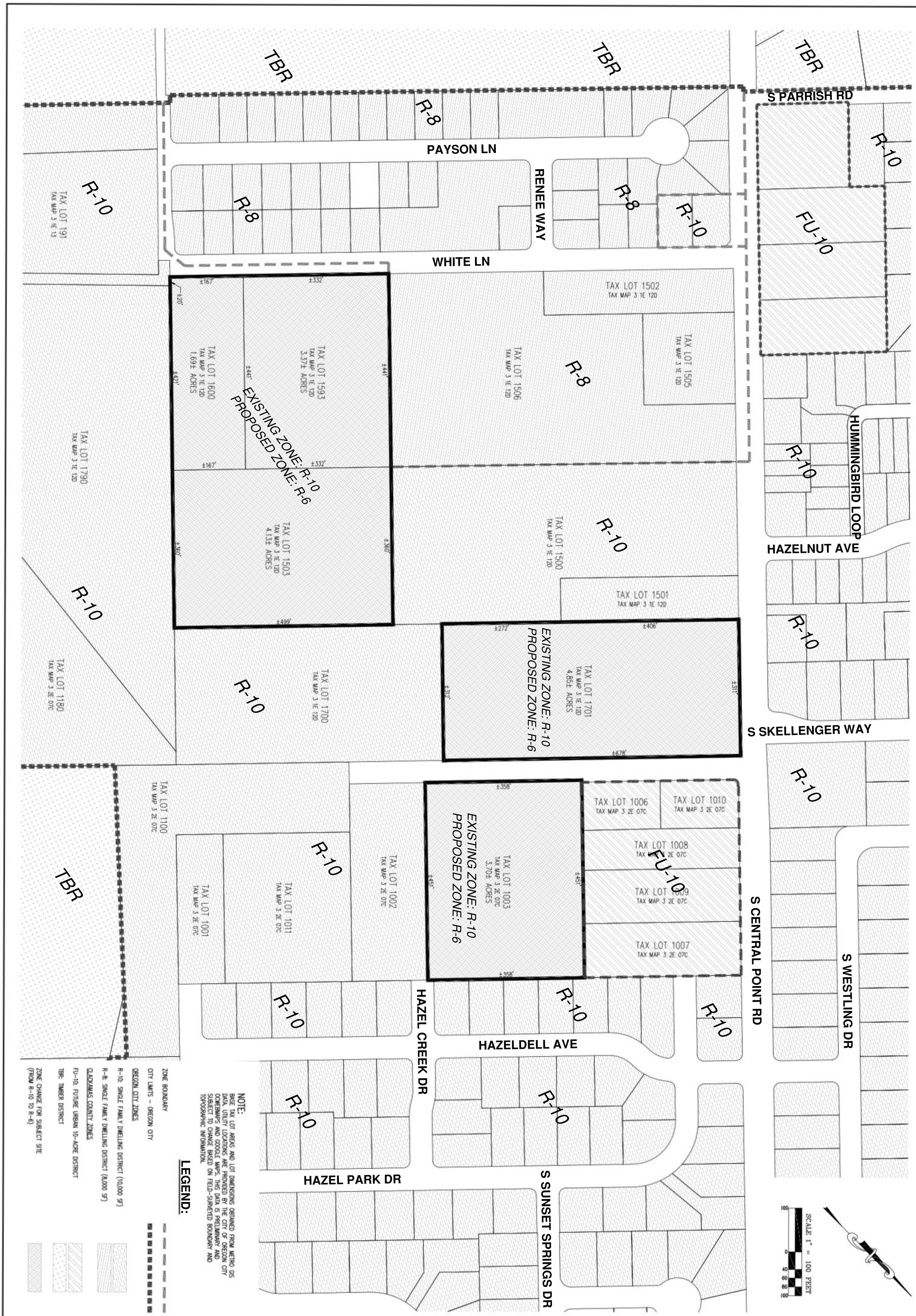
DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
GREGORY B. HURLEY
RENEWAL DATE: 6/30/15
NOT FOR CONSTRUCTION
PRELIMINARY

REVISIONS:

JOB NUMBER 3623

SHEET 3



ZONING MAP

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

AKS ENGINEERING AND FORESTRY, LLC
13910 SW GALBREATH DR
SUITE 100
SHERWOOD, OR 97140
PHONE: 503.925.8799
FAX: 503.925.8969
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DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MBH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JANUARY 9, 2008
TIMOTHY B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623

SHEET 4

AKS DRAWING FILE: 3623-05-UTILITIES.DWG | LAYOUT: 5

PAYSON LN

RENEE WAY

WHITE LN

HUMMINGBIRD LOOP

HAZELNUT AVE

S SKELLENGER WAY

S CENTRAL POINT RD

S WESTLING DR

HAZEL CREEK DR

HAZELDELL AVE

TAX LOT 191
TAX MAP 3 1E 13

TAX LOT 1502
TAX MAP 3 1E 12D

TAX LOT 1505
TAX MAP 3 1E 12D

TAX LOT 1506
TAX MAP 3 1E 12D

TAX LOT 1600
TAX MAP 3 1E 12D
1.69± ACRES
±167' ±332' ±421'

TAX LOT 1593
TAX MAP 3 1E 12D
3.37± ACRES
±332' ±441'

TAX LOT 1790
TAX MAP 3 1E 12D

TAX LOT 1503
TAX MAP 3 1E 12D
4.13± ACRES
±167' ±332' ±360' ±499'

TAX LOT 1500
TAX MAP 3 1E 12D

TAX LOT 1501
TAX MAP 3 1E 12D

TAX LOT 1180
TAX MAP 3 2E 07C

TAX LOT 1700
TAX MAP 3 1E 12D

TAX LOT 1701
TAX MAP 3 1E 12D
4.85± ACRES
±272' ±406' ±312' ±311' ±678'

TAX LOT 1100
TAX MAP 3 2E 07C

TAX LOT 1001
TAX MAP 3 2E 07C

TAX LOT 1011
TAX MAP 3 2E 07C

TAX LOT 1002
TAX MAP 3 2E 07C

TAX LOT 1003
TAX MAP 3 2E 07C
3.70± ACRES
±358' ±451' ±358'

TAX LOT 1006
TAX MAP 3 2E 07C

TAX LOT 1010
TAX MAP 3 2E 07C

TAX LOT 1008
TAX MAP 3 2E 07C

TAX LOT 1009
TAX MAP 3 2E 07C

TAX LOT 1007
TAX MAP 3 2E 07C

LEGEND:

- SANITARY SEWER MAIN
- SANITARY SEWER MANHOLE
- STORM SEWER MAIN
- STORM SEWER MANHOLE
- STORM SEWER INLET
- ROADSIDE DITCH
- WATER MAIN
- FIRE HYDRANT

NOTE:
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SCALE 1" = 100 FEET
100 0 40 80 100

EXISTING UTILITIES MAP

CENTRAL POINT ROAD PROPERTIES

OREGON CITY OREGON

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FORESTRY · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: JRN
CHECKED BY: MRH
SCALE: AS NOTED
DATE: 09/26/13

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2002
CHRISTOPHER B. HURLEY
RENEWAL DATE: 6/30/15
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

