



City of Oregon City

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

Meeting Agenda Planning Commission

Monday, January 13, 2014

7:00 PM

Commission Chambers

1. **Call to Order**

2. **Approval of the Minutes**

[14-059](#)

Approval of Planning Commission Meeting Minutes for November 25, 2013

Sponsors: Community Development Director Tony Konkol

Attachments: [Draft PC Minutes Nov 25 2013](#)

3. **Public Comments on Non-agenda Items**

4. **Public Hearing**

- 4a. [PC 14-001](#) L 13-03 - South End Concept Plan (Ord. 13-1016)
L 13-04 - Oregon City Municipal Code Amendments (Ord. 13-1017)
- Sponsors:** Community Development Director Tony Konkol and Planner Pete Walter
Attachments: [Commission Report](#)
[Staff Memorandum Jan 6 2014](#)
[A. CAT Support Letter](#)
[B. Metro SECP Substantial Compliance Letter](#)
[C1. Transportation Responses DKS Dec 23](#)
[C2. Fig 1_2035 Volumes](#)
[C3. Trip Dist](#)
[C4. TM 5 Model Assumptions- Oregon City TSP Update](#)
[C5. TM 6 Future Traffic Performance on the Major Street Network- Oregon City TSP Update %28Final%29](#)
[D. SECPReview123013 Replinger](#)
[E. Public Comment Forms Dec 9](#)
[F1. Paul Edgar Comments](#)
[F2. Bob Burns Letter](#)
[F3. Dec 9 Kosinski Comments re Landslides and Drainage](#)
[F4. Dec 9 Hogan Comments](#)
[G. CC Trimet Staff Report](#)
[J. Concept Plan Density Calculations Pete](#)
[K. Higher Resolution Maps](#)
- 4b. [PC 14-002](#) ZC 13-02: Zone Change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District for multiple properties located on Woodlawn Avenue.
- Sponsors:** Planner Laura Terway
Attachments: [Commission Report](#)
[ZC 13-02 Staff Report](#)
[Exhibit 1: Vicinity Map](#)
[Exhibit 2: Applicant's Submittal](#)
[Exhibit 3: Comments from John Replinger of Replinger and Associates](#)
[Exhibit 4: Approved Survey for Planning File LL 99-06](#)
[Exhibit 5: Email from Laura Terway, AICP dated 1232013](#)
[Draft Ordinance 14-1001](#)
6. **Communications**
8. **Adjournment**

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

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

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

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

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



City of Oregon City

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

Staff Report

File Number: 14-059

Agenda Date: 1/13/2014

Status: Agenda Ready

To: Planning Commission

Agenda #:

From: Community Development Director Tony Konkol

File Type: Minutes

Approval of Planning Commission Meeting Minutes for November 25, 2013

RECOMMENDED ACTION (Motion):

Consideration and approval.

BACKGROUND:

Please see attached draft meeting minutes for November 25, 2013 which include the first public hearing for the South End Concept Plan.



City of Oregon City

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

Meeting Minutes Planning Commission

Monday, November 25, 2013

7:00 PM

Commission Chambers

1. Call to Order

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

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

Staffers: 3 - Tony Konkol, Pete Walter and Carrie Richter

2. Approval of the Minutes

13-648

Approval of Planning Commission Minutes for April 22, May 13, June 24 and July 22, 2013.

Commissioner McGriff said for the April 22 minutes on page 7, she thought the conditions of approval should be included in the motion.

A motion was made by Commissioner McGriff, seconded by Commissioner Geil, to approve the minutes of the April 22 Planning Commission meeting as amended. The motion carried by the following vote:

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

A motion was made by Commissioner McGriff, seconded by Commissioner Mabee, to approve the minutes of the May 13 Planning Commission meeting as written. The motion carried by the following vote:

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

A motion was made by Commissioner Espe, seconded by Commissioner Geil, to approve the minutes of the June 24 Planning Commission meeting as written. The motion carried by the following vote:

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

A motion was made by Commissioner Henkin, seconded by Commissioner McGriff, to approve the minutes of the July 22 Planning Commission meeting as written. The motion carried by the following vote:

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

Abstain: 1 - Damon Mabee

3. Public Comment on Non-Agenda Items

There was no public comment on non-agenda items.

4. Public Hearing

PC 13-080

L 13-03: Adoption of South End Concept Plan - Comprehensive Plan Amendments

L 13-04: Associated Code Amendments for Adoption of the South End Concept Plan

Chair Kidwell opened the public hearing.

Commissioner McGriff stated she was a member of the South End Community Advisory Team.

Pete Walter, Planner, said staff recommended continuing the hearing to December 9, 2013. He introduced Steve Faust of Cogan Owens Cogan who led the public input process for the South End Concept Plan.

Mr. Faust discussed the vision and values of the Plan and community engagement meetings, public comments, and preferred concept. Mr. Walter recognized the members of the Community Advisory Team that were in attendance. Mr. Faust gave highlights of the Concept Plan diagram, key elements, implementation, and next steps. Mr. Walter explained Title 11 compliance. He would bring back the report for how the Plan met compliance to the December 9 meeting. He then described the policies, ordinances, and Zoning Code revisions needed for implementation of the Plan. He discussed the differences among a concept planning process and the processes of annexation, zoning, development review, and building construction.

The Planning Commission asked questions about how the Plan would work regarding densities, public parks, annexations, and how changes to the Plan could be made.

Mr. Walter listed the public hearing schedule and discussed his memo on what staff was currently working on including analyzing the Comprehensive Plan designations to ensure the Plan provided the needed amount of housing. This Plan showed a net residential density of 8 dwelling units per acre which met the State requirements, but did not fully comply with Metro Title 11. Justification for this density would be brought back on December 9. Staff was also going to review current annexation and zoning correlation charts and prepare an existing conditions report regarding soils in the area. The City Engineer and Public Works department had prepared comments. Staff would also review the parks funding and financing gaps, additional amendments to the water and sewer studies and plan updates, would prepare findings, and clean up the draft map for Dec. 9.

Mr. Konkol discussed the traffic impact study. He explained the intersections that were included in the study and the criteria that was used. He identified the intersections that were impacted and for the ones that failed there were proposed fixes to meet the standards. These were for the morning and afternoon peak hours and planning to the year 2035.

Bob La Salle was on the Community Advisory Team representing the Transportation Advisory Committee. He had been impressed by the open houses and the information offered to citizens. He thought it was a workable plan and that it should be adopted.

Mr. Konkol said the City received a letter dated November 25, 2013, from Robert

Webbing which was entered into the record as Exhibit 1.

Ginger Redlinger, Principal of John McLoughlin Elementary School, was impressed by the community input efforts and staff making everyone feel welcome and a part of the process. It was an informative and fair process and she thanked the Commission for the opportunity to participate.

Rachel Thompson was a member of the Community Advisory Team representing the County at large and resided in the South End area. She spoke on behalf of herself and Andrea Schmierbach. Ms. Schmierbach was on the Community Advisory Team representing the interests of local businesses and was a concept area resident. They thought there had been ample opportunity for the residents to participate in the process. The Plan met the requirements while representing the vision and values of the residents. She thought for the future the process should be better defined for where they were in the process early on and there was a need for more clearly expressing the voluntary aspect of annexation. She thought the Commission should adopt the Plan.

Paul Heimowitz lived in the concept plan area and was a member of the Community Advisory Team representing the County at large. The Concept Plan was the best compromise to the competing desires of the community. The City exceeded his expectations with its efforts to engage the community and balancing growth and Metro's requirements and honoring the values of those who moved to the South End area for a more rural landscape. He supported adoption of the Plan and challenged the Commission to take what was a patchwork of how to approach development and integration of the natural environment of the City to a more pervasive cohesive network.

Sheila Decker, resident of Oregon City, lived in the Canemah neighborhood. She was concerned about the state of the road between 2nd Avenue and the top of the bluff specifically between 5th Avenue and the top of the bluff. It had been failing for years as there were seven areas where the road bed was slumping. There had been a number of attempted fixes to the road and it was still slumping. It was a continual slow slide area and was a hazard. If it failed further due to increased traffic, it would cut off one of two exits from Canemah and would affect emergency service response time.

Eric and Holly McCarty, residents of South End, said when they moved to the area it was for the rural setting. They thought the Concept Plan would negatively affect their property and the natural area surrounding it. Wildlife often visited their property and they did not think parks needed to be added to the area. Being out of Oregon City kept their taxes low and they did not want to pay for connecting to the City sewer line. They did not support the Plan.

Mr. Konkol clarified how a failing septic on a lot in Clackamas County within 300 feet of an existing City sewer line worked.

Paul Edgar, resident of Oregon City and Land Use Chair of the Citizens Involvement Council, passed out a letter he sent to professors at Portland State regarding the traffic impact of the South End Concept Plan and a paper with estimates for intersections that would be affected. He believed the density levels were far too high for the available transportation capacity that served this area. Large buses would not be able to travel on South End Road. He thought the extra traffic during the peak hours would affect the intersections of South End and Warner Parrott, 2nd Street and High Street, and 2nd Street and Highway 99E. He did not think the intersections were correctable with the possible new 25,000 trips generated by new development.

It was beyond the capacity of the City's road network and would impact the whole City in a negative way.

Mr. Walter explained the peak hour and trip generation analysis that was done by DKS and Associates. Mr. Konkol discussed the improvements that were planned to address the level of service issues. Mr. Walter discussed potential Tri-Met service to South End. Mr. Konkol said the letter submitted by Mr. Edgar would be entered into the record as Exhibit 2 and the document with estimations for certain transportation routes would be Exhibit 3.

Zeb Yaklich was a member of the Community Advisory Team as County member at large. He got involved to plan for future families moving to the area and for seniors living in the area. He thought there was a lot of effort in getting information out and getting feedback from the community. He believed this was well thought out and interactive process. He recommended the Plan be adopted.

Tom O'Brien spoke on behalf of the Hazel Grove-Westling Farm Neighborhood Association. He read from a prepared letter. He complimented the consultants and staff for the community process. He spoke in regard to the lack of bus and para transit transportation in Oregon City. He thought the references to the para transit and trolley as transportation options should be taken out of the Plan. Also there were no sidewalks or dedicated bicycle paths on Salmonberry. He was also concerned about maintaining a rural appearance or feel when there was R6 housing proposed. He was confused as to how many new residential units there would be as the numbers he heard used were 2,500, 2,600, or almost 2,900.

Mr. O'Brien's letter was entered into the record as Exhibit 4.

Mr. Faust and Mr. Walter explained the number of mailings that went out, meetings that were held, and the community outreach that was done. The record was still open for written comments and the documents could be found on the South End Concept Plan website.

Robert Wendling lived in the Concept Plan area. He asked about the map on the website and the process for approval and annexation.

Mr. Konkol explained the Planning Commission made a recommendation to the City Commission who would then make the final decision. This was for adoption of the Plan to be implemented over the next 20 years and the Plan did not annex property or approve development.

Commissioner Mahoney was disappointed in Metro, Tri-Met, and South End residents who did not provide testimony.

Commissioner McGriff thought the Community Advisory Team had worked well together and while most of the people did not want change they took the time to participate. The City had done an excellent job in getting the word out.

A motion was made by Commissioner McGriff, seconded by Commissioner Mabee, to continue L 13-03, Adoption of the South End Concept Plan, to December 9, 2013. The motion carried by the following vote:

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

5. Communications

Mr. Konkol reported on the Willamette Falls Legacy Project. He announced a joint Planning Commission and City Commission Work Session on December 10 regarding the project, third interactive event on December 12, and preferred plan meeting in January. The refined plan and land use application would come before the Planning Commission in April.

Commissioner McGriff suggested a work session before the meeting in April.

There was discussion regarding the project and the City's role and possible sale of the property.

Commissioner Henkin gave an update on the Sign Code process. Mr. Konkol said the Community Advisory Team for the Sign Code would have another meeting in December and would forward recommendations to the Planning Commission.

6. Adjournment

Chair Kidwell adjourned the meeting at 9:25 PM.

DRAFT



City of Oregon City

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

Staff Report

File Number: PC 14-001

Agenda Date: 1/13/2014

Status: Agenda Ready

To: Planning Commission

Agenda #: 4a

From: Community Development Director Tony Konkol and
Planning Commission

File Type: Planning Item

SUBJECT:

L 13-03 - South End Concept Plan (Ord. 13-1016)

L 13-04 - Oregon City Municipal Code Amendments (Ord. 13-1017)

RECOMMENDED ACTION (Motion):

Recommend Approval to the City Commission of Planning Files L 13-03 and L 13-04.

BACKGROUND:

The public hearing for adoption of the South End Concept Plan was continued from the December 9, 2013 meeting to allow additional time to respond to requests for further information regarding the concept plan.

The attached memorandum summarizes Metro Title 11 compliance and transportation analysis, and provides specific responses to public comments made about the plan to date. Various documents have been attached to this memorandum to provide the necessary information to support the adoption of the South End Concept Plan.

Attachments A and B to the staff memorandum will be provided for the record at the public hearing.

BUDGET IMPACT: See Funding and Finance Section of the South End Concept Plan document.



MEMORANDUM

To: Chair Kidwell and Planning Commissioners
From: Tony Konkol, Community Development Director
Pete Walter, AICP, Associate Planner and SECP Project Manager
Re: South End Concept Plan – 3rd Public Hearing, January 13, 2014
Date: January 6, 2014

Please Note: Attachments A and B to this memo will added to the record at the public hearing.

Dear Chair Kidwell and Planning Commissioners:

The public hearing for adoption of the South End Concept Plan was continued from the December 9, 2013 meeting to allow additional time to respond to requests for further information regarding the concept plan. This memorandum summarizes this information. City staff, Metro Staff and the consulting team have worked to address these items since the last hearing and have prepared various reports, which, along with this memorandum, provide the necessary information to support the adoption of the South End Concept Plan.

Title 11 Compliance

Metro has acknowledged substantial compliance for slightly lower average density throughout the plan than strict compliance, for reasons which were explained in the initial findings in the December 9 staff report (high cost of transportation improvements, citizen desires for lower densities, proximity to open space and rural reserves). The residential densities proposed in the plan are slightly less than Title 11 requires for strict compliance. Metro requires 10 DU / net acre for 2002 areas and 8 DU/acre overall.

Staff prepared proposed findings with the December 9 Staff Report (Exhibits 10, 10a and 10b of that staff report) to show substantial compliance with Metro Title 11 – *Planning for New Urban Areas* and with Metro's 2002 UGB Expansion Conditions of Approval – *Metro Ord. 02-9698B*. Metro has reviewed these findings and has agreed that the proposed plan substantially complies with Title 11. Metro has indicated that they will provide a letter in this regard for the record on January 7, 2014.

In carrying out the South End Vision and Values, the SECP seeks to maintain some of the area's rural character while meeting regional requirements (Metro Title 11). This is achieved by concentrating



higher density development along South End Road while preserving larger lots for single family homes along the urban/rural interface.

As was discussed at the December 9 hearing, currently adopted code requires that the city apply the lowest density zoning within the applicable comprehensive plan designation for newly annexed properties. This means that if no higher density zoning is proposed following annexation, whether by city action or owner-initiated, the resulting housing density could fall toward the lower end of the anticipated housing unit range which varies between a low of 1742 and a high of 2,673 units.

Based on the staff analysis and findings for substantial compliance, the density range at buildout would mostly likely fall between 2,200 and 2,600 housing units (Attachment J).

Transportation

Staff and consultants have provided additional background regarding the following transportation analysis components, in addition to the existing transportation analysis.

Background Traffic Analysis

Along with the raw traffic volume data that was used to prepare the transportation analysis, DKS has provided a memorandum that summarizes the methodology used for determining peak vehicle trip generation and distribution (Attachment C(1)).

Methodology – Model (See Attachment C(4) and (5) and D)

The South End Concept Plan transportation analysis uses the Metro regional Travel Demand Model, the same model used for the recent Transportation System Plan update, rather than the Institute of Transportation Engineer's (ITE) manual.

The ITE manual is a compilation of studies based on individual land uses. It is most suitable for assessing smaller, site-specific projects. For larger areas, like the South End Concept Plan, other tools, such as the Metro Travel Demand Model, are more appropriate since they can account for interactions between land use types, travel patterns, travel choices, and trip lengths. Applying ITE rates for large areas tends to overstate the total traffic levels significantly, and was not used in this case.

As stated in the attached memorandum from DKS, determination of future street network needs in Oregon City requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. A primary objective of the transportation planning process is to provide the information necessary for making decisions on when and where



improvements should be made to the transportation system to meet travel demand as developed in an urban area travel demand model as part of the Regional Transportation Plan update process. Metro uses VISUM, a computer based program for transportation planning, to process the large amounts of data for the Portland Metropolitan area.

The Regional Travel Demand model is more appropriate for larger-scale projects and is calibrated to Oregon City travel habits. This model shows that the transportation system identified in the TSP and SECP can accommodate trips generated by the future development described in the SECP.

The planning manual guide book from ITE is not used for determining trip generation and distribution for planning areas as large as South End. Therefore any analysis made using ITE figures would result in estimates, projections and conclusions that are misinformed and inaccurate.

Trip Generation and Distribution

The transportation analysis for the SECP was conducted in coordination with the City's Transportation System Plan (TSP). The TSP accounted for the 80% of the South End planning area peak PM vehicle trips (1,565 trip versus 1,991 housing units) assuming full buildout of the area at the highest density zoning). DKS has updated that analysis with the latest version of the plan, and the plan identifies the necessary improvements for the transportation system to accommodate this capacity.

DKS also provided an updated PM Peak House Trip Distribution map. It is self-explanatory and indicates the following approximate trip distributions:

- 50% of vehicle trips will use South End Road N. of intersection with Warner-Parrott Road
- 10% of the vehicle trips will use Warner-Parrott Road east of South End Road
- 15% of vehicle trips will use Central Point Road north of Partlow Road
- < 1% of vehicle trips will use Central Point Road south of Parrish Road
- 5% of vehicle trips will use McCord Road South of Central Point Road.
- 20% of vehicle trips will use South End Road south of the planning area (to and from Canby)

A higher resolution .pdf of Figure 1 of the Transportation Analysis identifying the study intersections and Weekday PM Peak Hour Volumes improvements is also provided.

Peer Review of Transportation Plan and Analysis (Attachment D)

Staff requested that John Replinger, P.E. of Replinger and Associates conduct a review of the concept plan transportation plan analysis, assumptions and methodology. Mr. Replinger drew upon his knowledge of long-range transportation planning, Metro's Regional Transportation Plan, and



transportation conditions in Oregon City. Mr. Replinger's familiarity with Oregon City is based on having conducted transportation reviews of development projects on behalf of the city for more than fifteen years.

Mr. Replinger's memorandum addresses key materials and documents that make up the transportation component of the plan, the relationship between the adopted Transportation System Plan and the South End Concept Plan, operational standards and planned improvements, the multi-modal approach, increased street connectivity, and inclusion of neighborhood commercial areas within the plan.

Mr. Replinger concludes that the transportation analysis conducted in support of the South End Concept Plan meets applicable professional standards. The methodology is appropriate for the purposes of long-range planning; the analysis appears to have been conducted carefully using the appropriate technical methods and tools; and the conclusions are supported by appropriate technical analysis supplemented by professional judgment where applicable.

Mr. Replinger found further that the SECP provides valuable refinement and will be a source of guidance for development of the South End community, and found no significant issues that require additional attention prior to adoption of the SECP.

Parks Standards – Bob Burns (PRAC)

Bob Burns, PRAC members and South End Concept Plan Community Advisory Team member, submitted a letter into the record in support of the various parks and open spaces indicated within the concept plan in relation to national standards. Mr. Burn's also positively summarized his experiences serving on the CAT and the various public engagement opportunities the planning process provided.

Landslides / Drainage Concerns – Christine Kosinski (Unincorporated Clackamas County)

Christine Kosinski submitted a letter (Attachment F(3)) and exhibits at the December 9 hearing regarding landslides, drainage and available DOGAMI mapping.

Drainage

The South End Concept Plan includes a conceptual drainage plan and basin analysis which identifies likely locations for future detention. Following adoption further refinements to the City's storm water master plan and standards will be undertaken, including more detailed capacity estimates. The Public Works department has already begun the process of updating the city's storm water standards.



When and if development is proposed following annexation, application review includes a detailed preliminary and final drainage analysis for each development pursuant to OCMC 13.12. The criteria for approval of drainage plans in code section [13.12.090 Approval criteria for engineered drainage plans and drainage report](#) require that:

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

- A. The plan and report demonstrate how the proposed development and stormwater management facilities will accomplish the purpose statements of this chapter;
- B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020
- C. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
 1. Do not exceed the capacity of receiving drainage conveyance facilities;
 2. Do not increase the potential for streambank erosion; and
 3. Do not add volume to an off-site closed depression without providing for mitigation.
- D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
 1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and
 2. Stormwater quality control facilities which:
 - a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;
 - b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and
 - c. Minimize any increase in nonpoint source pollution.
- E. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.
- F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The postdevelopment peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.
- G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Landslides



Ms. Kosinski also expressed that the city improve the existing development codes for landslide protection by including DOGAMI's Landslide Hazard Susceptibility Map for the entire city. DOGAMI has a variety of web-based mapping programs that provide geological information including the SLIDO website (<http://www.oregongeology.org/slido/index.html>), and hazard viewer (<http://www.oregongeology.org/hazvu/>). Both are excellent mapping tools that compile a lot of previous information in a format that is readily available on line and from which maps can be generated. Staff already uses these tools in their day-to-day planning work. The areas identified on these on-line maps are already mapped within Oregon's City's Geologic Hazard Overlay District.

OCMC 17.44 already requires that developers, at a minimum, reference a variety of DOGAMI maps and documents, "any subsequent DOGAMI mapping for the Oregon City area" as specified in the application requirements, in addition to required field reconnaissance or subsurface investigation performed for the site, when preparing site specific development applications.

Density, Transportation and Natural Resources - Kathy Hogan

Mrs. Hogan's letter was entered into the record on December 9 (Attachment F (4)). All of the various issues voiced by Mrs. Hogan have been addressed in detail in the plan. The plan includes a variety of densities to support a range of housing types within the urban growth boundary in compliance with regional and state planning requirements. The concept diagram and comprehensive plan designations proposed provide for a transition to lower density adjacent to the UGB while providing greater densities along major transportation corridors. All known Title 3 water resources and Title 13 habitat resources have been identified in the plan and will be subject to the protections of the City's Natural Resource Overlay District upon annexation.

Water Availability in Clackamas River

Mr. Hanna commented on water availability for Clackamas River and expressed his concerns about limited water availability to serve the area and fish habitat during summer months. South Fork Water Board is the city's water provider and is responsible for monitoring the intake of water from the Clackamas River pursuant to the South Fork Water Board Water Management and Conservation Plan, existing agreements, state law and water rights.

The recently updated 2012 Water Distribution System plan forecasted sufficient water supply to accommodate buildout of the South End as part of an analysis of buildout of the entire UGB and assuming a 3% annual growth rate. The 2012 WMP assumed low density residential development for the South End area. The current concept envisions greater development that was envisioned with the WMP, due to the inclusion and more medium and high density residential land and mixed



use areas. Based on the 3.0 percent population projection, the WMP's Year 2030 Water Demand anticipated in the 2012 WMP was 7.76 mgd.

The Water Master Plan references the South Fork Water Board Water Management and Conservation Plan (WMCP) (April 2005 – Attachment I). The SFWB does not envision water shortages within the 20-year planning period due to the seniority of water rights. According to the WMCP, all of SFWB's water rights are senior to other municipal right as well as the instream water rights, except for the city of Gladstone's 4 cubic feet per second (cfs). It is anticipated, according to current state water rights law and the way the State Water Resources Division administers it, that other diversions will be restricted before SFWB has to reduce its diversion amounts. Because of the threatened and endangered fish species in the river, SFWB will not divert water from the river at a time when doing so would reduce the flow below the instream water rights amount. Further the SFWB addendum states *"As population and associated demands increase in the SFWB service area, additional water will have to be diverted to satisfy the growth. As has been in the past SFWB, Oregon City, and West Linn will continue to develop and implement conservation measures as defined in this WM&CP to meet or exceed the intent and spirit of the State's conservation requirements. SFWB will continue to assess the ESA and stream flow situation as diverted quantities increase for all parties on the Clackamas River and will participate with the other river users in solutions to minimize negative impacts to the fishery."*

Finally, the South End Concept Plan includes recommendations to re-evaluate maximum daily demand, available pressure and available fire flow for the zoning densities in the current concept plan.

Map Legibility

Due to limited resources remaining in the project budget for final edits, edits to the final concept map will be made prior the final adoption by the city commission. These edits have been discussed previously in the record. The remaining maps throughout the document will be high resolution in the final draft. See the following attached examples:

- Figure 5. Parks and Open Space
- Figure 11. Proposed Water Improvements
- Figure 12. Proposed Stormwater Improvements
- Figure 13. Proposed Sewer Improvements
- Figure 15. Proposed Implementation

Sewer Connections

The FAQ section of the project website provides the following information about sewer connection: Will we be required to hook up to sewer? If so, what will it cost?

Concept Plans do not require anyone to connect to sewer. The South End Concept Plan does not provide this level of specificity. However, sewer hookups would be required under the following circumstances:

- If the property is developed following annexation.
- If the existing septic system on a property fails and cannot be repaired or replaced, and the property is located within 300 feet of an existing city sewer and can practicably and legally connect to city sewer, sewer hook up and annexation to the city is required.
- Oregon City does not provide extraterritorial sewer services, meaning that if an owner hooks up to city sewer, they will sign a binding agreement to complete the annexation process.
- If the state or county declares that a public health emergency exists in a large area and mandates that Oregon City annex property and provide sewer services to that area, in which property owners will be required to pay Oregon City for the cost of sewer extensions. A variety of payment plans may be put into place to allow the cost of hook up to be paid off through installments.
- The cost of sewer hookup depends on a variety of factors, including the cost of extending the mains, the number of properties hooking up, the method of financing, etc.

Public Works staff has provided the following background to respond to some sewer questions based on the current draft concept plan.

Extension of sewer service to currently unserved areas of the South End Concept Plan would not occur in distinct and discrete phasing. Certainly one, large sewer project that captures all potential sewer customers in the growth areas is unlikely, even if the annexations occurred simultaneously. It seems gravity sewers and pump stations will be constructed to service the immediate needs of development, except for a few key intersections of growth. Two main points should be noted:

- I. The construction of sewer infrastructure for the currently unserved areas would likely occur first at parcels adjacent to South End Road, the “spine” of sewer service. These are also areas closest to the gravity collection system that is tributary to Parrish Road Pump Station. These areas were discussed by OCPW Engineers and will be defined in the Sanitary Sewer Master Plan Update. This process and associated capital costs will be developer or individual owner driven. The exception is the limited number of unserved parcels that are assumed to not redevelop and are tributary to the Parrish Road PS (e.g. Finnegan’s Terrace). The sewer extension to these areas will likely be initiated by the City.

- II. Construction of a new pump station and force main with capacity to serve the buildout density of areas not described in I is required. The size of the station and possible financing of the construction has not been defined in a detailed analysis; however, it seems any growth in the remaining areas is contingent on the construction of the station.

Financing for sewer infrastructure in the concept area may include SDCs collected from development in the concept area. Funding for large capital projects (e.g. interceptors, pump stations) may include the establishment of Local Improvement Districts. Special consideration should be given to the future pump station and force main on South End Road (see II above). This projects is required prior to succeeding development, and therefore prior to collected funds from concept plan rate payers/developers SDCs paying for it.

Finally, if a resident has a confirmed failed septic system and is within 300-feet of an available City sewer, and there are no obstructions to connection (e.g. topography, lack of easements), then the property is required to connect. If a property owner must connect to city sewer, the County department that issues septic permits (*Water Environment Services*) will notify the owner. Annexation to the City is also required as a condition of sewer connection. The cost of the connection is unknown.

Tri-Met Transit Service

Tom O'Brien, SECP-CAT member and CIC representative for Hazel Grove-Westling Farms Neighborhood Associations, has expressed with others the need for long term viable transit service to support the plan area. Transit service has been discussed in the SECP plan (see Page 28 and Fig. 10 of plan, and Transportation Appendix C, pages 20-21). Tri-Met representative Steve Kautz has been asked to provide written comment on the transit section of the plan for the Planning Commission meeting on January 13th.

More recently the City Commission requested that TriMet staff provide the Commission with a transit services update. Generally, the objective of this informational update and discussion is to provide TriMet staff with an opportunity to discuss current and future transit service needs and to provide the City Commission with an opportunity to share their concerns about TriMet service cuts in Oregon City. The City Commission work session on January 7, 2014 includes this on the agenda. The City Commission staff report for this item is attached.



Conclusion

In conclusion, based on the staff report and items entered into the record to date at the last three public hearings, and taking into account public testimony, staff recommends approval of the South End Concept Plan as an amendment to the Oregon City Comprehensive Plan and Zoning Code

Recommended Motion

As stated in the December 9 Staff Report, staff recommends approval of Planning Files L 13-03 and L 13-04, adopting the South Adopt the South End Concept Plan as an amendment to the Oregon City Comprehensive Plan and its Ancillary Documents, and approval of the associated amendments to the Oregon City Municipal Code.