JOB NUMBER 3623
SHEET 5

OREGON CITY

Community Development – Planning

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

NOTICE OF PUBLIC HEARING

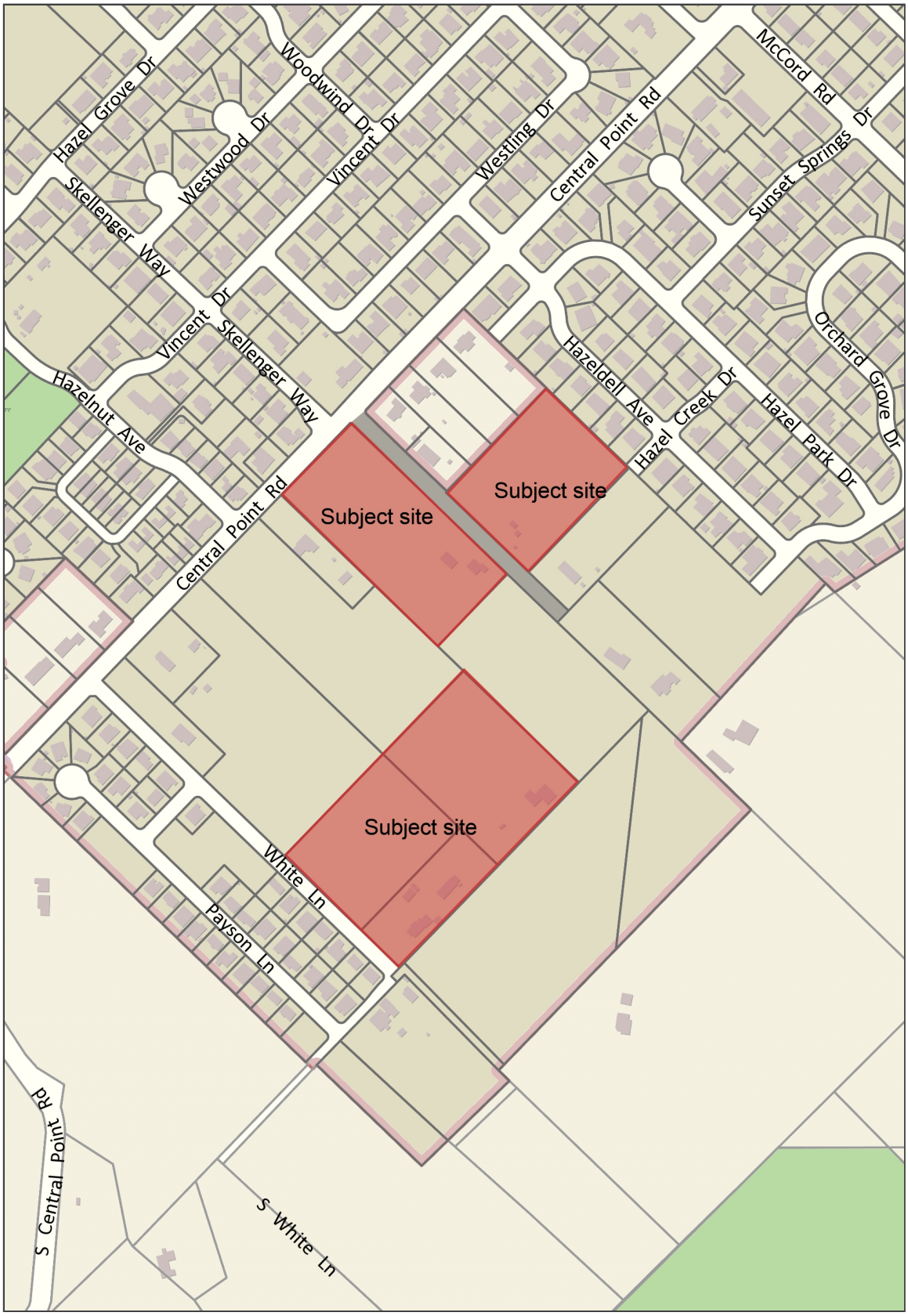
Notice Mailed: November 21, 2013

HEARING DATES:	On Monday, January 27, 2014, the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, February 19, 2014, the City of Oregon City – City Commission will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 615 Center Street, Oregon City 97045 on the following Type IV Applications. Any interested party may testify at the public hearings or submit written testimony at or prior to the close of the City Commission hearing.
FILE NUMBER:	ZC 13-03: Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District
APPLICANT:	Venture Properties, Inc. 4230 SW Galewood Street, Suite 100 Lake Oswego, Oregon 97035
REPRESENTATIVE:	AKS Engineering & Forestry, LLC 13910 SW Galbreath Drive, Suite 100 Sherwood, Oregon 97140
OWNERS:	Johnson Family Joint Trust, 19882 White Lane, Oregon City, Oregon 97045 Tolstrup Loving Trust, Edwin and Reitha Tolstrup, 15550 S. Kirk Road, Oregon City, Oregon 97045
REQUEST:	The applicant is seeking approval for a Zone Change from "R-10" Single-Family Dwelling District to "R-6" Single-Family Dwelling District.
LOCATION:	19584 Central Point Rd., Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1701 No Address, Oregon City, OR 97045, Clackamas County Map 3-2E07C, TL 1003 No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1593 No Address, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL1503 19882 White LN, Oregon City, OR 97045, Clackamas County Map 3-1E-12D, TL 1600
CONTACT PERSON:	Laura Terway, AICP, Planner (503) 722-3789
NEIGHBORHOOD:	Hazel Grove/Westling Farm Neighborhood Association
CRITERIA:	Administration and Procedures are set forth in Chapter 17.50, Zoning Changes and Amendments in Chapter 17.68, "R-10" Single-Family Dwelling District and "R-6" Single-Family Dwelling District of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org.

This application is subject to the Administration and Procedures section of the Oregon City Code set forth in Chapter 17.50. The application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 221 Molalla Avenue, Suite 200 from 8:00 AM-5:00 PM, Monday - Thursday. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Any interested party may testify at the public hearing and/or submit written testimony at or prior to the close of the City Commission hearing. Written comments must be received by close of business at City Hall 10 days before the scheduled hearing to be included in the staff report. Written comments received within 10 days of the hearing will be provided to the Commission at the hearing. The public record will remain open until the City Commission closes the public hearing. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the City Commission hearing, in person or by letter, with sufficient specificity to afford the Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Parties with standing may appeal the decision of the City Commission to the Land Use Board of Appeals. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

A city-recognized neighborhood association requesting an appeal fee waiver following issuance of a land use decision pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

ZC 13-03: Zone Change

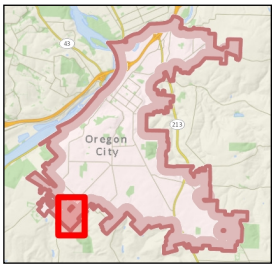


Legend

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

Notes

Overview Map



N

0 467 Feet

1: 5,600

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

Map created 11/21/2013

Citizen comments regarding **ZC 13-03**

Our population is aging.

As individuals age, their housing needs also change. Many individuals age sixty and beyond prefer to live in single level homes where they do not need to negotiate stairs.

Accidents involving stairs can often lead to injuries such as broken bones. My own mother suffered a fall on a single step at age 67. She died less than a year later as a result of complications from the fall.

Small narrow lots with multiple level housing are not conducive to meeting the needs of this increasingly larger segment of our society.

Oregon State Goal 10, OAR 660-015 000(10), discusses the need to provide for the housing needs of the citizens of the state.

If we are to meet the needs of our citizens, we must begin to understand those needs. It is time to determine the needs of our citizens and stop trying to meet the needs of Metro, The Oregon Home Builders Association and local developers.

I purchased a home on Hazelgrove Drive in 1996 for primarily two reasons. First it was a single family home and secondly it was only a four block walk to the Tri-Met bus stop. Tri-Met has dropped the bus service in favor of building a light rail line to Milwaukie. The home I bought is located very close to McLoughlin Elemetary School and thus I anticipated that my neighbors would be mostly families with young children. After moving in, I learned that was not the case. Most homes in my area are occupied by owners age 60 and beyond.

If I walk two blocks from my home in one direction and one block in the opposite direction you will count 32 homes in total. Eight of them are two story and the other 24 of them are one story. The vast majority of these homes are owned by individuals past the age of sixty.

My neighbor next door recently told me that a woman whom he did not know, came to his home and rang his doorbell. When he answered, she asked him if he would be willing to sell his home to her as she wished to buy a single level home and was unable to find any in a nice neighborhood like ours.

Respectfully submitted by
Tom O'Brien
19364 S. Hazelgrove Dr., Oregon City, 97045
503.723.3334

December 29, 2013

To Laura Terway

Subject: ZC 13-03 Application

As Co-chair of the Hazel Grove Westling Farms Neighborhood Association I would like to enter the attached three pages of information regarding this development.

Sincerely,

Tom O'Brien

Tom O'Brien
Co-Chair

ZC 13-03

Maps of the locations under consideration for a zone change from R-10 to R-6.

This aerial map was provided by the applicant.

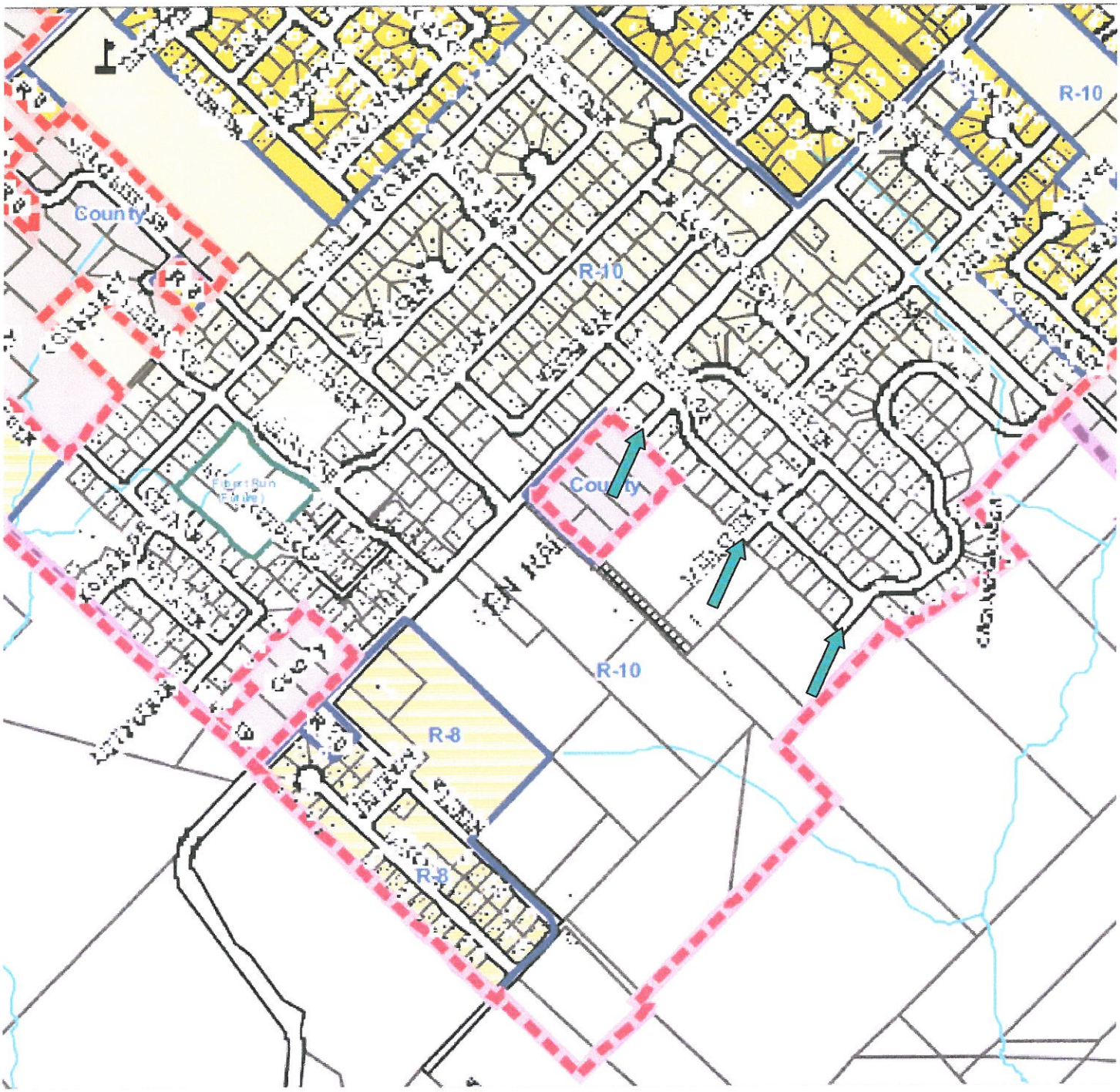
II. Site Description / Setting

The project site is located south of S Central Point Road and east of White Lane, as depicted in the aerial photo below and on Sheet 3 of the preliminary plan set.

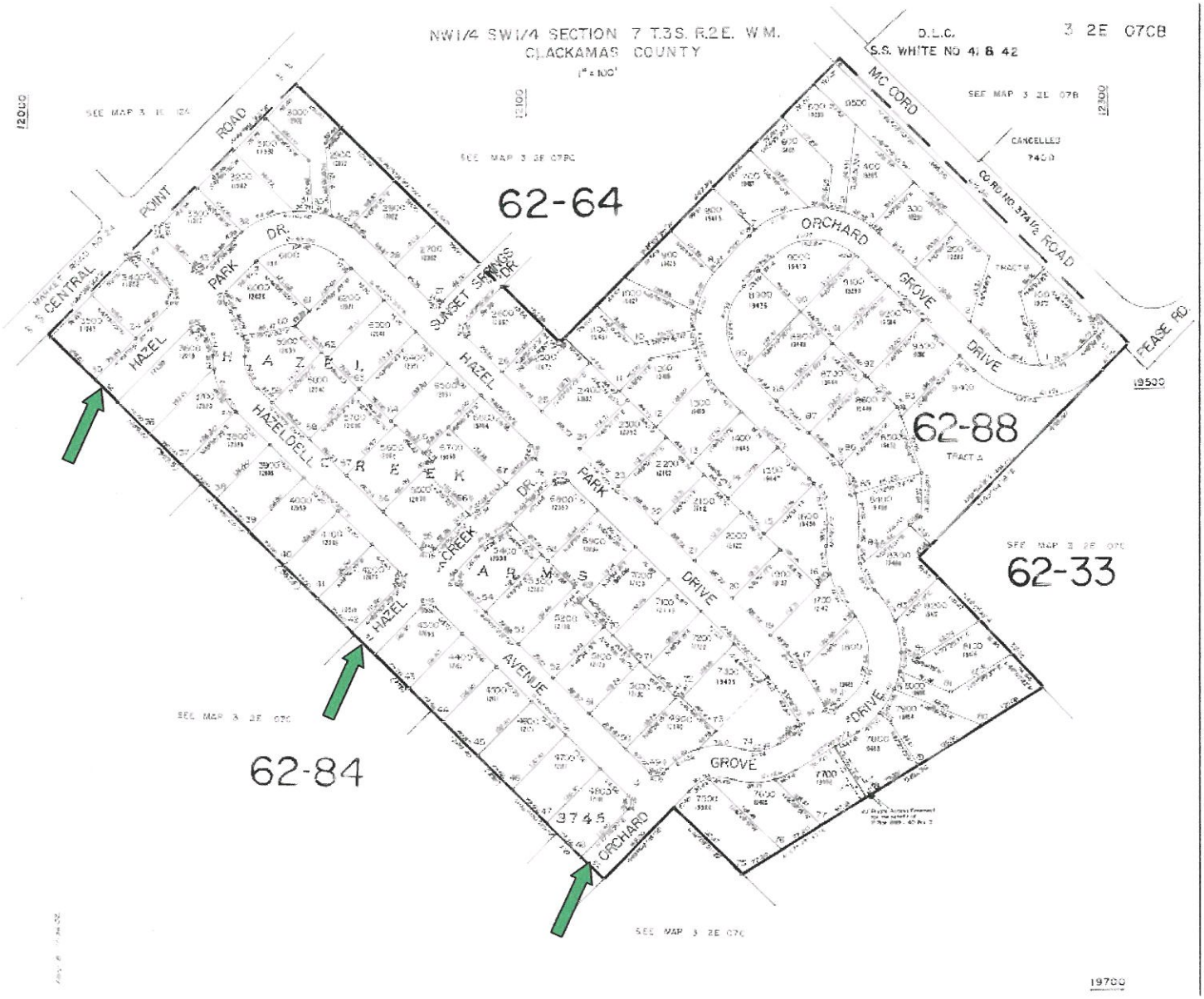
Aerial Photo

The Zoning map of the area surrounding the proposed zone changes shows primarily R-10 properties with a few zoned R-8. There are no R-6 properties in the immediate area.

The stub out locations are indicated with Green Arrows.



This is the tax lot map showing the adjacent Hazel Creek Farms development shows the R-10 tax lots in this development. The stub out locations are indicated with Green Arrows. From left to right the streets are Hazel Park Dr., Hazel Creek Dr. and Orchard Grove Dr.



During a recent hearing to change zoning in the area of Pease Rd., the representative for the developer used an argument saying that it was extremely difficult to deviate from the proposed R-6 as the adjoining stub outs were set at R-6. The application was approved.

The three green arrows show R-10 stub outs that exist on the adjoining development in this case. Since the argument persuaded the Planning Commission on past decisions we see no reason why it is not equally appropriate for this application.

Payson Farms HOA
P.O. Box 152,
Oregon City OR 97045

17 January 2014

Oregon City Planning Commission
211 Molalla Ave. Suite 200
Oregon City OR 97045

RE: ZC 13-03 Requested Zone Change from R-10 to R-6

In addition to issues listed in accompanying petitions, homeowners in Payson Farms subdivision have the same concerns as previously submitted in regard to File Number TP 13-03, the 27 unit subdivision at Central Point and White Lane and delineated below.

Impact on storm water drainage with pending disturbance of water table:

1. Planned site for drainage pond is in a swale which naturally drains into portions of Payson Farms.
2. 11836 Payson Lane has a continuously running sump pump (year round).
3. 11853 Payson Lane (next to drainage area) had subterranean water/drainage problems shortly following construction and occupancy . Had to install French drains to prevent impact on house foundation
4. Other homes have yet to inspect, discover or report drainage problems.

Payson Farms HOA (40 homes) needs assurance that disturbance of water table with grading and prep for subdivision will not adversely affect drainage which would entail costly repair and/or negative impact on existing homes. In addition to grading and prep, finished streets and driveways of new subdivision on higher ground will naturally drain toward Payson Farms with greatly increased quantities of storm water.

Traffic implications:

Central Point is a designated Incident Route. In such cases, homeowners in Payson Farms and the new subdivision residents will have no escape routes from our neighborhoods in case of personal or health emergencies.

Respectfully submitted,

Patricia S. Ullman

Patricia S. Ullman
President, Payson Farms HOA

OBJECTION TO APPLICATION NO. ZC 13-03

We, the undersigned, hereby object to Venture Properties Inc.'s application for zone change (File Number ZC 13-03) because of the negative transportation and liveability effects it will have on our neighborhoods.

TRANSPORTATION

If accepted, Venture Properties Inc.'s application and resulting zone change will lead to more congestion and danger on already congested and dangerous roads. As noted in the application, the intersection of Central Point Road at Warner-Parrott Road is currently rated Level of Service E and needs to be upgraded. The proposed zone change would add yet more cars to the road and exacerbate further the delays and inconvenience.

Additionally, the intersections where Central Point meets Partlow and McCord offer very low visibility for the speed limit allowed on Central Point. See attached photographs. The addition to traffic resultant from the Application will likely lead to more accidents at these intersections.

LIVEABILITY

R-6 forces more vehicle parking in the street because the smaller lot sizes leave less room for parking vehicles on driveways. Similarly, children have less room to play in their yards and will be more likely to play in the street. Finally, R-6 zoning allows ten (10) and five (5) feet minimum setbacks for front yards and front porches, respectively, compared to allowable setbacks of twenty (20) and ten (10) feet for R-10 zoning and fifteen (15) and ten (10) feet for R-8 zoning. This is an undesirable deviation to the appearance in the surrounding neighborhoods and will result in reduced property values.

For these reasons, we urge the recipients hereof to deny Venture Properties Inc.'s application.

Signature	Printed Name	Address
Roger C. Dunigan	ROGER DUNIGAN	12099 HAZELDELL AVE, O.C. 97045
Nancy Dunigan	NANCY DUNIGAN	12099 Hazedell Ave O.C. 97045
Brian J Ziettlow	BRIAN J ZIETTLOW	12111 HAZELDELL AVE OREGON CITY, OR 97045
Shawna M. Peters	Shawna M. Peters	12090 Hazeldell Ave. Oregon City, OR 97045
	Chris Peters	12090 Hazeldell Ave. Oregon City, OR 97045
Michael Pennault	Michael Pennault	19494 Hazel Creek Oregon City OR 97045
Howard L. Burge	Howard L. Burge	12110 HAZELDELL AVE OREGON CITY OR 97045
Pamela J. Burge	Pamela J. Burge	12110 Hazeldell Ave. OC OR 97045
Linda G Myers	Linda G. Myers	19488 Orchard Grove Dr. OC ORE 97045
George R Myers	GEORGE MYERS	" " " "
Leo J Marsh	LEO MARSH	12171 Hazelldell Ave O + Cit O + 97045
Virginia L Hokkanen	VIRGINIA L. HOKKANEN	12121 HAZELDELL AVE OREGON CITY, OR 97045
Dennis Kennedy	DENNIS KENNEDY	12140 Hazeldell Ave OC OR 97045

OBJECTION TO APPLICATION NO. ZC 13-03

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Signature	Printed Name	Address
	Allen L. Blakely	11817 Payson Ln. OC
	Dennis Senn	11829 Payson Ln OC
	Cory Hayes	11823 Payson Lane, OC
	Brister Coe	11847 payson lane OC
	Liberty Luting	11847 Payson Lane OC
	Brian Graham	11853 Payson Lane
	Nick Wyan	11854 Payson Lane
	Bambi Wheeler	11854 Payson Lane. OC 97045
	KEN RIES	11843 PAYSON LANE OC 97045
	MARYANN MENNEY	11842 PAYSON LN
	Kaitlyn Huntley	11824 Payson ln
	Kyle Huntley	11824 Payson ln
	Lindsey Smith	11812 Payson Ln

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
	Cory Smith	11512 Payson Ln 97045
	Hollie A. Burbach	11936 Payson Ln 97045
	Ronald J Hoodenpyle Jr	11818 payson LN 97045
	Leslie R Hoodenpyle	11818 Payson Ln 97045
	Nicole Hayes	11823 Payson Ln. OR 97045
	Ginger Graham	11817 PAYSON LN. OR 97045
	Barbara Buchman	11860 Payson Ln. 97045
	Nova Hamar	11829 Payson Ln 97045
	Roberta L. Miesing	19365 Hazel Grove Dr
	Mike Miesing	19365 Hazel Grove Dr
	JESS BACOWA	12079 HAZELDELL AVE
	Miranda J. Horger	19706 Central Point Road
	Roy M. Flaherty	11799 Dawee Place 97045
~~JOHN MATZKA~~	JOHN MATZKA	11351 PARRISH RD.
	GENE MARIE TUPPER	19165 ELDER TREE CT 97045
	Daniel Tupper	19165 Elder Tree CT 97045
	Jean Howard	19372 Hazel Grove Drive 97045
	GREGG HOWARD	19372 Hazel Grove Dr 97045
	MARY E. BEATTY	19406 WESTWOOD DR.