Attachments

- A. South End Concept Plan Community Advisory Team Support Letter – Signed
- B. Metro Substantial Compliance letter, Ray Valone
- C. Transportation Analysis Background Documents
 - 1. DKS Engineer Memorandum “South End Concept Plan- Transportation Responses”, Dec. 23, 2013
 - 2. Fig 1_2035 Volumes
 - 3. Figure - Trip Distribution.
 - 4. TM 5 Model Assumptions- Oregon City TSP Update
 - 5. TM 6 Future Traffic Performance on the Major Street Network- Oregon City TSP Update
- D. Replinger and Associates, Peer Review of Transportation Analysis Memo: “Review of South End Concept Plan”, Dec. 30, 2013
- E. Public comment forms from December 9, 2013 Public Hearing
- F. Written Public Comments received to date.
 - 1. Paul Edgar (various emails)
 - 2. Bob Burns, December 5.
 - 3. Christine Kosinski letter and exhibit, December 9.
 - 4. Kathy Hogan, December 9.
- G. City Commission Work Session Report for January 7, 2014 re: Trimet Service
- H. Oregon City Water Master Plan – 2012 (On File)*
- I. South Fork Water Board Water Management and Conservation Plan (WMCP) - April 2005
- J. Density Calculation Spreadsheets
- K. High Resolution Map Images from draft SECP document
 - a. Figure 5. Parks and Open Space
 - b. Figure 11. Proposed Water Improvements



OREGON CITY

Community Development Department

221 Molalla Ave. Suite 200 | Oregon City OR 97045

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

- c. Figure 12. Proposed Stormwater Improvements
- d. Figure 13. Proposed Sewer Improvements
- e. Figure 15. Proposed Implementation

* Attachment listed as On-File is available on-line and for public review but for space purposes has not been attached in its entirety.



South End Concept Plan



November 4, 2013

Oregon City Planning Commission
City of Oregon City
320 Warner Milne Road
Oregon City, Oregon, 97045

Dear Planning Commissioners,

We are writing in support of adoption of the South End Concept Plan. Over the past year, we have participated on the Community Advisory Team (CAT) for this planning process and believe it was conducted in a fair and open manner.

We find the Concept Plan supports the vision and values developed by the community at the project's outset and believe the Plan represents the interests of a broad cross-section of Oregon City, and will lead to a complete and vibrant community in South End that serves the needs of present and future residents of all ages.

We appreciate the opportunity to serve on this committee and thank you for your consideration of the South End Concept Plan.

Sincerely,
South End Concept Plan CAT Members

Alan Barker

Bob Burns

Gwen Goss-Dedrickson

Heather Ferguson

Paul Heimowitz

Margie Hughes

Bob LaSalle

Denyse McGriff

Tom O'Brien

Ginger Redlinger

Bob Roth

Andrea Schmierbach

Norm Stewart

Hunter Teel

Rachel Thompson

Zeb Yaklich

Adam Zagel

South End Concept Plan Community Vision and Values

Vision

Oregon City's South End is a safe, vibrant and diverse community. Parks, plazas and other public gathering places strengthen the sense of community and connectedness. A variety of housing choices and amenities are the foundation of great neighborhoods for people of all ages. South End's historic rural character is retained through a variety of means. Streams, trees, wetlands and wildlife habitat are protected and enhanced through a network of natural areas. As one center of community, McLoughlin Elementary is a hub of learning and information exchange. Paths, trails and family friendly streets provide safe travel for all. Several transportation options are available and connect South End to downtown Oregon City and the region.

Values

Rural Character

South End is a peaceful community whose pastoral nature is indicated by small farms, large fields and expansive views.

Livable

Homes and neighborhoods in South End are safe, attractive and family-friendly.

Sense of Place

South End residents respect the unique culture and history of the area.

Environmental Quality

South End residents care deeply for the streams, trees, clean air and water and other natural features.

Excellent Schools

The South End community takes pride in and supports the high quality of its schools.



Metro | *Making a great place*

January 7, 2014

Chair Charles Kidwell
City of Oregon City Planning Commission
c/o Planning Division
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

RE: L13-03, South End Concept Plan, and L13-04, Oregon City Municipal Code Amendments

Dear Chair Kidwell:

Thank you for the opportunity to review and comment on the proposed South End Concept Plan and implementing ordinance amendments that will enable urbanization of the expansion area brought into the UGB in 2002. Please enter this letter into the hearing record.

Metro staff has reviewed the materials submitted by the City for compliance of the proposed South End Concept Plan and associated code changes with the regional Urban Growth Management Functional Plan, Regional Transportation Functional Plan and UGB expansion ordinance. The work by City staff, community members and technical personnel resulted in a comprehensive planning effort that addresses all major components of a future urban community. The proposed plan reflects a well-thought out approach for the future and directly meets most of the new urban area requirements.

While the proposed amendments do not achieve the numerical density requirement within the 2002 expansion area of the plan, we recognize that the City's effort to successfully plan for a larger area, including developable land within the original 1980 UGB, has resulted in a well integrated and higher density area overall. For this reason, we conclude that Oregon City L13-03 and L13-04 and associated Findings of Compliance meet the intent of, and demonstrate substantial compliance with, Title 11 of the Functional Plan as well as the conditions of addition of Metro Ordinance No. 02-969B.

As a participant on the Oregon City Technical Advisory Team, I commend City staff and the consultant team for conducting a professional and thorough process in working with area residents and other stakeholders. Metro recognizes that the South End area presents challenges for urbanization; however, we believe it is a good blueprint for achieving a desirable urban community that respects the natural environment and location.

Sincerely,

Ray Valone
Principal Regional Planner
Planning and Development Department

cc: Pete Walter, Planner
Councilor Carlotta Collette, Metro District No. 2
John Williams, Deputy Planning & Development Director



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM

DATE: December 23, 2013
TO: South End Concept Plan Team
FROM: Carl Springer, Kevin Chewuk

SUBJECT: South End Concept Plan- Transportation Responses

P12125-000

- The South End Concept Plan includes about 2,886 housing units and two neighborhood commercial/mixed-use areas with approximately 340,000 square feet. To convert concept plans of neighborhood commercial land uses into forecasts in the Metro travel demand model, estimates of land use by acreage were converted into employment (number of retail employees or other employees). Table 1 describes the assumptions that were used. For the recent update to the Oregon City TSP, vehicle trips within the South End Concept Plan area were estimated based on around 300 fewer housing units and without around 340,000 square feet of neighborhood commercial/mixed uses.

Vehicle trips that would be generated by the Concept Plan area were estimated by applying the Metro Regional Travel Forecast model trip generation rates by land use type. Overall, the South End Concept Plan area is expected to generate about 2,000 motor vehicle trips during the p.m. peak hour, or 425 more than what was assumed in the 2013 TSP (see Table 2).

Table 1: 2035 Land Use Assumptions for the South End Concept Plan

Scenario	Housing Units	Retail Employees	Other Employees
2013 TSP Update*	2,580	0	163
South End Concept Plan	2,886	204	163
Change (South End Concept Plan - 2013 TSP)	+306	+204	+0

Source: *2013 Oregon City Transportation System Plan

Table 2: 2035 PM Peak Hour Trip Generation for the South End Concept Plan

Scenario	Housing Trip Ends (Total)	Retail Employee Trip Ends (Total)	Other Employee Trip Ends (Total)	Vehicle Trip Ends (Entering Site)	Vehicle Trip Ends (Leaving Site)	Vehicle Trip Ends (Total)
2013 TSP Update*	1,515	0	51	999	567	1,565
South End Concept Plan	1,695	246	51	1,221	771	1,991
Change (South End Concept Plan - 2013 TSP)	+180	+246	+0	+222	+204	+426

Source: *2013 Oregon City Transportation System Plan

- The Travel Demand Modeling Process detailed in the 2013 TSP (more information can be found in Memo 5 and 6 of the 2013 TSP):

Estimating Future Growth

Before we determined what investments were needed for a transportation network for all modes, we first looked at the existing travel conditions, and then used the latest planning assumptions to forecast what future growth and travel trends might look like in the planning horizon of 2035. This helps to establish future baseline street network conditions that show what the future might look like if no new improvements are made to accommodate growth in the community.

The Traffic Forecasting Process

A determination of future street network needs in Oregon City requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. A primary objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made to the transportation system to meet travel demand as developed in an urban area travel demand model as part of the Regional Transportation Plan update process. Metro uses VISUM, a computer based program for transportation planning, to process the large amounts of data for the Portland Metropolitan area. The traffic forecasting process can be summarized in six steps (see Figure 1):

1. **Update street network data:** The street network for the Metro Travel Demand Model was expanded to include all arterial and collector streets in Oregon City. The model had previously included most major roadways in the region. The existing model street network was also refined based on the existing conditions inventory of posted speeds, traffic control, lane geometries, and number of travel lanes. The existing model street network was utilized as the starting point for the 2035 Baseline model. Projects with secured funding or that are reasonably likely to be funded by 2035 were added to the street network.

2. **Identify the land use:** Based on 2010¹ and 2035 land use, growth for Oregon City and the surrounding region was estimated.
3. **Group the land use data based on location:** The land use data was split into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. There are 31 Metro TAZs within or adjacent to the Oregon City. These TAZs were further subdivided into 40 TAZs to better represent land use in Oregon City. The TAZs in Oregon City are shown in Figure A1 in the appendix.
4. **Convert the land use to motor vehicle trips:** The existing and projected land use is converted into motor vehicle trips. The trip generation process translates existing and projected land use quantities (number of dwelling units, retail, and other employment) into vehicle trip ends (number of vehicles entering or leaving a TAZ) using trip generation rates established during the model verification process.
5. **Distribute the trips onto the street network:** This step estimates how many trips travel from one TAZ in the model to any other TAZ. Distribution is based on the number of vehicles entering or leaving each TAZ pair, and on factors that relate the likelihood of travel between any two zones to the travel time between zones.
6. **Assign a travel route to the trips:** In this process, trips from one TAZ to another are assigned to specific travel routes on the street network, and resulting trip volumes are accumulated on links of the network until all trips are assigned.

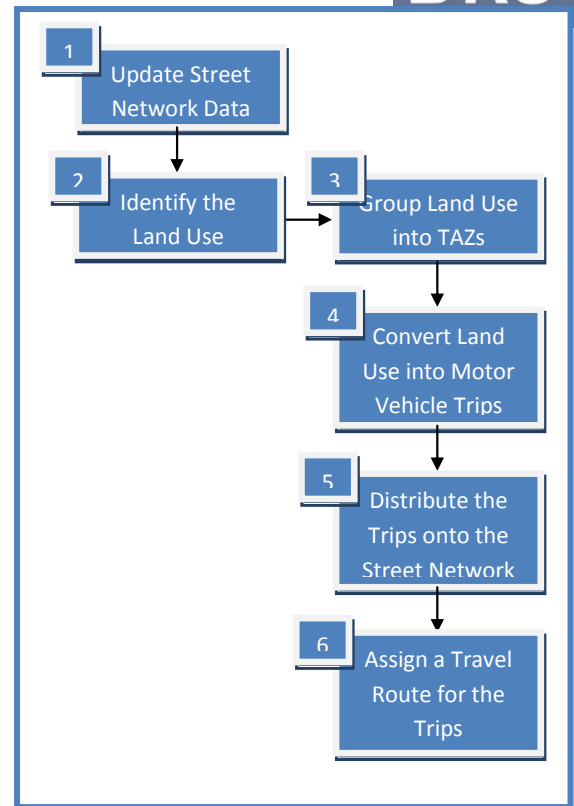
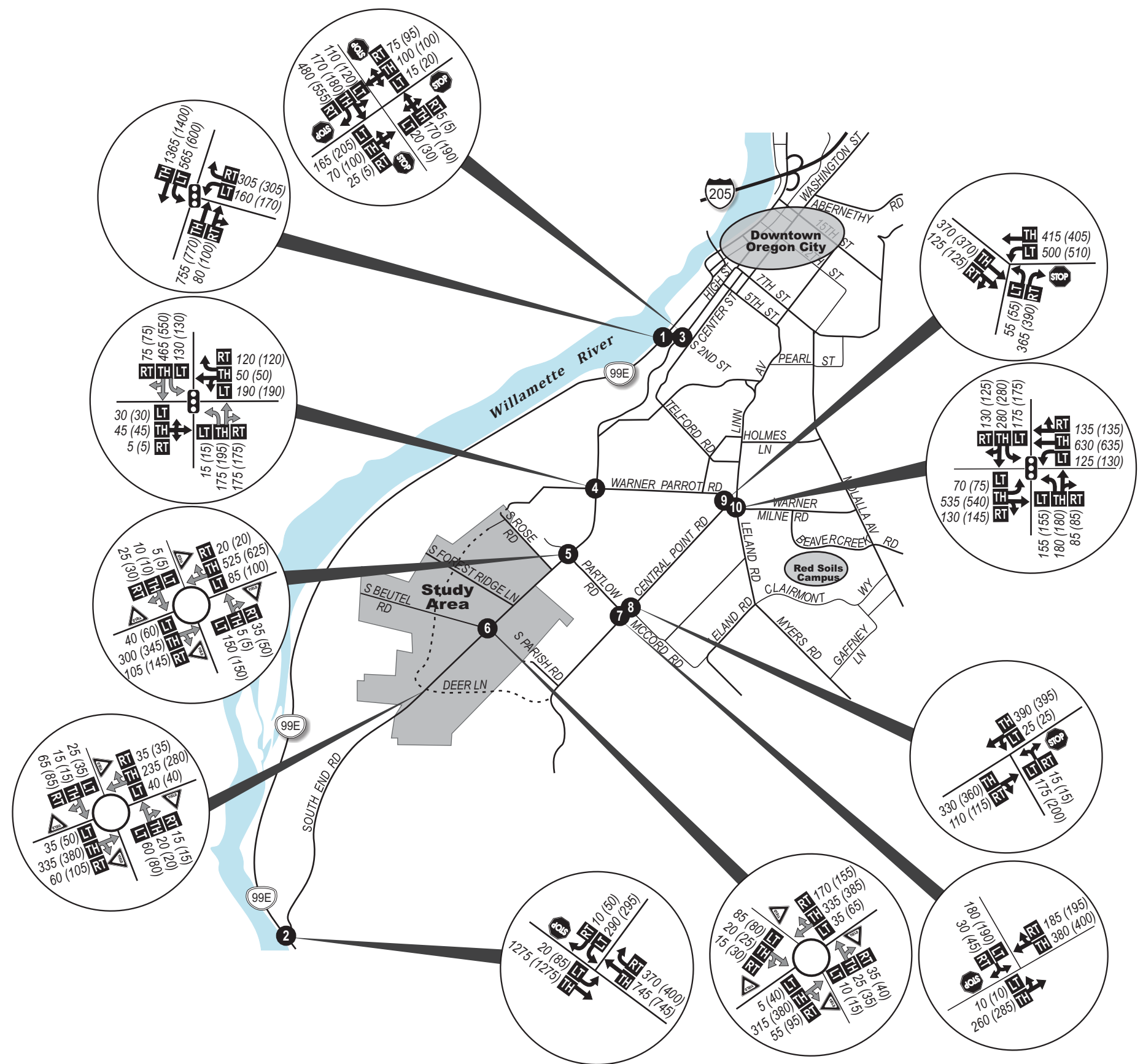