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Signature	Printed Name	Address
Helen M. Parent	Helen M. Parent	11799 Payson Lane, OC
Fred Haynes	Fred Haynes	19633 Renee Way, OC
LouannGemmaHaynes	Louann Gemma Haynes	19633 Renee Way OC
Daniel Rogers	Daniel Rogers	11769 Payson Ln
Callie Rogers	Callie Rogers	11769 Payson Lane
Brett V Williamson	Brett V. Williamson	11757 S Payson Lane
Heather Williamson	Heather Williamson	11757 Payson Lane
Ronald Clark	Ronald Clark	11770 payson lane
Judy Clark	Judy Clark	11770 Payson Ln
Larry Murphy	Larry Murphy	11621 Renee Dr
Mary Lapp	Mary Lapp	11767 White Lane
Galen M Sanford	GALEN M SANFORD	11767 WHITE LN, 97045
Curtis Hedge	CURTIS HEDGE	11761 WHITE LANE

OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
Betty Hedge	BETTY HEDGE	11761 White Ln. Ore. City, Or.
Rebekah West	Rebekah West	11827 White Lane 97045 Oregon City, OR
Margaret Murphy	Margaret Murphy	19621 Renee Way, O.C.
[illegible]	Ryan Ramage	11763 Payson Ln Oregon City
[illegible]	Amy Ramage	11763 Payson Ln Oregon City
Cricket Mary	Cricket Mary	11758 Payson Lane OC.
Joshua + Bell	Joshua Bell	11839 White Lane O.C.
[illegible]	Bryan Esler	11857 White lane O.C
Joanna Esler	Joanna Esler	11857 white lane O.C.
[illegible]	Linda Larsen	11751 Payson Lane O.C.
Floyd Lundstrom	Floyd Lundstrom	11791 White Ln OC.
Sef West	Sef West	11827 White Ln Oregon City 97045
Beverly Warner	Beverly Warner	11833 white lane, Oregon City 97045
Kirby Warner	KIRBY WARNER	11833 WHITE LANE, OREGON CITY 97045
Leeann Gules	Leeann Gules	11835 Payson Ln Oregon City OR 97045
David Gules	David Gules	"
Brian Fosmark	Brian Fosmark	11863 White Lane
Melissa Fosmark	Melissa fosmark	11863 White lane
Rachel Schnelle	Rachel Schnelle	11750 PAYSON LN, OR 97045

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Signature	Printed Name	Address
	Julie Thompson	19607 Renee Way Oregon City
	Richard Thompson	19627 Renee Way, OR-gon City
	Rayen McCullough	19589 Hummingbird Loop, Oregon City
	Kristi McCullough	19589 Hummingbird Loop, Or. City
Michelle Nelson	Michelle Nelson	19520 Hummingbird Loop O.C.
	CAROLE TUTHILL	19517 Hummingbird Loop, O.C.
	Micah Myers	19504 Hummingbird Loop, OC
	Melanie Graves	19613 Hummingbird Lp. OR.
	ERIC GRAVES	19613 HUMMINGBIRD LP
	Dawn DiGregorio	11816 Hazelnut Ave
	Anthony DiGregorio	11816 Hazelnut Ave
	Bobby Lee Woods Jr.	11770 Hazelnut Ave
	Jamie Peck	19761 Hummingbird Lp OC

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Signature	Printed Name	Address
David E Buxman	DAVID E BUXMAN	11850 SKELLENGER WAY
Catherine A Elting	Catherine Elting	19531 S. Central Point
James A Elting	JAMES A Elting	19531 S. Central Point
Judy Schrader	Judy Schrader	19465 Westling Dr.
Martha Westbrook	MARTHA WESTBROOK	19465 WESTLING DR
Marilyn A Nuttall	Marilyn A. Nuttall	19388 Vincent Dr O.C.
C.R. Nuttall	Russ Nuttall	19388 Vincent Dr OC
Alison McClellan	Alison McClellan	19392 S. Vincent Dr. OC
Kathleen R Hogan	KATHLEEN R. HOGAN	19721 S Central Pt Rd
Eugene F. Hogan, Jr.	EUGENE F. HOGAN, JR.	19721 S. CENTRAL PT. RD.
Mike Cramer	MIKE CRAMER	19713 S. CENTRAL PT. RD.
Sabine Cramer	Sabine Cramer	19713 S. Central Pt Rd
Jacqueline Frazell	Jacqueline Frazell	19469 Westling Drive

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OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
Dale J. Frazell	DALE J. FRAZELL	19469 S. WESTLEING DR. O.C.
Vernon Tolliver	Vernon Tolliver	19486 Westling
Nancy J Hill	Nancy J Hill	19494 Westling
L. David Hill	L. David Hill	19494 Westling
Douglas Penni	Douglas Penni	19497 Westling
Cathy Penni	Cathy Penni	19497 Westling Dr.
	BRETT BONNEY	19476 WESTLING DR.
Dana Forsythe	Dana Forsythe	19468 Westling Dr.
Linda H. Forsythe	Linda H. Forsythe	19468 Westling Dr.
Richard Lattman	Richard Lattman	19464 Westling Dr.
Tammy Lattman	Tammy Lattman	19464 Westling Dr. OC
Hugh Henry	Hugh Henry	11970 Hazeldell Ave
Paula Morrison	Paula Morrison	11971 Hazeldell Ave
Billy W. Morrison	Billy Morrison	11971 Hazeldell Ave
Merle Campbell	Merle Campbell	19448 Westleing Dr
Kendra Range	Kendra Range	19436 Westling Dr.
Linda Brandow	Linda Brandow	19416 S. Westling Dr.
Lowell W Bick	Lowell W Bick	19415 Westling Dr
Vanessa Gray	Vanessa Gray	19445 Westling Dr
Brian Gray	Brian Gray	19445 Westling Dr.
Jennifer Fagan	Jennifer Fagan	19461 Westling DR OC
Bryon Fagan	BRYON FAGAN	19461 WESTLING DR OC
Adam Fagan	Adam Fagan	19461 Westling Dr. OC
Tom O'Brien	Tom O'Brien	19364 HAZELGROVE 99045
Hunter Brown	Hunters Brown	19357 Hazel Grove O.C. MD 9704

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OBJECTION TO APPLICATION NO. ZC 13-03

Signature	Printed Name	Address
David Butler	DAVID BUTLER	19469 Hummingbird Loop
Kris Sjobring	KRIS SJOBRING	19485 HUMMINGBIRD LOOP.
Pati Sjobring	Pati Sjobring	19485 Hummingbird Loop
Dorothy A. Schroeder	Dorothy A. Schroeder	11732 Hazelnut Ave.
Russell Tuttle	RUSSELL TUTTLE	19449 S. VINCENT DR
Marlene Tuttle	MARlene Tuttle	19449 S. Vincent CR. 97045
Colin Clark	COLIN CLARK	19445 S VINCENT, OR 97
	MARLENE CLARK	" " "
	Jim Kelly	11751 Hazelnut
Sybil Kerker	Sybil Kerker	" "
Travis Schweitzer	Travis Schweitzer	11793 Hazelnut OC
	Diana Schweitzer	11793 Hazelnut OC
	Stephanie Ammerman	11841 Hazelnut OC
	GREG AMMERMAN	11841 HAZELNUT AV
	SCOTT PETERS	19631 CENTRAL POINT RD
Laura L. Lash	Laura L. Lash	19631 Central Point Rd.
	Drew McCausland	19565 Hummingbird loop
Carmen Gomez	Carmen Gomez	19679 Central Point Rd.
Jeanel Jacobo	Jeanel Jacobo	19678 central point RD
Barry Christiansen	Barry Christiansen	11755 White LN
Donna Christiansen	Donna Christiansen	11755 White Ln
Lily Meiners	Lily Meiners	19500 S Central Pt Rd.
Dale Meiners	DALE MEINERS	~~19500~~ 19500 SO CENTRAL PT ROAD
Patricia S Ullman	PATRICIA S. ULLMAN	11830 PAYSON LANE
Cornell L Ullman	Cornell L. ULLMAN	11830 Payson Ln.

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Signature	Printed Name	Address
A Manzella	Amy Manzella	12101 Hazeldell Ave. Oregon City, OR 97045
	JEFF BOECKEL	12131 HAZELDELL AVE OC.

OBJECTION TO APPLICATION NO. ZC 13-03

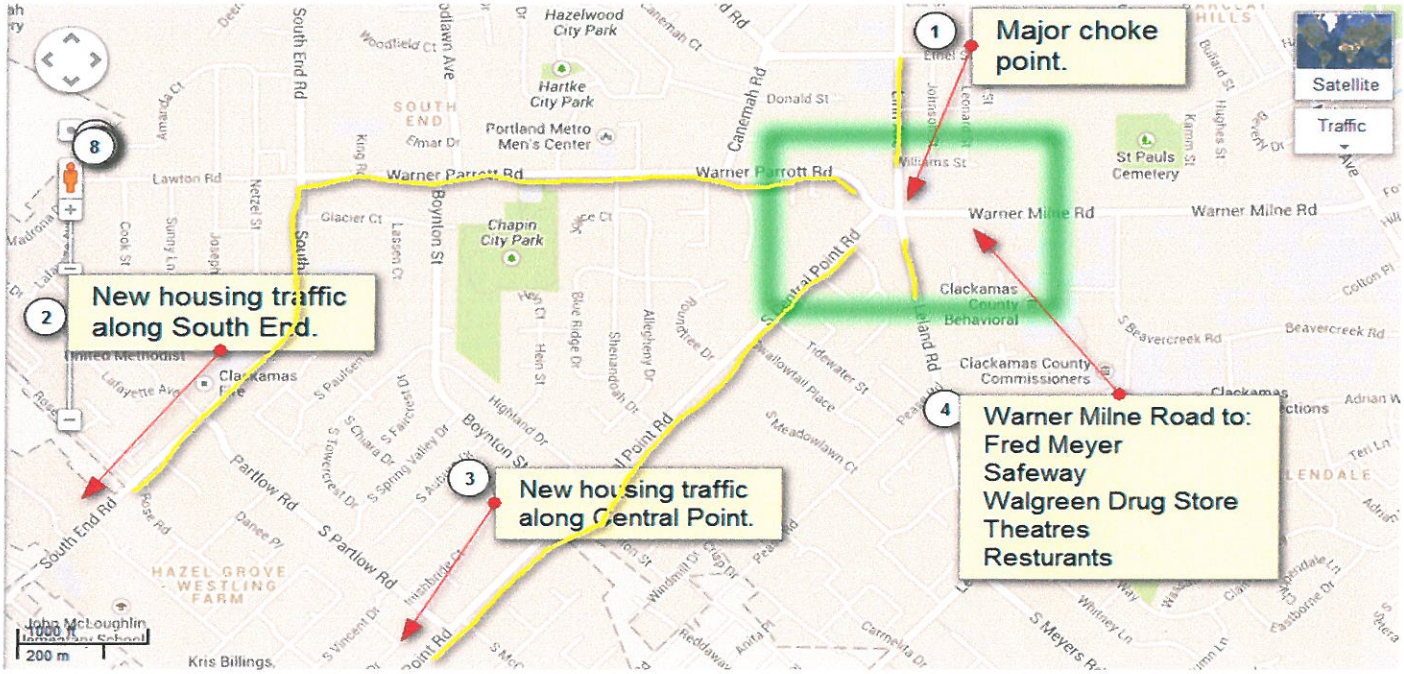
Signature	Printed Name	Address
Marilyn Marsh	MARILYN MARSH	19500 So Central Pt. Rd
Sarah Jacobson	Sarah Jacobson	19510 S Central Pt Rd.
Gabe Sansone	Gabe Sansone	19510 S Central Pt. Rd

McCord and Central Point Rd.
looking south - poor visibility.

McCord and Central Point Rd.
looking north - poor visibility.

Partlow and Central Point Rd.
looking north - poor visibility.

Traffic issues: Most working families have two cars. In the Payson Farms HOA, there are 40 homes (R-8) with 36 homes having two or more cars.



Questions for the City of Oregon City Planning Commission:

2014 JAN 17 AM 10: 19

RECEIVED

Based upon the Notice of Public Hearing for file number ZC-13-03 (Venture Properties, Inc.) the map on the reverse side, the three subject sites are intertwined with properties consisting of filbert orchards, Christmas tree farms and existing home sites. If these three sites are approved for R-6, it is HIGHLY probable that the surrounding properties also will end up being zoned R-6. It is not anticipated there would be much interest if it would be developed as R-10 because the adjacent property being of higher density.

Therefore, what will be the impact (increase in number of students per class) for the schools that will serve this area, including projections for high school. Please provide present school population and projected based upon the assumptions stated above in first paragraph.

On Sunday, December 22, 2013, the Oregonian published an article titled Broken Promises, A GROWING PROBLEM. If the members of the City of Oregon City Planning Commission are not familiar with this article, it is suggested that a copy be obtained and reviewed to see how the push for higher density in a neighborhood in east Portland failed, as the failure to add services and amenities to support those newly urban neighborhoods, and stands as an oversight bordering on negligence.

Hazel Creek Farms homeowners in opposition of the change in zoning from APPROVED R-10 to R-6 on properties contained in File number ZC 13-03.

Date: January 16, 2014

Roger Dunigan

Habitat for Christmas Family gets an early present from housing nonprofit **B4**
Owls Feds begin culling invasive barred owls **B2** | **Obituaries** **B5-7** | **Weather** **B8**

STEVE DUIN
COMMENTARY

For Kelly Clark, redemption

We spoke 10 days before he died. Kelly Clark was at Providence Portland Medical Center, having lost feeling in his arms and legs. Coming as soon as this did after the death of his wife, Sabine, I was struck by his calm and reflectiveness.

Might there be ... a story?

The story is still unfolding, Clark said, "and I have no idea what it means."

But he was happy to talk, as of others, about the journey. He would know Friday, Dec. 6, he said, whether he was heading to the Mayo Clinic. Maybe then ... .

Clark
Died last week at age 56

I wish I remembered the last thing I said to him.

•

He was a legal champion for victims of sexual abuse. He was an alcoholic. He was once poised to run for the office of state attorney general, and the day before Sabine died, he left her for an hour to be interviewed as a candidate for ordination in the Episcopal Church.

"He is," says Anne Lider, who met Clark when he was a sophomore at Lewis & Clark College, "as redeemed a person as I've ever seen. From where he was and how far he fell."

In the late 1980s, Clark – who died Tuesday at age 56 – was the next great thing in Oregon politics, the hope of the Republican party. He was smart, charismatic and thoughtful, armed with what Kevin Mannix called "judicial caution."

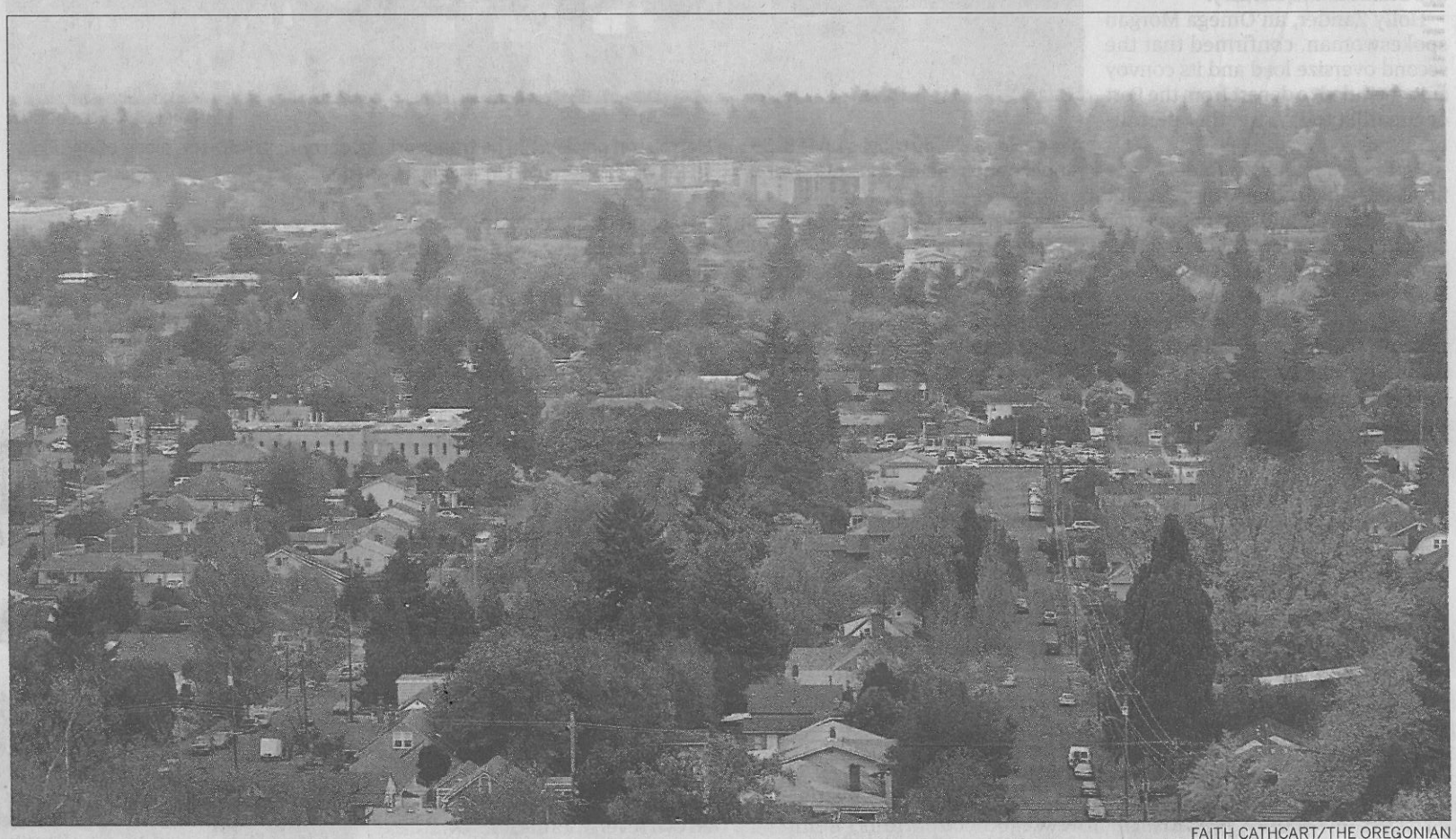
Peter Richter was lobbying in those days for the Oregon Association of Defense Counsel, an experience that left him totally disenchanted with politics: "It was so blatant. I'd meet with a legislator, and it was how many votes can you get me and how much money can you raise for any cause."