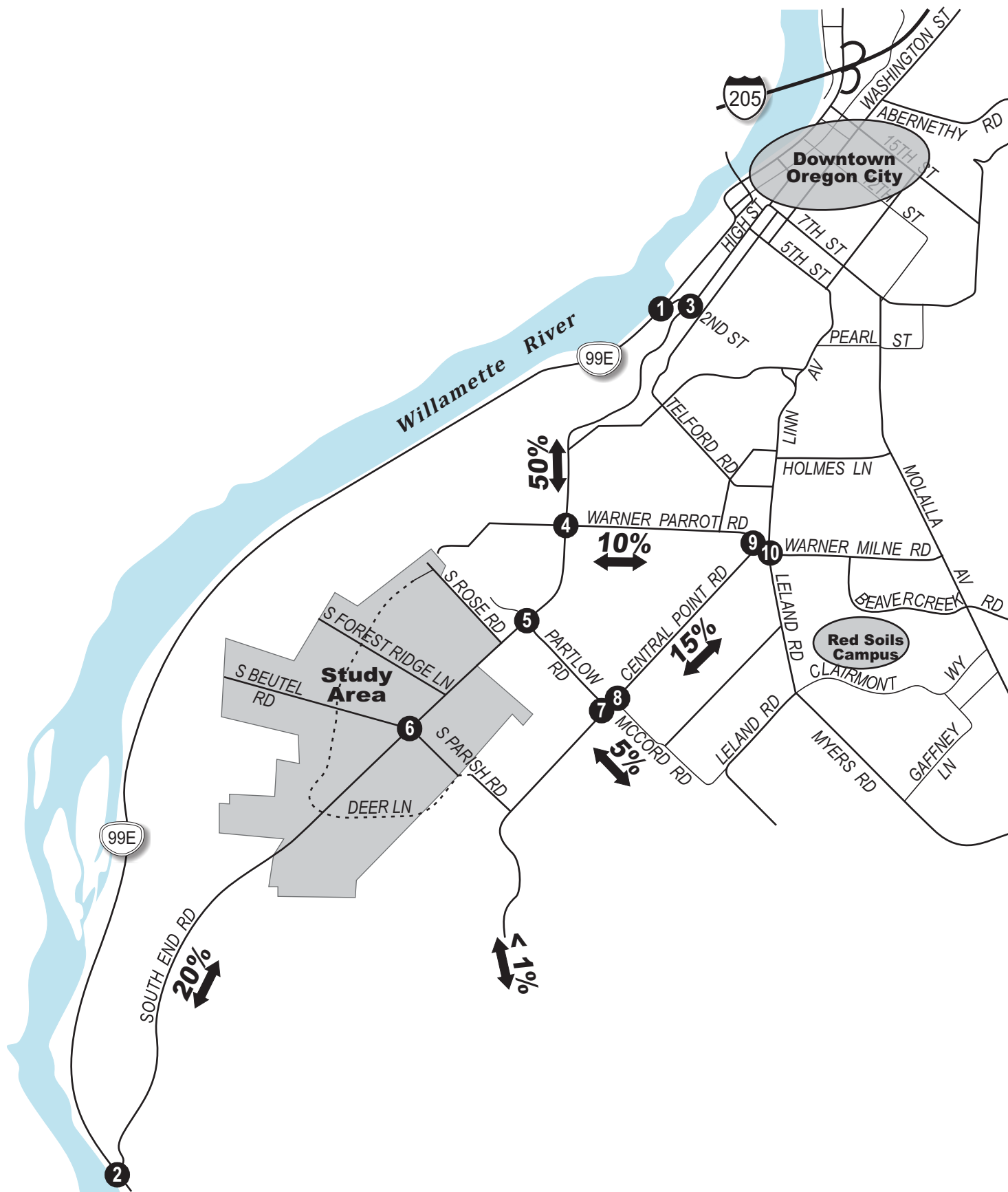
Figure 1: The Traffic Forecasting Process

¹ 2010 land use is based on the most current inventory by Metro



**Figure 1:
2035 Weekday PM Peak Hour
Motor Vehicle Traffic Volumes**







Future forecasting is an important step in the transportation planning process and provides estimates of future travel demand. This memorandum describes the forecasting methodology that will be used to project transportation growth and provide traffic volumes for study intersections in the 2035 TSP horizon year. This memorandum describes the assumptions used to project transportation growth through the 2035 horizon year.

Introduction

The travel demand model is based on the Metro regional travel demand model. The Oregon City TSP model applies trip generation and trip distribution data directly taken from the Metro model, but adds additional detail to more accurately represent local travel conditions and routing alternatives within the city. The Oregon City TSP model will include additional (mostly collector) roadways and refine how the regional model loads trips onto the travel network.

The following sections detail the travel forecast methodology. These components include the roadway network, transportation analysis zones (TAZs), land use, and travel demand.

Roadway Network

The VISUM¹ roadway network obtained from the Metro Regional Travel Demand Forecast Model includes regional level arterial streets, both within and outside of Oregon City.² The Oregon City model will be expanded to include all arterial and collector streets within the Oregon City City Limits and Urban Growth Boundary (UGB) at a minimum. The model will include regional roadways outside of the Oregon City UGB that influence study area travel, including the entire Portland metropolitan region, extending as south past Canby and Mulino and east past Estacada.

An existing model roadway network will be refined using Metro's regional model as the initial base. Network elements will be confirmed based on an existing conditions inventory of posted speeds, traffic control, lane geometries, and number of travel lanes. The existing conditions network is the starting point for development of the future model. The Metro 2010 model network is shown in Figure 1.

¹ VISUM is a transportation travel demand modeling software developed by PTV Vision.

² Model data provided by Metro, November 2011.

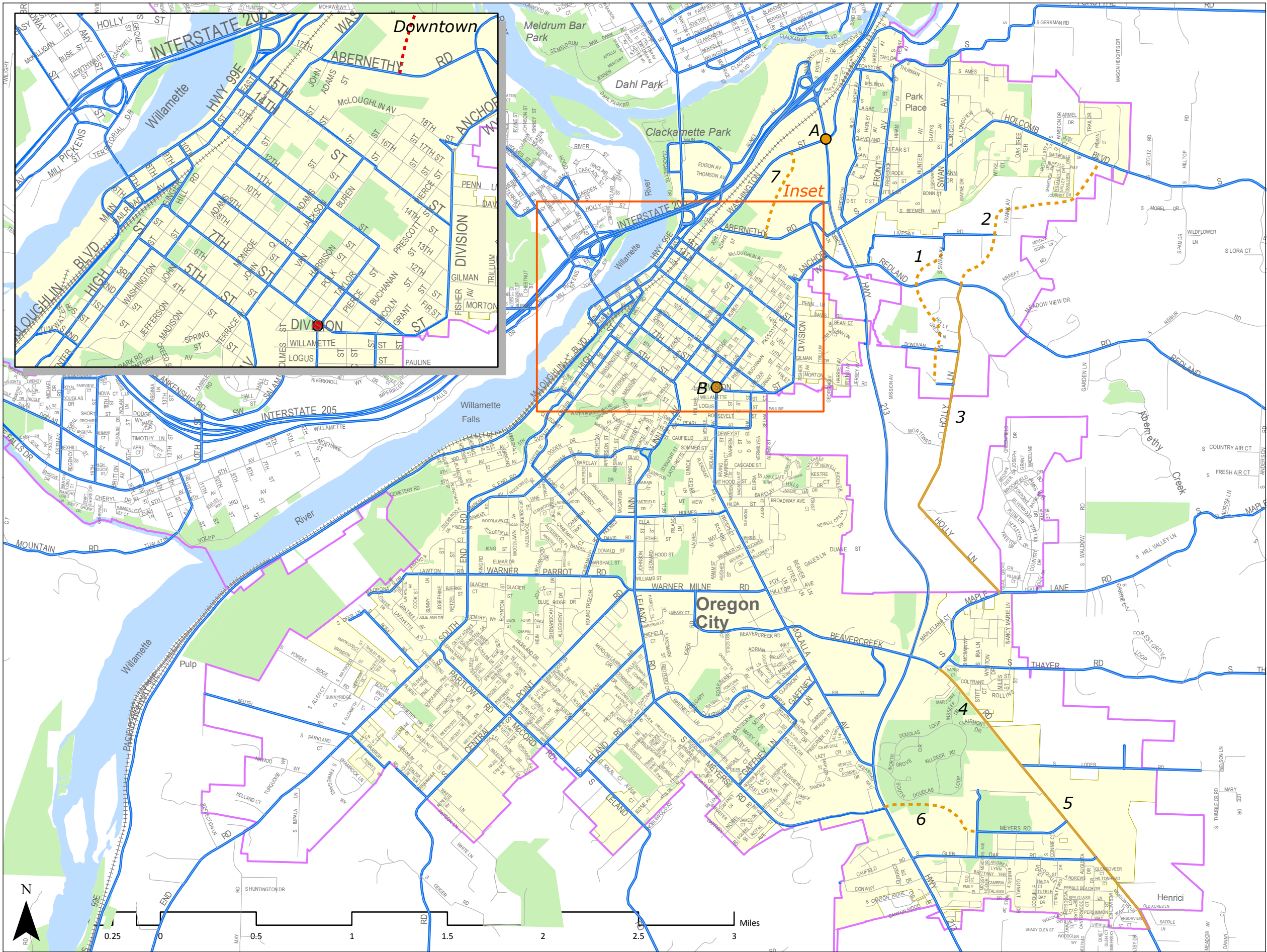
The 2035 future year baseline roadway network will be developed to use for the 2035 No-Build analysis. This network includes new roadways or roadway capacity improvement projects that have identified funding or are included in the following:

- Statewide Transportation Improvement Program (STIP)
- Metro Regional Transportation Plan (RTP – Financially Constrained)
- Oregon City Capital Improvement Plan (specifically identified projects only)

Additional scenarios will be developed to test the various transportation alternatives that will be considered for the Oregon City TSP Update. Table 1 summarizes roadway and intersection improvements that will be assumed in the 2035 network and Figure 1 shows the proposed Oregon City model 2035 base network.

Table 1: Oregon City CIP Financially Constrained Motor Vehicle Projects

Project ID	Source	Project/ Program Name	Start Location	End Location	Description
Roadway Segment Improvements					
1	RTP	Swan Extension	Livesay Rd	Holly Ln	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area
2	RTP	Holly Lane	Redland Rd	Holcomb Rd	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area
3	RTP	Holly Lane	Redland Rd	Maple Ln	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacement
4	RTP	Beavercreek Rd Improvements Phase 2	Maple Lane	Clackamas Community College	Widen to 5 lanes with sidewalks and bike lanes
5	RTP	Beavercreek Rd Improvements Phase 3	Clackamas Community College	UGB	Widen to 4 lanes with sidewalks and bike lanes
6	City TSP	Meyers Road	High School Avenue	Beavercreek Road	Extension from current terminus at High School Avenue to Beavercreek Road
7	City TSP	Washington – Abernethy Connector	Abernethy Road	Washington Street	Extension from stub south of Washington to Abernethy Road
Intersection Improvements					
A	STIP/ City TSP	Jughandle at OR 213/Washington Street	-	-	Construct Jughandle Intersection at Washington Street
B	RTP	Molalla Avenue Roundabout (Taylor/Division)	-	-	Reconfigure intersection for safety and LOS into roundabout



Existing and Future Model Street Network

Legend

2010 Street Network

- Roadway Segment Included in Model Street Network

2035 Model Street Network Improvements

- Intersection Improvement
- Roadway Improvement
- Roadway Extensions
- Project ID from Technical Memorandum #5

- River
- Parks and Open Spaces
- Railroad
- City Limit
- Urban Growth Boundary

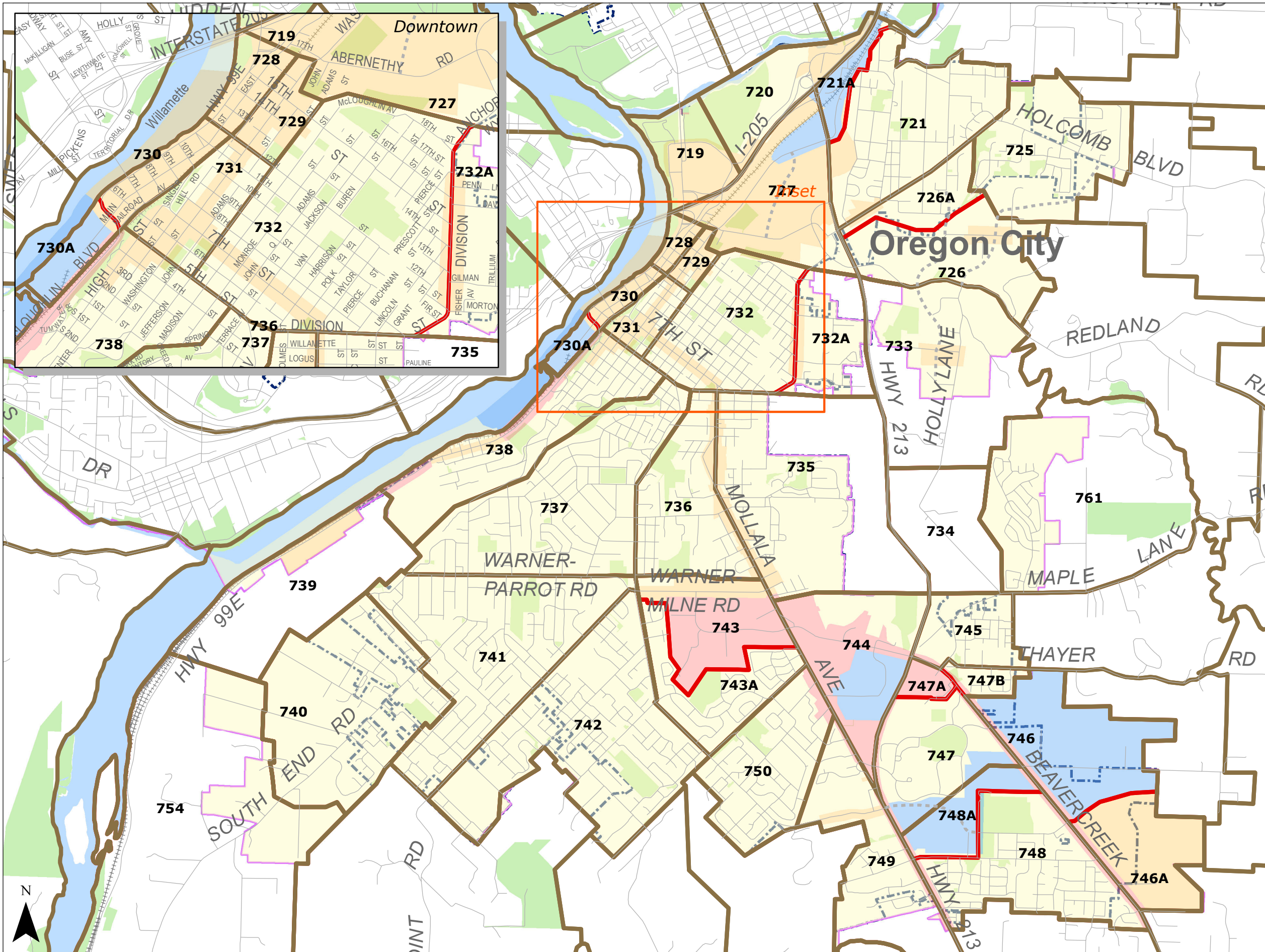
Transportation Analysis Zones

For transportation modeling purposes, the Metro travel demand model has divided the entire Portland metropolitan region into transportation analysis zones (TAZs). These TAZs represent the sources of vehicle trip generation within the region. Metro travel demand model TAZ boundaries do not align directly with the city limits or the Urban Growth Boundary (UGB). For purposes of identifying land use changes from 2010 to 2035, the model study area is defined by the Metro TAZs that most closely match with the UGB. There are approximately 28 Metro TAZs included in the model study area are illustrated in Figure 2. In addition to those 28 Metro TAZs, other Metro TAZs in the regional model were included as well since they directly or indirectly influence traffic on roadways in Oregon City.