Kelly Clark?

"He was just the opposite,"

BROKEN PROMISES | Packing east Portland

A GROWING PROBLEM



FAITH CATHCART/THE OREGONIAN

Mount Tabor provides an early-morning view of east Portland, an area that has added more than 14,000 houses, apartments and townhouses since 1996. The explosion of growth coupled with a failure to add services and amenities represents what the city has done wrong in east Portland.

The city pushed for higher density in the neighborhood but failed to support growth

By Brad Schmidt
bschmidt@oregonian.com

For a glimpse of most everything that's gone wrong in east Portland, step into Teresa Ascenzi's backyard.

Just over the chain-link fence of her half-acre lot loom nearly two dozen houses and duplexes. Beyond those rooftops, a four-story senior center juts upward amid the Douglas firs that once helped distinguish Portland's Powellhurst-Gilbert neighborhood as a decent place to live.

Her message to the city leaders who ushered in this unchecked, inescapable infill?

"They failed," said Ascenzi, 58, who lives on a flag lot behind the house that her parents bought almost 45 years ago. "F-minus."

Today, Powellhurst-Gilbert is the land of cheap, dense housing crammed into a community that still lacks basic public improvements such as paved streets, sidewalks and nearby parks.

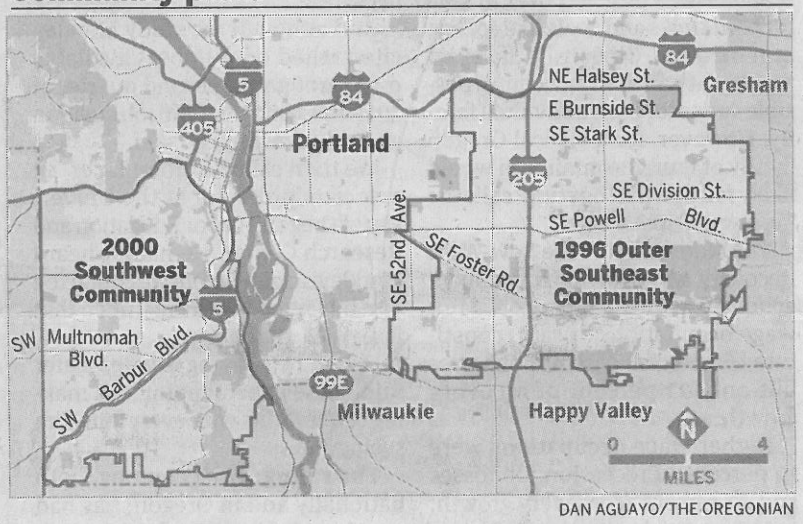
The channeling of tightly packed homes into this formerly suburban landscape east of Interstate 205 was a deliberate choice made by city planners and elected officials nearly 20 years ago. Yet the failure to add services and amenities to support those newly urban neighborhoods stands as an oversight bordering on negligence.

In a city nationally renowned for smart urban planning, Powellhurst-Gilbert represents all that Portland leaders got wrong – and the legacy of problems that will haunt generations of residents for decades to come.

Seeking to protect farms and forests from sprawl, the Portland City Council in 1996 approved a sweeping blueprint for growth that directed 14,000 new houses, apartments and townhomes toward the city's newly annexed eastern edge.

Please see **GROWTH,** Page B3

Community plans



DAN AGUAYO/THE OREGONIAN

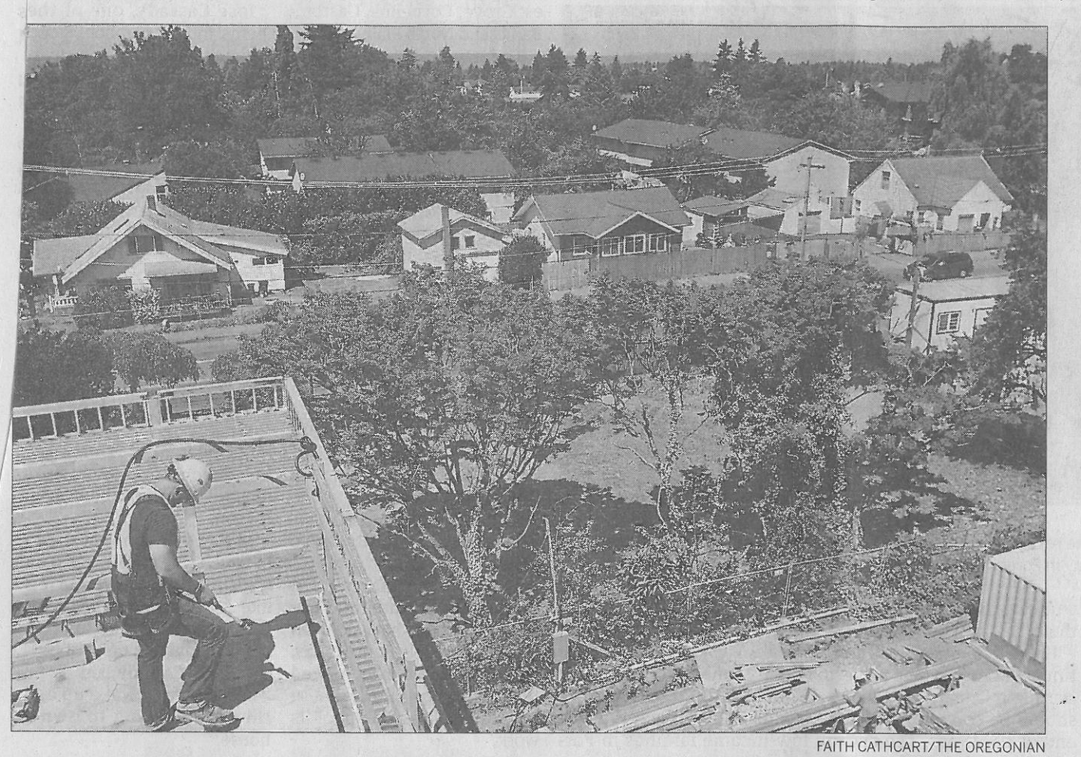
An occasional series
For a generation, elected officials and urban planners have made promises to east Portland. They've pledged parks and sidewalks, economic revitalization and pedestrian-friendly "20-minute neighborhoods." In this series, The Oregonian is examining how and why those promises have been broken or left unfulfilled. Read previous stories in the series at **ORne. ws/eastpdx.**

Inside
Through an Oregonian online survey, east Portland residents weigh in on what their neighborhoods and the city have done right — and what they've done wrong.
Page B3

Legislator

Personally, I can't imagine an urban planner at any time in the city's history thinking, 'You know, I think it's a really, really good idea to cram tens of thousands of people into an area with no place to shop, no place to work and no infrastructure.' "

Mark White, the former Powellhurst-Gilbert neighborhood association president



FAITH CATHCART/THE OREGONIAN

The Portland City Council in 1996 approved a blueprint for growth that directed 14,000 new houses, apartments and townhomes toward the city's newly annexed eastern edge. The push in higher density has been successful: According to city building permit data the area has seen 14,743 new units. But the promised infrastucture and services have failed to materialize.

Growth

Continued from Page B1

Planners under the watch of then-Commissioner Charlie Hales made wholesale zoning changes to push in higher density. East Portland went on to add more than its fair share of new homes while city leaders let affluent Southwest Portland, which staged a political firestorm against growth, shrug off its burden.

City leaders now admit mistakes after years of complaints from residents. East Portland grew too quickly and without the sidewalks, parks and transportation system bestowed on other high-growth areas such as the Pearl District, Portland's utopian planning playground.

designations along key transit routes, enabling the construction of 22 to 65 units an acre. Planners stretched some of the tighter zoning five to six blocks on either side of major streets into neighborhoods.

At the same time, officials all but eliminated development of single-family homes on large lots, which for years dominated the landscape.

Residents didn't know what hit them.

Nick Sauvie was part of the plan's technical advisory committee. The level of community involvement wasn't sufficient, he said.

"The magnitude of 14,000 units, it doesn't have context," said Sauvie, executive director for ROSE Community Development, which builds affordable housing.

Schiller two blocks east of 122nd Avenue. Thanks to zoning changes, five three-story duplexes are now wedged out back, accessible by a driveway.

Schiller Street is still gravel.

"That road right there is the worst," said Tyrone Belcher, who recently moved into one of the duplexes with his wife. Belcher has to backtrack to reach 122nd from his house by car because the craters are more jarring headed west. "It's such an inconvenience."

While Portland's population increased 10 percent from 2000 to 2010, the Powellhurst-Gilbert Census tract where Belcher lives grew 30 percent. It's now the city's most populous tract, home to more than 9,600 people. The problems here affect Portlanders who, unlike other parts of the city,

1996, according to city building permit data.

Southwest Portland neighborhoods have added just 2,229 new units since 2002, a pace well below the long-term targets of 6,500 to 7,500 ultimately stripped from the Southwest plan.

"We're aware that there is a potential equity issue there, and it's something we're concerned about," said Engstrom, the Portland planner now overseeing a new city growth plan for the next 20 years.

The stakes are high. Planners project Portland could add 132,000 housing units over the next 20 years, nearly 80 percent in the form of multifamily housing. At the current pace, east Portland would accommodate about one-third of those units, more than any

BROKEN PROMISES | The view from east Portland

Residents weigh in on the best and worst

By Brad Schmidt
bschmidt@oregonian.com

We asked readers who live or work in east Portland to help us tell their story. Here's a selection of what we've heard so far. Contribute your own thoughts by calling us at 503-221-4300 or filling out our online survey at ORne.ws/eastpdxsurvey.