Transportation analysis zones are most effective when they represent homogeneous land use (i.e. retail employment or households) and access to the street network. To more effectively distribute traffic onto the Oregon City street network, a number of Metro's TAZs are proposed to be disaggregated, or broken from larger (parent) to smaller (child) TAZs to more accurately reflect the existing and planned land uses in Oregon City. The proposed disaggregation is also shown in Figure 2. Land use data associated with Metro's model is approved at the regional level and in order to be consistent with Metro, land use assumptions for each Metro TAZ must be maintained, as a control total. Updates to this land use data occur very infrequently and changes to this data would not occur once the modeling work has commenced.

Centroids represent the land use and trip generation associated with each TAZ. Centroid connectors are the means (links) by which that trip generation is loaded onto the street network in the model. For regional modeling purposes, where the concern is for regionally significant transportation facilities, relatively few centroid connectors are used. In addition to the TAZ disaggregation proposed, additional centroid connectors will be added to more accurately reflect land use access to the street network in Oregon City.

For the Oregon City TSP model, eight Metro TAZs are proposed to be subdivided into nine additional smaller zones. These disaggregated zones maintain the boundaries of the 'parent' Metro TAZs, but better represent homogeneous land use and traffic loading onto the model's more detailed roadway network. The disaggregated TAZ boundaries for the Oregon City TSP are shown in Figure 2, along with the original Metro TAZ system. The model network also retains TAZs external to Oregon City, but important in the relationship between Oregon City land use and that in the greater Portland metropolitan region, accounting for vehicle trips entering and exiting the TSP study area.



TAZ Boundaries

Legend

- Metro TAZ Boundary
- Disaggregated TAZ Boundary
- # TAZ Number

Land Use

- Commercial/Employment
- Industrial
- Residential
- Mixed-Use

- Roadway Extensions
- River
- Parks and Open Spaces
- Railroad
- City Limit
- Urban Growth Boundary

Land Use

Land use is a key factor affecting the traffic demands placed on Oregon City's transportation system. The location, density, type, and mixture of land uses have a direct impact on traffic levels and patterns. Existing 2010 land use inventories and future 2035 land use projections were provided by Metro.

The existing 2010 land use inventory approximated the number of households and the amount of retail employment, service employment, and other employment that currently exist in each Metro TAZ. The Metro land use data will then be split into the smaller TAZ system identified for the Oregon City TSP model. Control totals for the 'parent' Metro TAZ will be maintained for the sum of the 'child' disaggregated TAZs. The allocation of land use totals between disaggregated TAZs will be based on existing aerial photography, tax lot data, and knowledge from previous studies in Oregon City.

The future 2035 land use projection is an estimate of the amount of each land use that the TAZ could accommodate at expected build-out of vacant or underdeveloped lands assuming Comprehensive Plan designations. The allocation of future growth to Metro TAZs was modified based on input from City of Oregon City Staff. However, the control total was maintained for the sum of TAZs within the UGB area (as identified in Figure 2). Existing land use estimates and future projections for the UGB area are listed in Table 2.

Table 2: Oregon City UGB Area Land Use Summary

Land Use	2010 Land Use	Projected Growth from 2010 to 2035	Projected 2035 Land Use	Percent Growth (2010 – 2035)
Households				
Total Households	13,022	7,963	20,985	61%
Employees				
Retail Employees	3,089	2,052	5,141	66%
Service Employees	3,718	3,255	6,973	88%
Other Employees	7,914	3,300	11,214	42%
Total Employees	14,721	8,607	23,328	58%

A full set of detailed land use data by TAZ cannot be provided in this memo due to confidentiality of employment information. However, projected growth for households and employment (retail, service and other employment) is provided for each model TAZ in the Appendix. This information is summarized in Figures 3 through 6.

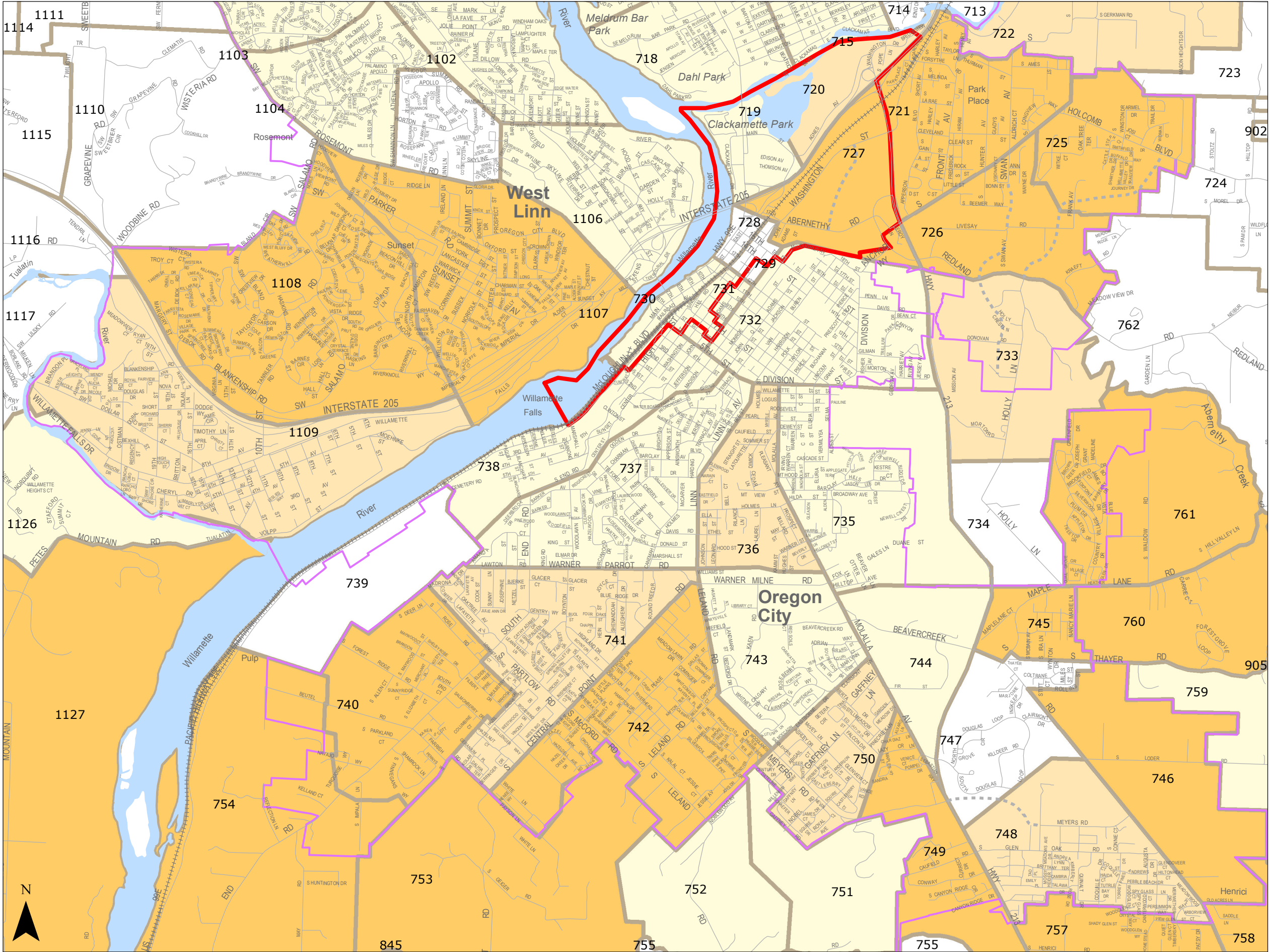
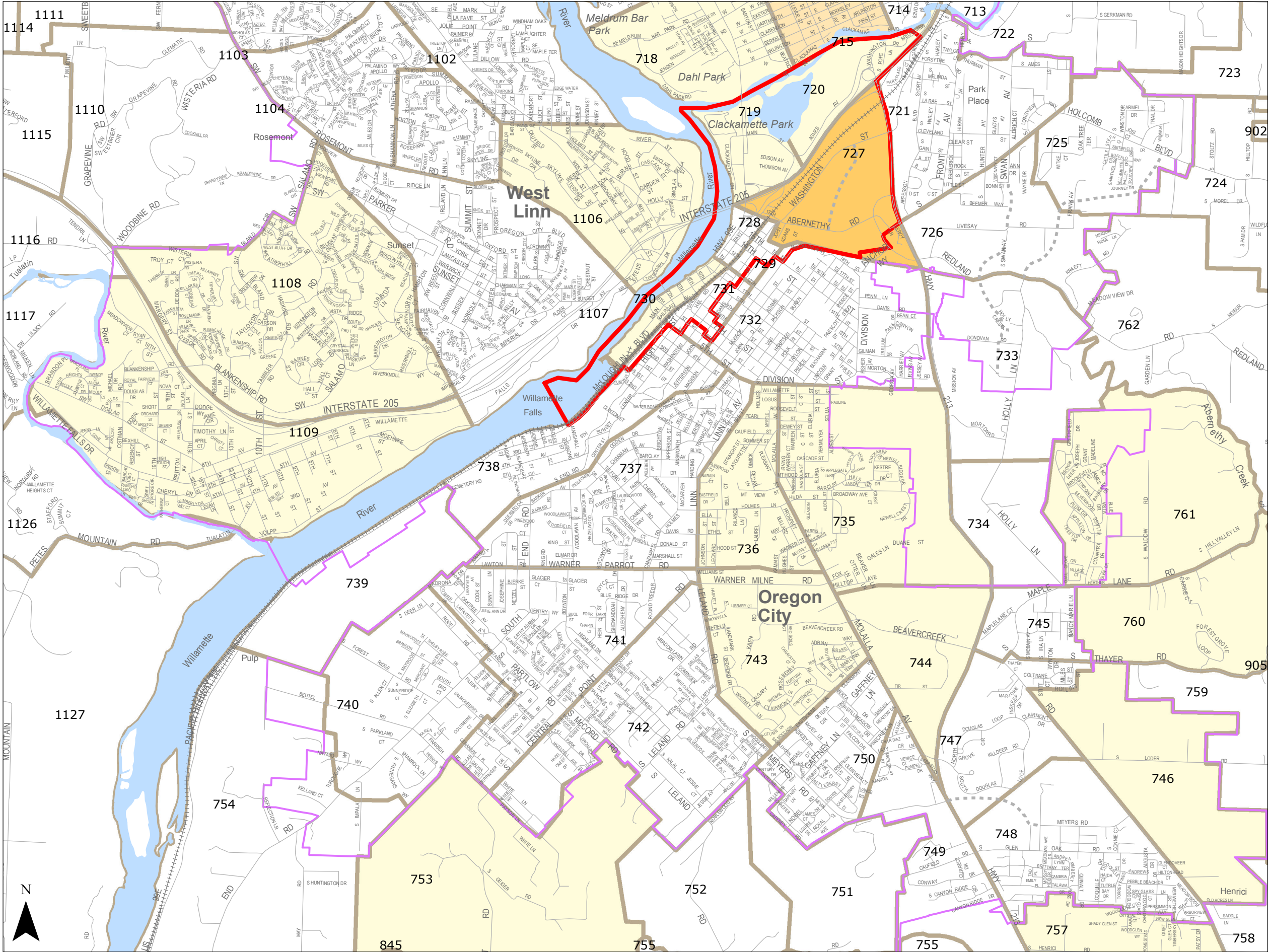


FIGURE 3

**Household Growth
by TAZ (2010 - 2035)**

- Legend**
- Household Change by TAZ
between 2010 and 2035*
- 0 - 50 Households
 - >50 - 150 Households
 - >150 - 300 Households
 - >300 Households
- # TAZ Number
- Oregon City Regional Center
 - River
 - Planned Roadways
 - Railroad
 - Urban Growth Boundary