What's the best thing about living in east Portland?

"I live in the real China Town! I love the Dim Sum restaurants and the other small ethnic markets."
– Erin Kendrick, Hazelwood

"Real people."
– Dana Busch, Madison South

"Living close to the Columbia River, the Columbia River gorge and Mount Hood area. At this time, slightly cheaper rents and home prices than the rest of Portland."
– Mary Ellen McFadden, Russell

"Though it's low income, the greater diversity of people gives it lots of vitality and character.
– Christine Bierman, Centennial

"It's been my home for 71 years."
– James Olney, Centennial

"All the 'mom and pop' stores and restaurants. I hated living in Beaverton where everything was commercial and are all chains. I WANT to support all the small services that I can."
– Danette Hebert, Powellhurst-Gilbert

"Having extra space is really nice. Closer in there are crowded streets and it can feel like a combat zone when it comes to parking."
– Brian Feam, Lents

What's the worst thing about living in east Portland?

"Everything is car-based and there's a lack of local, unique entertainment options that make Portland great."
– Aubrey Perry, Parkrose Heights

"Witnessing people in the throes of drug addiction, poverty and hopelessness."
– Anne Poster, Powellhurst-Gilbert

"Remoteness. Lack of community 'feel.' No public/community gardens. No good local restaurants/coffee shops. It just feels like Anytown, USA, instead of Portland. I refer to our area of town as 'Portsham,' technically part of Portland, but more like Gresham."
– Ben Koker, Russell

"It is difficult to impossible to get the city or state to do anything. We are seeing more and more vacant and boarded-up houses. I don't like the infilling; the crowding people together."
– Irene Smith, Lents

"It was not planned originally with sustainability and livability in mind. It has no charm or heart and the priorities (as it evolved) seem to have been ease of traffic and cheap development."
– Craig Lewis, Hazelwood

we'd say, in retrospect, it took more than it should have."

"Spiral of improvement"

The Outer Southeast Community Plan was supposed to make east Portland a better place.

Planners wanted to transform a 28-square-mile expanse that encompassed the streetcar neighborhoods of Lents, the 1950s subdivisions of Hazelwood, the tree-lined hillsides of Pleasant Valley and the partially developed farmland of Powellhurst-Gilbert.

They hoped to capitalize on the success of earlier community plans for the Central City and Albina by adding 50,000 new homes and 100,000 new residents citywide over two decades.

Because land within the Outer Southeast area made up almost one-fifth of the city's total, officials figured it should welcome one-fifth of the new residents. They set targets of 20,000 newcomers, 14,000 new homes and 6,000 new jobs.

Expectations were lofty. Large lots would be divided into small blocks with cozy streetscapes. Roads would be paved, sidewalks built, trees planted, transit service improved, the entire area cleaner and safer, according to the "perfect vision" that accompanied the plan.

"This spiral of improvement is continuing into the future," it read.

Growth was coming with or without changes. Planners projected about 9,000 new units over 20 years. But by rezoning the area for smaller yards and more multifamily projects, planners swelled those projections to 14,000 units, a 55 percent jump.

"We had all the best intentions," said Paul Scarlett, a city planner who worked on the effort and now heads the Bureau of Development Services.

Powellhurst-Gilbert became the designated epicenter for the accelerated growth.

The neighborhood already had 6,250 homes. But planners saw the potential to add 3,600 more because of its deep, underdeveloped lots and roads with bus service, such as Southeast Division Street, Powell Boulevard and 122nd Avenue.

Planners blanketed the area with multi-family housing tually meant."

"Fundamentally dangerous"

The housing explosion never struck Southwest Portland. Residents refused to let it happen.

In September 1996, just eight months after the City Council approved the Outer Southeast plan, officials breezed into the West Hills looking to equitably spread their vision of housing growth to all corners of the city.

They presented a proposal with new zoning that would ensure "likely development" of 7,500 new housing units over 20 years. It included high-density apartments and mixed-use buildings along Barbur Boulevard, the area's main commercial drag.

Residents were furious.

Judges, attorneys and doctors flooded City Hall with angry letters. Liz Kaufman, a political consultant who lived in South Burlingame, called the Southwest Community Plan "fundamentally dangerous."

The proposed new zoning "dramatically and perhaps devastatingly alters the character" of neighborhoods, warned Kaufman, who went on to advise Hales during his successful 2012 mayoral campaign.

The pushback was too much. Within a month, Hales, who at the time lived in Southwest's Hayhurst neighborhood, announced changes "to ensure that we don't sacrifice the very thing community plans are designed to protect – neighborhood livability."

The Planning Commission suspended work in August 1998 after two years of limited progress. When the City Council finally approved the Southwest plan in 2000, all references to adding 6,500 to 7,500 housing units had been eliminated. Zoning changes that followed were minimal.

"No infrastructure"

While city leaders eliminated growth targets for Southwest Portland, new zoning in east Portland ushered a massive influx of homes and people. New services to support the growth never materialized. That made conditions particularly difficult for the residents of Southeast Schiller Street.

A small, 1940s-era home sits on two-thirds of an acre along non-white.

On 122nd Avenue, the tract's western boundary, city planners justified zoning for as many as 65 units an acre because TriMet's No. 71 bus line was nearby. But frequent bus service hasn't arrived. The 71 rumbles north and south 109 times each weekday, down from 121 in 1996.

The tract's eastern border is 136th Avenue, a two-lane road where city officials increased zoning to as many as 32 units an acre but never put in a sidewalk. One will be built next year following the death of 5-year-old Morgan Maynard-Cook, hit by a vehicle while crossing the street in February.

The city was warned about the problems decades ago.

"Almost every neighborhood, on both sides of the freeway, has large areas of unimproved streets," a 1993 planning report said. Bringing streets up to city standards would be "a substantial public service challenge in the Outer Southeast Community Plan area."

The report recommended that city officials "also consider a policy requiring adequate pedestrian systems in and near residential developments."

Two years ago, a consultant for the Bureau of Planning and Sustainability chronicled the staggering deficiencies that remain on Portland's most populous chunk of land.

About 25 percent of the road surface is "substandard." About 77 percent of streetscapes lack sidewalks.

"Personally," said Mark White, the former Powellhurst-Gilbert neighborhood association president, "I can't imagine an urban planner at any time in the city's history thinking, 'You know, I think it's a really, really good idea to cram tens of thousands of people into an area with no place to shop, no place to work and no infrastructure.'"

Promise broken or postponed?

Portland's starkly different approaches to growth in east versus Southwest Portland have created strikingly different outcomes.

Neighborhoods within the Outer Southeast Community Plan already have topped their long-term housing projections, with 14,743 new units since development in the central city would provide broad benefits that would indirectly help east Portland, according to a recent city analysis.

Not only would that strategy alleviate growth pressures on east Portland, the May 2013 report said, but it could also "provide the opportunity to invest in much-needed infrastructure, such as schools and sidewalks."

Hales, once again in charge of the city's Bureau of Planning and Sustainability, conceded that east Portland took too much growth because services haven't followed.

After the city annexed east Portland residents and zoned their neighborhoods for intensive development, Hales said, "it's pretty reasonable to expect that the city would figure out over time how to put the parks and the streets and the sidewalks in."

Hales plans to propose new taxes or fees in 2014 to pay for road improvements citywide. He said the city must "make good on the promise that, if not broken, has certainly been postponed."

Addressing problems in east Portland will be an exercise in undoing past mistakes.

East Portland residents persuaded the City Council in 2012, for example, to shift zoning on 16 acres along Southeast 122nd Avenue from residential to commercial use in an effort to lure businesses.

Authors of a citywide growth strategy due next year say they want dense projects, like the ones built in east Portland, to include basics such as play space for kids.

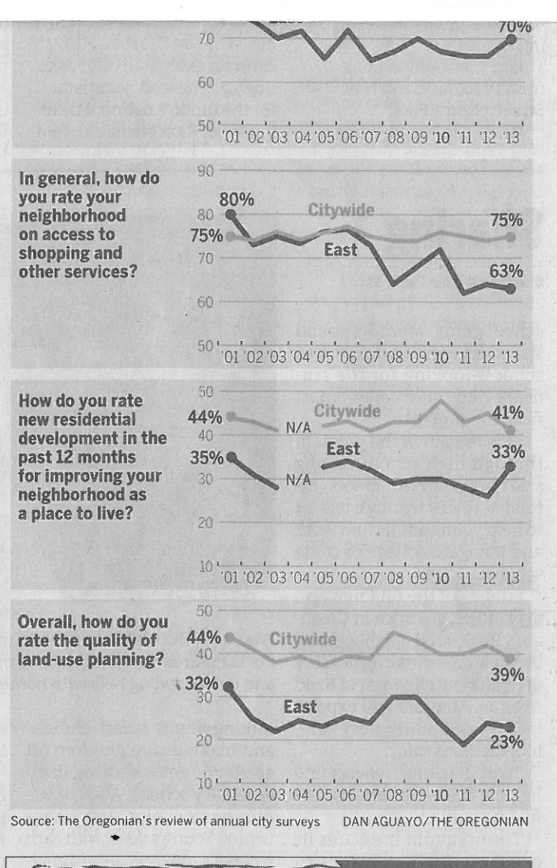
Planners also contemplate decreasing density along 122nd and 136th avenues, the only two corridors in Portland where such downzoning is being considered.

They hope changes will make a difference.

But planners won't be viewing east Portland's future through the same rose-colored glasses of the past.

"There are some big challenges in east Portland, regardless of our intent," Engstrom said.

"I think you could say that we are aiming to try and address some of those issues that have been raised," he said. "But I don't want to make a promise that life is going to get better."



Source: The Oregonian's review of annual city surveys DAN AGUAYO/THE OREGONIAN

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

January 17, 2014

Mr. Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION IMPACT STUDY – CENTRAL POINT ROAD PROPERTY REZONING – ZC13-03

Dear Mr. Walter:

In response to your request, I have reviewed the materials submitted in support of the proposed rezoning of property adjacent to Central Point Road. The relevant materials included the project narrative and the Transportation Impact Study (TIS). The TIS dated October 22, 2013 was prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The proposed subdivision is located on the southeast side of S Central Point Road north of the intersection of S Central Point Road and S White Lane and south of the intersection of S Central Point Road and Hazeldell Avenue.

The TIS addresses the impact of a change in zoning from R10 to R6. Based on this increased density, the engineer calculates the 17+ acre site can be developed with 90 single-family dwellings instead of 54 single-family dwellings under the current zoning.

The TIS provides a basis upon which the rezoning can be evaluated for transportation impacts.

Comments

1. ***Study Area.*** The study addresses the appropriate intersections. The engineer evaluated traffic patterns and traffic volumes and evaluated 4 locations. The key intersections were:

    - S Central Point Road/Warner Parrott Road
    - S Central Point Road/S McCord Road
    - S Central Point Road/S Partlow Road
    - S Central Point Road/proposed site access

    The study area is appropriate.

2. ***Traffic Counts.*** The traffic counts used in the analysis were conducted in April 2013. Traffic counts were conducted during both the AM and PM peak periods and appear reasonable.

3. ***Trip Generation.*** The TIS presents information on trip generation associated with an increase in the number of dwelling units due to the proposed rezoning from R10 to R6. The engineer estimates that with the rezoning, 90 single-family dwellings could be constructed rather than 54 under the current zoning. He calculates the impact based on an increase of 36 single-family

dwellings. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation.* The rezoning is predicted to produce an increase of 27 AM peak hour trips; 36 PM peak hour trips; and 342 weekday trips.

4. ***Trip Distribution.*** The trip distribution shows 95 percent of traffic going to and from the north on S Central Point Road. Further north, McCord Road and Partlow Road are also predicted to 15% and 30% of the traffic, respectively, with 50% continuing on S Central Point Road to Warner Parrott Road. The trip distribution seems reasonable.

5. ***Traffic Growth.*** Because this project involves a proposal for rezoning, the future year analysis was conducted for year 2035, the horizon year for the Transportation System Plan (TSP). Year 2035 traffic volumes at S Central Point Road and Warner Parrott Road were taken from the TSP while the volumes at other intersections were developed by applying growth rates. The increase in traffic volumes associated with the proposed rezoning were added to the 2035 volumes derived from the TSP. The traffic growth assumptions and methodology appear reasonable.

6. ***Analysis.*** Traffic volumes were calculated for the intersections described in #1, above. At each location, the level of service (LOS) and volume-to-capacity ratio (v/c) were provided to assess operations relative to the city's operational standards. The analysis was undertaken for the AM and PM peak hours and included year 2013 existing conditions, 2035 background conditions, and year 2035 total traffic conditions with rezoning.

   According to the engineer, the intersection of S Central Point Road with the site access is predicted to operate at no worse than LOS "B" and with a v/c of 0.18 or better during the AM and PM peak hours under all conditions. The intersections of S Central Point Road with S McCord Road and with S Partlow Road are calculated to operate at no worse than LOS "D" and v/c of 0.77 or better during the AM and PM peak hours under all conditions. These locations all meet operational standards through year 2035 even with the proposed rezoning of the subject property.

   The intersection of S Central Point Road and Warner Parrott Road is predicted to fail to meet operational standards prior to year 2035 with or without the rezoning of the property. LOS "F" and a v/c in excess of 1.0 are predicted during the PM peak hour prior to 2035. As indicated in the TIS, the poor performance of the intersection can be mitigated by prohibiting northbound left turns from S Central Point Road to Warner Parrott Road. The engineer notes that the TSP proposes a roundabout at the intersection of Warner-Milne/Warner Parrott/Leland/Linn. He further indicates the roundabout would provide excess capacity that would allow vehicles restricted from making the left turn from S Central Point Road to Warner Parrott Road to be rerouted through this intersection. I concur with his analysis and conclusion.

   The discussion in the TIS supports the need for the improvement at Warner-Milne/Warner Parrott/Leland/Linn specified in the TSP. The engineer notes that "If such improvements are undertaken it is anticipated that the subject properties would pay a proportional share of the cost of the improvements at the time of development."

7. ***Turn Lanes at Site Entrance(s).*** The engineer's analysis indicates a left-turn lane on S Central Point Road at the site is likely to be warranted prior to 2035. He recommends that further analysis of the turn-turn lane warrants be conducted in connection with site plan review and further refinement of the site plan. I concur.

8. ***Crash Information.*** The TIS provides crash information. The engineer concluded the crash rates were low and that no significant patterns or design concerns were noted at any of the study area intersections. I concur with his analysis and conclusions.

9. ***Pedestrian and Bicycle Facilities.*** Provisions for pedestrian and bicycle facilities will need to be reviewed in connection with a site plan review.

10. ***Site Plan and Access.*** The TIS analyzed the development assuming a single point of access opposite the intersection of Hazelnut Avenue. Site access locations should be analyzed again in connection with a site plan review.

11. ***Intersection Spacing.*** Intersection spacing should be reviewed in connection with a site plan review.

12. ***Sight Distance.*** The engineer evaluated sight distance along S Central Point Road. He concluded that sight distance of 500 feet could likely be met for an access point in this area. Sight distance should be reviewed in connection with a site plan review.

13. ***Consistency with the Transportation System Plan (TSP).*** The TIS provides an adequate explanation of the streets in the area. Provisions for streets within the subdivision and frontage improvements should be reviewed in connection with a site plan review to assure that they meet city standards and are consistent with the TSP.

14. ***TPR Analysis.*** The TIS also provides an analysis required for the Transportation Planning Rule. The engineer concludes that the proposal does not change the functional classification of any facility or change any standards implementing the functional classification system. The engineer concludes there is some degradation in the performance of the intersection of S Central Point Road and Warner Parrott Road. He notes that mitigation for this is available and is identified in the TSP. To address the predicted operational deficiency, he recommends that the mitigation measure (prohibition of left turns from northbound S Central Point Road to Warner Parrott Road) be required as a condition of the development or that it be funded through a development agreement. I concur with the engineer's analysis and conclusions.

15. ***Conclusions and Recommendations.*** The engineer concludes that traffic operations would be adequate at the intersections of S Central Point Road with the site access, with S McCord Road, and with S Partlow Road. No mitigation is required at those locations. The engineer concludes that mitigation (prohibition of left turns from northbound S Central Point Road to Warner Parrott Road) will be needed and that it be required as a condition of the development or that it be funded through a development agreement. He identifies no safety issues that need to be addressed. He further recommends review of turn lane warrants at the site access in connection with site plan review. I concur with the conclusions of the applicant's engineer.

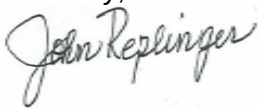
Conclusion and Recommendations

I find that the TIS provides an adequate basis upon which to assess the impacts of the proposed rezoning. There are several issues that will need to be revisited during site plan review, including turn lanes, sight distance, pedestrian and bicycle facilities, and frontage improvements. The engineer identifies need for mitigation at the intersection of S Central Point Road and Warner Parrott Road (the prohibition of northbound left turns). This change was also identified in the TSP. The engineer recommends that this be made a condition of development of the subject property or funded through a development agreement.

I agree that it is appropriate for the property owner to participate in mitigation for the S Central Point Road and Warner Parrott Road intersection and improvements at the Warner Parrott/Warner Milne/Leland/Linn intersection if those are required to accomplish the changes at the former intersection. I recommend that at the time of a subsequent land use action, appropriate conditions of approval be crafted by which the property owner participates in the costs of such mitigation.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2013\ZC13-03-v2.docx

Public Services (Police, Fire)

Upon annexation, responsibility for providing police services to new City properties is transferred from the Clackamas County Sheriff's Department to the Oregon City Police Department. The Police Department workforce consists of approximately 1.3 officers per 1,000 residents. Therefore, the Police Department will need an additional six to nine officers to maintain that rate at buildout of the South End area. Transfer of service from Clackamas County to Oregon City will result in an increased police presence and decreased response times. Clackamas County Fire District #1 continues to provide fire protection services to the South End area from Fire Station 17, located 0.2 miles to the north on South End Road. (Additional information from CCFD#1 pending.)

Extend sidewalks further down South End Road for kids to safely walk to the elementary school.

Schools

The Oregon City School District indicates John McLoughlin Elementary School, located within the South End Plan area, currently enrolls 560 students and can accommodate 30 more for a total capacity of 590 students. If future enrollment exceeds the capacity at McLoughlin Elementary, the School District plans to re-open King Elementary School, located less than one mile north on South End Road. King Elementary provides an initial capacity of 400 students with a plan to add capacity if necessary.

The nearest middle and high schools are Gardiner Middle School and Oregon City High School, two and four miles away respectively. Current enrollment at Gardiner is 777 students for grades 6-8. Total capacity for the school is 930 students. Ogden Middle School has a capacity for 960 6-8 students. Oregon City High School has a capacity of 2,510 students based on an average of 25 students per classroom. Maximum capacity is 2,800 with current enrollment at slightly more than 2,300 students.

Based on the methodology used by the School District and Portland State University's Population Research Center, development in the study area at buildout will result in the addition of approximately 988 students: 456 elementary school, 228 middle school and 304 high school students. These increases in enrollment are expected to occur gradually over the next thirty or more years, depending on the pace of annexation and development in the planning area. Moreover, future enrollment for these elementary schools is projected to remain relatively flat, as new households in their service area are projected to include fewer young children. Therefore, No new school sites are identified in the South End Concept Plan. The City and School District will continue to coordinate as the South End area develops.