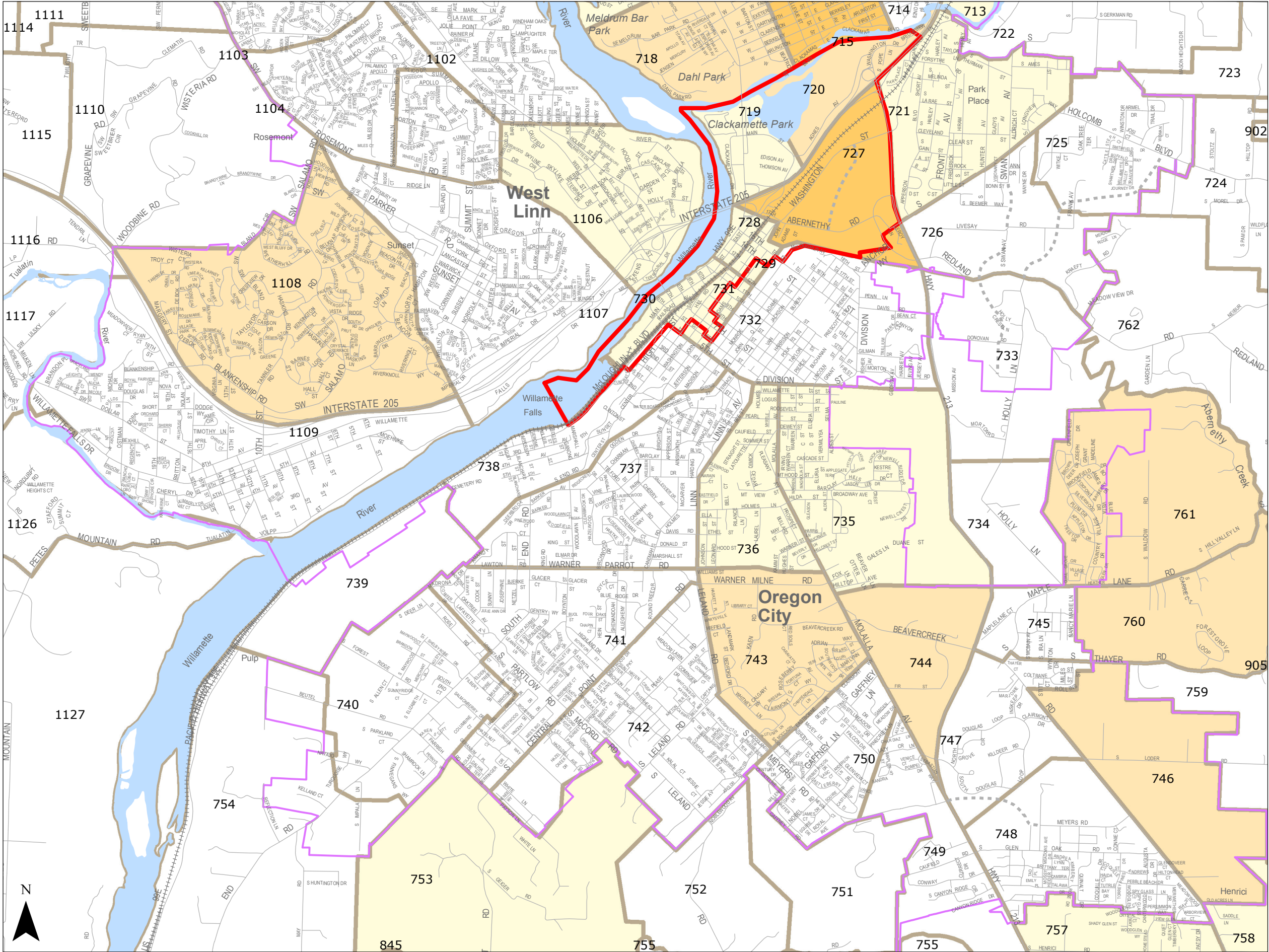


**Retail Employment Growth
by TAZ (2010 - 2035)**

*Service Employment Change by TAZ
between 2010 and 2035*

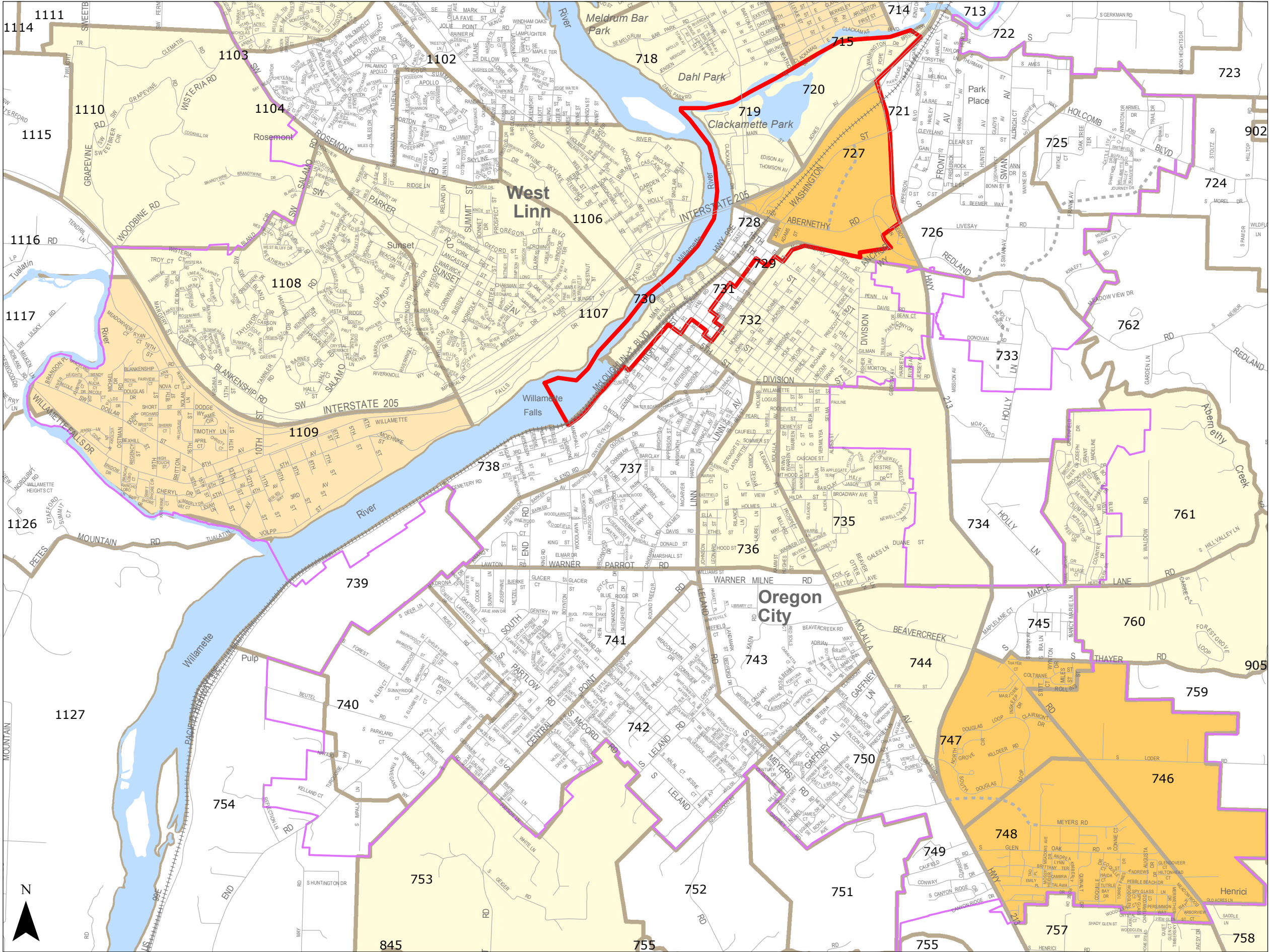
- 0 - 50 Employees
- >50 - 150 Employees
- >150 - 300 Employees
- >300 Employees

- # TAZ Number
- Oregon City Regional Center
- River
- Planned Roadways
- Railroad
- Urban Growth Boundary



**Service Employment Growth
by TAZ (2010 - 2035)**

- Legend**
- Service Employment Change by TAZ
between 2010 and 2035*
- 0 - 50 Employees
 - >50 - 150 Employees
 - >150 - 300 Employees
 - >300 Employees
- # TAZ Number
- Oregon City Regional Center
- River
- Planned Roadways
- Railroad
- Urban Growth Boundary



**Other Employment Growth
by TAZ (2010 - 2035)**

Legend
*Other Employment Change by TAZ
between 2010 and 2035*

- 0 - 50 Employees
- >50 - 150 Employees
- >150 - 300 Employees
- >300 Employees

- # TAZ Number
- Oregon City Regional Center
- River
- Planned Roadways
- Railroad
- Urban Growth Boundary

Travel Demand

Future year (2035) travel demand on roadways and at intersections in Oregon City will be estimated based on the Oregon City TSP models for 2010 and 2035. Travel demand will be estimated for the weekday PM peak hour for both 2010 and 2035, consistent with the ODOT Analysis Procedures Manual,³ which documents the typically accepted method of developing future forecasts from model volumes in Oregon. The purpose of the 2010 model is to calibrate the network in preparation for developing the 2035 model. The calibration process may include adjustments to street network elements (connectivity, capacities, speeds, etc.) or centroid connectors (reflecting how the land use accesses the street network). Similar adjustments would be considered for the 2035 model. In addition, the 2010 model will be used as baseline for estimating growth in the 2035 model.

Traffic forecasts will be based on using model post-processing, as identified in the ODOT Analysis Procedures Manual. This approach is derived from methodologies outlined in National Cooperative Highway Research Program Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*. This process is based on adding the increment of growth identified between the base and future year PM peak travel demand models to PM peak hour intersection turn movements derived from traffic counts. The method creates future year forecasts that are calibrated to actual data.

The travel demand analysis includes the translation of Metro land use information into motor vehicle trips. This was done for each Oregon City TAZ based on the existing and projected land uses described previously in the Land Use section of this memorandum. This section of the memorandum describes the methodology used to determine how the trips were distributed and assigned to the roadway network.

Motor Vehicle Trip Generation and Distribution

Trip quantities for the Oregon City TSP models were derived directly from Metro's travel demand models for 2010 and 2035. Metro model trip tables will be used as a basis for the Oregon City TSP model. The initial number of trips in the Oregon City TSP model will be consistent with the Metro travel demand model for both external and internal zones. Trip totals identified for Metro TAZs were split proportionally into the disaggregated TAZ system based on land use data and aggregate Metro model trip rates. The sum of the trip totals for disaggregated 'child' zones equaled the trips for each Metro 'parent' zone. Further refinements to trip generation may be made to calibrate the base year Oregon City model to traffic counts. The growth in demand (difference between 2010 and 2035) identified in Metro's travel demand models will be maintained, as identical adjustments to demand will also be applied to the future year model, if need be.

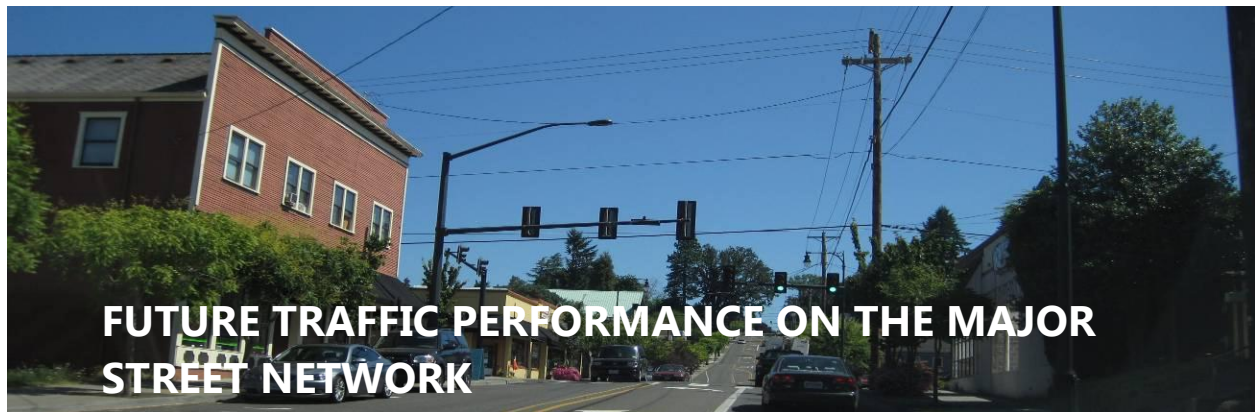
By utilizing trip tables directly from the Metro travel demand models as a basis, the initial distribution of trips will be retained. Relative trip distribution for disaggregated 'child' TAZs reflect the distribution identified for the 'parent' Metro TAZ.

³ *Analysis Procedures Manual (APM)*, Oregon Department of Transportation (ODOT) Transportation Planning Analysis Unit (TPAU), Last Updated June 2010.

Trip Assignment

Trip assignment involves the determination of the specific travel routes taken for all trips within the transportation network. Both the Oregon City TSP model and the Metro regional model perform trip assignment using VISUM. Model inputs included the transportation network (i.e., road and intersection locations and characteristics, as determined from maps and field inventories) and a trip distribution table (determined using methodology described previously in this memorandum).

Iterated equilibrium assignment will be performed using estimated travel times along roadways as well as mid-block and approach capacities at intersections. The path choice for each trip will be based on minimal travel times available between locations in the model. Model outputs will include traffic volumes on roadway segments and at intersections. Model outputs will be reviewed for reasonableness and post-processed (as described previously) to develop forecasts.



Oregon City, like many jurisdictions, faces the challenge of accommodating future population and employment growth while keeping acceptable service levels on its transportation network. Oregon City is aware of this challenge and strives to keep the City's Transportation System Plan (TSP) up to date in an effort to prepare for and accommodate the future growth in the most efficient manner possible. Without the big picture that the TSP provides, maintaining acceptable street network performance could not be achieved in an efficient manner. For this reason, the City updated its forecast by reviewing the existing transportation network with growth through 2035 to better understand how the street network would be expected to operate. Using the existing zoning designations, this document explores the expected conditions of the Oregon City street network in 2035, assuming improvements are not pursued to accommodate future growth. Although this document focuses on the future growth and performance of the street system for driving, the forecasting process for future travel demand assumes increased travel via walking, biking and transit, in addition to driving. These modes will be further reviewed in Technical Memorandum #7.

Estimating Future Growth

Before we determine what investments are needed for a transportation network for all modes, we must first look at the existing travel conditions, and then use the latest planning assumptions to forecast what future growth and travel trends might look like in the planning horizon of 2035. This helps to establish future baseline street network conditions that show what the future might look like if no new improvements are made to accommodate growth in the community.

The Traffic Forecasting Process

A determination of future street network needs in Oregon City requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. A primary objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made to the transportation system to meet travel demand as developed in an urban area travel demand model as part of the Regional Transportation Plan update process. Metro uses VISUM, a computer based program for transportation planning, to process the large amounts of data for the Portland Metropolitan area. The traffic forecasting process can be summarized in six steps (see Figure 1):

1. **Update street network data:** The street network for the Metro Travel Demand Model was expanded to include all arterial and collector streets in Oregon City. The model had previously included most major roadways in the region. The existing model street network was also refined based on the existing conditions inventory of posted speeds, traffic control, lane geometries, and number of travel lanes. The existing model street network was utilized as the starting point for the 2035 Baseline model. Projects with secured funding or that are reasonably likely to be funded by 2035 were added to the street network.

2. **Identify the land use:** Based on 2010¹ and 2035 land use, growth for Oregon City and the surrounding region was estimated.

3. **Group the land use data based on location:** The land use data was split into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. There are 31 Metro TAZs within or adjacent to the Oregon City. These TAZs were further subdivided into 40 TAZs to better represent land use in Oregon City. The TAZs in Oregon City are shown in Figure A1 in the appendix.

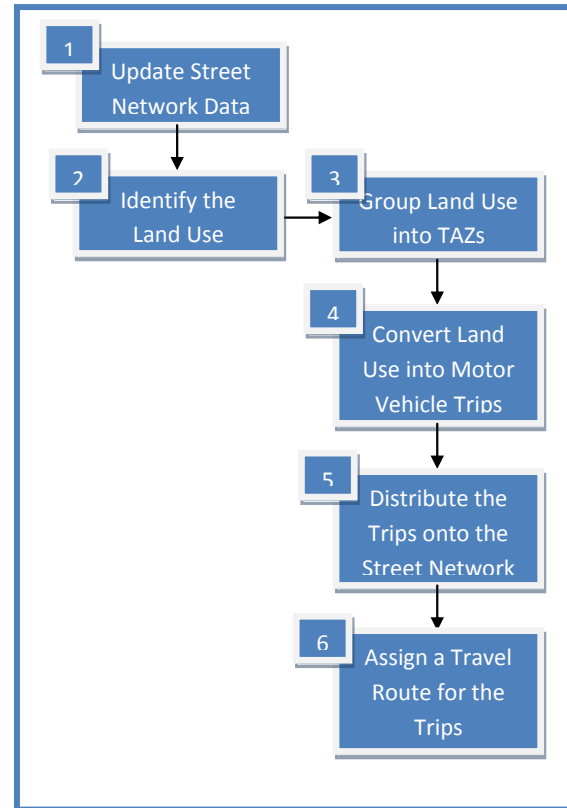


Figure 1: The Traffic Forecasting Process

4. **Convert the land use to motor vehicle**

trips: The existing and projected land use is converted into motor vehicle trips. The trip generation process translates existing and projected land use quantities (number of dwelling units, retail, and other employment) into vehicle trip ends (number of vehicles entering or leaving a TAZ) using trip generation rates established during the model verification process.

5. **Distribute the trips onto the street network:** This step estimates how many trips travel from one TAZ in the model to any other TAZ. Distribution is based on the number of vehicles entering or leaving each TAZ pair, and on factors that relate the likelihood of travel between any two zones to the travel time between zones.

6. **Assign a travel route to the trips:** In this process, trips from one TAZ to another are assigned to specific travel routes on the street network, and resulting trip volumes are accumulated on links of the network until all trips are assigned.

¹ 2010 land use is based on the most current inventory by Metro

Once the traffic forecasting process is complete, we utilize the 2035 traffic volumes to determine the areas of the street network that are expected to be congested and that may need future investments to accommodate growth.

Baseline Street Network Performance

Baseline reflects the street network performance assuming we build the transportation projects that already have secured funding or are reasonably likely to be funded but assumes no additional improvements. Major projects that are included in the Baseline street network are (see Table A1 in the appendix for more detail):

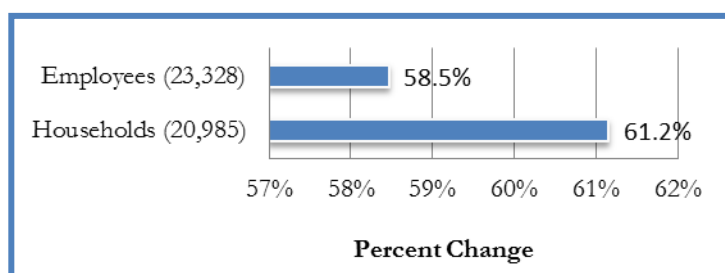
- Swan Avenue extension from Livesay Road to Holly Lane
- Holly Lane extension from Redland Road to Holcomb Boulevard
- Holly Lane improvements from Redland Road to Maple Lane Road
- Beavercreek Road widening from Maple Lane Road to Henrici Road
- Meyers Road extension from OR 213 to High School Avenue
- A roadway connection between Washington Street and Abernethy Road
- Intersection re-configuration at OR 213/Washington Street
- A roundabout at the Molalla Avenue/Division-Taylor Street intersection

Snapshot of Oregon City in 2035

Highlights of the 2035 Baseline performance are discussed below. While these summaries detail land use and growth in Oregon City, the travel demand forecasts that have been evaluated reflect the regional land use growth throughout the Portland metropolitan area.

More People, More Jobs

Today, Oregon City and the adjacent area are home to over 13,000 households and accounts for over 14,500 jobs. Between now and 2035, household growth is expected to increase nearly 2.4 percent a year, slightly outpacing the rate of job growth over the same period.² Oregon City and the adjacent area are expected to be home to 23,328 jobs by 2035, a



Oregon City and Adjacent Area Total Households and Employees in 2035 and Percent Change From 2010

² Household and Employment growth was estimated by Metro using 2010 and 2035 zoning data

58 percent increase from 2010, or an average of 2.3 percent growth a year. Households are expected to grow to 20,985 by 2035, a 61 percent increase from 2010. With more people and more jobs in and around Oregon City, the street network will face increased demand through 2035. More detail on the land use by TAZ can be found in Table A3 in the appendix.

More Travel

With more jobs and people, the street network in Oregon City will face an additional 21,000 motor vehicle trips during the evening peak hour (see Table A2 in the appendix). Today, the street network in Oregon City is generally able to handle the estimated 33,000 evening peak hour trips. However, the evening peak hour motor vehicle trips are expected to increase 3 percent a year, surpassing 54,000 trips by 2035. Figure 2 shows the estimated increase in motor vehicle trips on the street network during the evening peak hour. As shown, much of the increased demand is expected along the regional roadways, such as I-205, OR 99E and OR 213. These roadways generally connect the Portland Metropolitan area to the employment areas in Oregon City. Other roadways that are expected to see significant traffic increases (according to the Metro travel demand model) include Abernethy Road, Beaver Creek Road, Holly Lane, Maple Lane Road, Molalla Avenue, Redland Road and South End Road. Each of these roadways connects a major residential and/or employment growth area in the City to the regional roadway network.

More Congestion

More travel means more congestion. Travel activity as reflected by evening peak hour motor vehicle trips is expected to increase by 75 percent through 2035. Figure 3 shows the expected locations of congestion on the street network in Oregon City. As shown, most of the congestion is expected to be along the regional roadways that would experience the highest growth in evening peak hour motor vehicle volumes, such as I-205, OR 99E and OR 213. Congestion on I-205 and OR 213 would generally have less of an impact on Oregon City compared to that on OR 99E. When OR 99E is congested it has more of an impact on surface street circulation around Downtown Oregon City and could potentially detract from shopping or other retail uses in the area. Other roadways that are expected to experience congestion during the evening include Redland Road and Washington Street. It should be noted that major intersections along the congested roadways could potentially have operational issues based on this analysis. A detailed review of these intersections is forthcoming in Technical Memorandum #7.

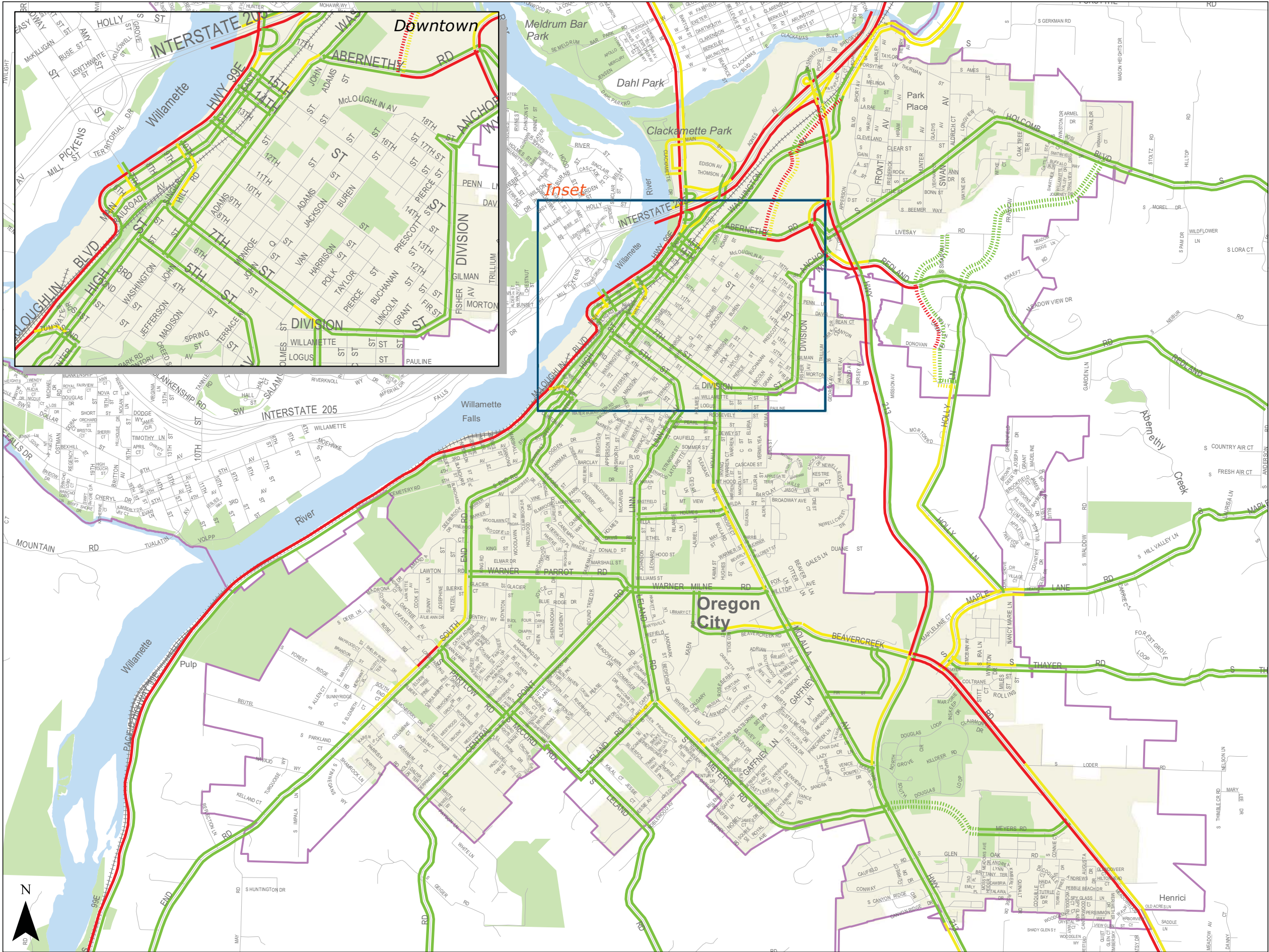


FIGURE 2

**Motor Vehicle
Travel Growth
(P.M. Peak)**

- Legend**
- Roadway Travel Volume Increase
between 2010 and 2035*
- Highest Growth in Traffic Volumes
(increase of more than 500
vehicles during the p.m. peak hour)
 - Higher Growth in Traffic Volumes
(increase between 250 and 500
vehicles during the p.m. peak hour)
 - Smallest Growth in Traffic Volumes
(less than 250 additional vehicles
during the p.m. peak hour)
-
- River
 - Parks and Open Spaces
 - Planned Roadways
 - Railroad
 - City Limit
 - Urban Growth Boundary

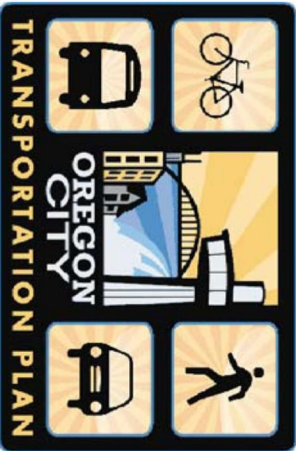
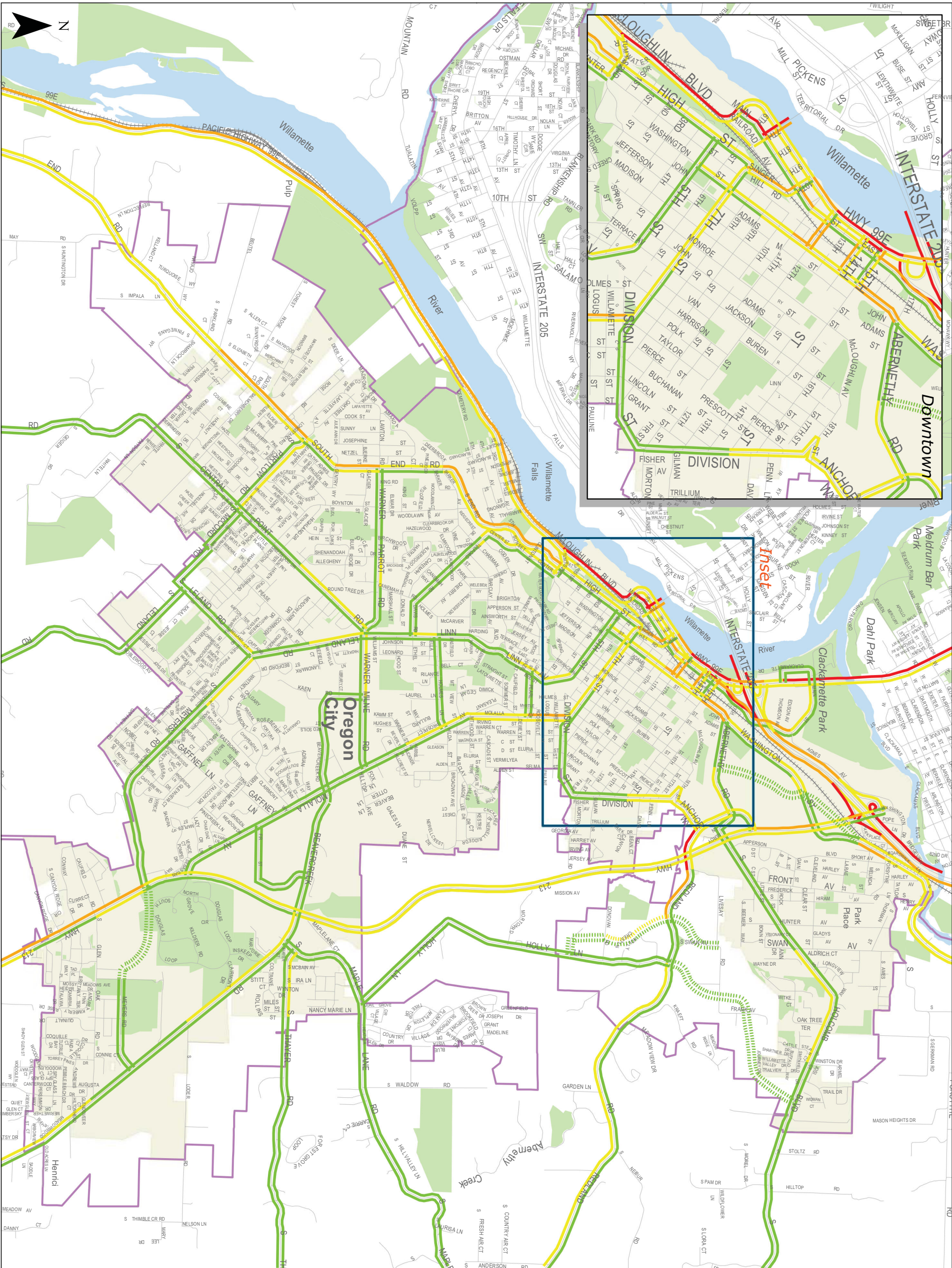


FIGURE 3

2035 Motor Vehicle Congestion (P.M. Peak)

Legend
Roadway Traffic Volume compared to Available Capacity

- Congested, over capacity
- More Congestion, nearing capacity
- Slightly more Congestion, well under capacity
- Uncongested, well under capacity
- River
- Parks and Open Spaces
- Planned Roadways
- Railroad
- City Limit
- Urban Growth Boundary

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

To: Oregon City Planning Commission
From: John Replinger, PE
Date: December 30, 2013
Subject: Review of South End Concept Plan

Background

At the request of Tony Konkol, Oregon City Planning Director, I have reviewed materials related to the South End Concept Plan (SECP) currently before the Commission. The Planning Director requested that I conduct a peer review focusing on the assumptions and methodology and that I provide my opinion on whether the approach and conclusions are appropriate and technically defensible.

Key materials I reviewed included:

- South End Concept Plan Final Draft – October 2013
- Appendix C South End Concept Plan Transportation Element – October 17, 2013
- Transportation System Plan Technical Memorandum 5 – Model Assumptions – January 2012
- Transportation System Plan Technical Memorandum 6 – Future Traffic Performance on the Major Street Network – April 2012
- Transportation Planning Rule (TPR) Compliance Memorandum – December 2, 2013
- Traffic counts from various intersections – 2011 and 2012

Besides my review of the aforementioned materials, I drew upon my knowledge of long-range transportation planning, Metro's Regional Transportation Plan, and my knowledge of transportation conditions in Oregon City. My familiarity with Oregon City is based on having conducted transportation reviews of development projects on behalf of the city for more than fifteen years.

Relation to the Transportation System Plan

The SECP represents a refinement of the Transportation System Plan (TSP) that was completed earlier in 2013. Land use assumptions from the TSP were refined for the SECP. Key differences relative to the TSP include an intensification of land uses with higher residential densities required to comply with Metro's Regional Transportation Plan and Metro policies. Another difference is the inclusion of a modest amount of neighborhood commercial within the SECP area above that assumed in the TSP.

The transportation analysis conducted for the SECP was based on the technical analysis conducted for the TSP. I view this approach as entirely appropriate because the TSP's technical analysis was recently undertaken and is still current; the TSP was recently adopted; and because the differences between the land use assumptions for the SECP and the TSP were minor.

Dwelling unit and employment information in the transportation analysis zones comprising the SECP area were adjusted to account for the differences with the TSP. The

SECP and the SECP Transportation Element provided comparisons between the SECP and TSP assumptions. See, for example, Table 1 of the SECP Transportation Element for the dwelling unit and employment differences and Figure 1 of the same document for comparisons of PM peak hour traffic volumes at key intersections for the SECP and TSP.

Based on my review of the information in these materials and the specific information cited above, I conclude that the technical analysis undertaken for the SECP was appropriate and the conclusions about the transportation needs in the area are well-supported and reasonable.

Operational Standards for the TSP and SECP and Planned Improvements

With the adoption of the 2013 Oregon City TSP, the community has established a new operational performance standard for the transportation system. As explained in both the TSP and the SECP, the new intersection operational standard uses on the volume-to-capacity ratio (v/c) rather than level of service (LOS), which was based on delay. This change was required to comply with Metro's Regional Transportation Plan.

The details of how this change is measured and how it will affect the selection of projects is beyond the scope of this memorandum. It is clear, however, that the region and the city will be accepting a higher level of congestion than have been accepted in the past under the prior operational standard. Because of this change, one should not be surprised that the number of transportation projects identified as being needed over the next twenty years is less extensive than might have been identified in the past.

As identified in Table 3 of the SECP Transportation Element, several intersections in and near the SECP area will need improvements over the next twenty years. Most were previously identified in the TSP project list. The analysis for the SECP validates and supplements the prior work from the TSP. I found the conclusions about the need for projects to be well supported.

Other Observations about the SECP

A multi-modal approach to transportation and increased connectivity of the street system have been policies of the city and the region for many years. The description of streets, maps of the street network (Figure 3 in the SECP Transportation Element), and related illustrations help show how these features can become realities in the SECP area.

The emphasis on family-friendly local and collector streets should help some of the shorter trips in the SECP area to be satisfied by non-auto modes, especially with the addition of neighborhood commercial areas at strategic points along South End Road. I think the inclusion of neighborhood commercial establishments is particularly important because it allows some trips to be completed entirely within the neighborhood. The current absence of important services in the area results in many trips that can be

completed only by traveling longer distances by automobile. The inclusion of neighborhood commercial areas encourages both shorter trips and non-auto modes.

Increased connectivity is clearly illustrated in the plan diagrams and street network figures. Extensions of short sections of existing streets such as Madrona Drive and Deer Lane as collector streets will help to provide alternatives to South End Road. Likewise, connections of local streets between and through adjacent subdivisions will help avoid concentrations of traffic as well as provide opportunities for trips to be made by walking and bicycling. Increasing connectivity with infill subdivisions has been occurring in the south part of Oregon City for years through the subdivision process and the requirement for stub streets. Based on past actions and policies, increased connectivity in the SECP area seems entirely appropriate and it is reasonable to expect it to continue.

Conclusion

Transportation planning is an on-going process with continued refinement. Metro's Regional Transportation Plan provides broad policy direction for the region; the city's TSP provides additional specificity at the city level; the SECP takes it one step further by providing additional detail for this smaller segment of the community. Even greater refinement occurs through the land use process including, for example, the subdivision process when the local street network is refined and built by the developers.

Based on my review of the materials cited above and other knowledge, I conclude that the transportation analysis conducted in support of the South End Concept Plan meets applicable professional standards. The methodology is appropriate for the purposes of long-range planning; the analysis appears to have been conducted carefully using the appropriate technical methods and tools; and the conclusions are supported by appropriate technical analysis supplemented by professional judgment where applicable.

I find that the SECP provides valuable refinement and will be a source of guidance for development of the South End community. I found no significant issues that I think require additional attention prior to adoption of the SECP.

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to **3 MINUTES**.
- Give to the Clerk in Chambers **prior** to the meeting.

Date of Meeting

12-9-13

Item Number From Agenda

A - South end Concept Plan

NAME:

Alan Adams

ADDRESS:

Street:

11173 S ALLEN CT.

City, State, Zip:

OREGON CITY OR 97045

PHONE NUMBER:

503-347-4692

E-MAIL ADDRESS:

SIGNATURE:

Alan Adams

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to **3 MINUTES**.
- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting 12-9-13

Item Number From Agenda A. WATER - Southend Concept Plan

NAME: LOWELL HANNA

ADDRESS:

Street: 19185 S. SUNNY RIDGE CT

City, State, Zip: OR CITY, OR 97043

PHONE NUMBER:

503 656 2593

E-MAIL ADDRESS:

SIGNATURE:

Lowell S. Hanna

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to **3 MINUTES**.
- Give to the Clerk in Chambers **prior** to the meeting.

Date of Meeting 12-9-13

Item Number From Agenda A - Southend Concept Plan

NAME: CHRISTINE KOSINSKI

ADDRESS: Street: UNINCORPORATED COUNTY
City, State, Zip: _____

PHONE NUMBER: 503-654-1029

E-MAIL ADDRESS: _____

SIGNATURE: Christine Kosinski

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to **3 MINUTES**.
- Give to the Clerk in Chambers **prior** to the meeting.

Date of Meeting

PLANNING - SOUTH END CONCEPT

Item Number From Agenda

A Southend Concept Plan

NAME:

PAUL EDGAR

ADDRESS:

Street:

211 - 5TH AVE.

City, State, Zip:

OC

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

PAUL EDGAR

From: Paul Edgar [pauloedgar@q.com]
Sent: Monday, December 09, 2013 5:09 PM
To: Tony Konkol
Cc: Pete Walter
Subject: Re: Where did all of the trip generation go?

Tony, in a brief discussion this morning with Pete, there was agreement that the "Raw Traffic Volumes" data - report, is a very difficult read for most everyone, including Pete. What is needed is what I had asked to be included in the record and that was the need to identified how the residential trip generation with full build-out in the 2035-time frame would not exceed transportation capacity, with a significant negative rippling effect on area road network. There are little or no mitigating conditions that will result in reductions in the impacts of these new trips that will be generated with the planned level of density. It will just saturate intersections and roads, to where it will reduce the quality of life for thousands of citizens of our city and region.

Detailed discussions need to be made on what would be needed, what solutions could possibly work, to not reduce the quality of life of those who would be trapped to saturated and failing intersections and roads.

The example critical intersection that needs to be looked at is: South End Road & Warner Parrot and how 12,000-AM and 12,000-PM trips get through that intersection. 3-hour in the AM Peak Period represents 90% of the trips and maybe 4-hours of the PM Peak Period will have 85% of new trips generated. The other 17-hours have very few trips on average. The next question is where these new trips will go and come from and that is important because that determines where this ripple effect will result in a subsequent saturation of other intersections and roads. Do we need to buy out in emanate - domain acquisition the SW property on 2nd and High Street or multiple properties on the SE side of South End Road and Warner Parrot east bound. Just new intelligent traffic control lights at this intersection would not solve the problem of maybe 2,500-new trips per hour going through that intersection in a 4-hour period. That would be on top of what is happening right now.

Paul

On 12/9/2013 3:19 PM, Tony Konkol wrote:

> Afternoon Paul,
>

> The South End Concept Plan hearings before the Planning Commission are currently being held. We will be reviewing the concept plan at tonight's meeting and then continuing the public hearing, with the record open, to another Planning Commission meeting. I would recommend that you provide staff your comments, questions and concerns in writing so that they may be entered into the record, allowing staff sufficient time to prepare responses and providing the Planning Commission and City Commission the ability to see the same questions and responses. This will be the best way to ensure that the decision makers receive the same information that you are receiving. Hopefully you can understand the need to create a record for the decisions makers, rather than a separate meeting with DKS, especially around the technical aspects and findings associated with the transportation system. Please let me know if you have any questions.

>

> Thanks,

> Tony

>

> -----Original Message-----

> From: Paul Edgar [mailto:pauloedgar@q.com]

> Sent: Friday, December 06, 2013 10:41 AM

> To: Pete Walter

> Cc: Alice Watts - CIC/MNA; Bob La Salle; Tom O'Brien - CIC

> Subject: Re: Where did all of the trip generation go?

>

> Thank you. Yes, please make this part of the record.

>

> Can you setup a time where a CIC Committee, can go over all of the transportation considerations with the DKS Traffic Engineers, associated with the South End Concept Plan. Let attempt to be pro-active, where we are all singing out of the same hymen book, with the same

> understandings. No one seems to want to address the AM Peak Period,

> shouldn't that be a considerations too!

>

> Paul

>

> On 12/6/2013 9:38 AM, Pete Walter wrote:

>> Paul,

>>

>> This is a question for our consultants to answer. They are the traffic engineers. At this point, we are going to enter any new information into the record and request a continuance until January 13 so that all questions are addressed.

>>

>> Do you want me to enter this email into the record or should I plan on you submitting a more detailed letter?

>>

>> Thanks,

>>

>> Pete

>>

>>

>> PS - I will print out the data and leave copies at city hall and up here at planning.

>>

>> -----Original Message-----

>> From: Paul Edgar [mailto:pauloedgar@q.com]

>> Sent: Friday, December 06, 2013 8:10 AM

>> To: Pete Walter

>> Cc: Tom O'Brien - CIC; Bob La Salle

>> Subject: Where did all of the trip generation go?

>>

>> I am looking at the 2035 trip generation and at the intersection of Warner Parrot and South End Road for 2035 and I cannot see an appropriate allocation of 25,000-new daily trips getting push through that intersection. If we divide 25,000-by 2-to get PM hours and then round off 10% for local trips and going south. We end up with trips in 4-hours of an extended PM Peak period. We see from the history of the corridor that the PM Peaks, goes past 6:00-PM with this returning of people from employment type extended commutes. There should be about 4-hours where where on average we should have 2,500-per hour of new trips going through that intersection over and above the 2012-normal. I just do not see that reflected. Can you and I go over these numbers one on one!

>>

>> Paul

>>

>>

>>

>>

>

From: Tony Konkol
Sent: Monday, December 09, 2013 3:20 PM
To: pauloedgar@q.com
Cc: Pete Walter
Subject: RE: Where did all of the trip generation go?

Afternoon Paul,

The South End Concept Plan hearings before the Planning Commission are currently being held. We will be reviewing the concept plan at tonight's meeting and then continuing the public hearing, with the record open, to another Planning Commission meeting. I would recommend that you provide staff your comments, questions and concerns in writing so that they may be entered into the record, allowing staff sufficient time to prepare responses and providing the Planning Commission and City Commission the ability to see the same questions and responses. This will be the best way to ensure that the decision makers receive the same information that you are receiving. Hopefully you can understand the need to create a record for the decisions makers, rather than a separate meeting with DKS, especially around the technical aspects and findings associated with the transportation system. Please let me know if you have any questions.

Thanks,
Tony

-----Original Message-----

From: Paul Edgar [mailto:pauloedgar@q.com]
Sent: Friday, December 06, 2013 10:41 AM
To: Pete Walter
Cc: Alice Watts - CIC/MNA; Bob La Salle; Tom O'Brien - CIC
Subject: Re: Where did all of the trip generation go?

Thank you. Yes, please make this part of the record.

Can you setup a time where a CIC Committee, can go over all of the transportation considerations with the DKS Traffic Engineers, associated with the South End Concept Plan. Let attempt to be pro-active, where we are all singing out of the same hymen book, with the same understandings. No one seems to want to address the AM Peak Period, shouldn't that be a considerations too!

Paul

On 12/6/2013 9:38 AM, Pete Walter wrote:

> Paul,

>

> This is a question for our consultants to answer. They are the traffic engineers. At this point, we are going to enter any new information into the record and request a continuance until January 13 so that all questions are addressed.

>

> Do you want me to enter this email into the record or should I plan on you submitting a more detailed letter?

>

> Thanks,

>

> Pete

>

>

> PS - I will print out the data and leave copies at city hall and up here at planning.

>

> -----Original Message-----

> From: Paul Edgar [mailto:pauloedgar@q.com]

> Sent: Friday, December 06, 2013 8:10 AM

> To: Pete Walter

> Cc: Tom O'Brien - CIC; Bob La Salle

> Subject: Where did all of the trip generation go?

>

> I am looking at the 2035 trip generation and at the intersection of Warner Parrot and South End Road for 2035 and I cannot see an appropriate allocation of 25,000-new daily trips getting push through that intersection. If we divide 25,000-by 2-to get PM hours and then round off 10% for local trips and going south. We end up with trips in 4-hours of an extended PM Peak period. We see from the history of the corridor that the PM Peaks, goes past 6:00-PM with this returning of people from employment type extended commutes. There should be about 4-hours where where on average we should have 2,500-per hour of new trips going through that intersection over and above the 2012-normal. I just do not see that reflected. Can you and I go over these numbers one on one!

>

> Paul

>

>

>

>

From: Paul Edgar [pauloedgar@q.com]
Sent: Thursday, December 05, 2013 3:01 PM
To: Pete Walter; Tony Konkol
Cc: David Frasher; Tom O'Brien - CIC; Alice Watts - CIC/MNA; Bob La Salle
Subject: The Detail of the Transportation Studies for the South End Concept Plan

It looks like we need to have to ask for a delay in any hearing or determinations by the Oregon City Planning Commission, until all of the South End Concept Plan Transportation Study Data is in our hands and where we have had adequate time to fully review what has been provided us in relation to content and what we asked for. Here it is on Thursday afternoon and we have nothing (after promises) in advance of this next Monday's, Planning Commission meeting.

We may need maps of each of the effected intersections and streets, with recommendations on what would be needed as we reach saturation with the projected increases in trips counts.

Paul Edgar

From: Paul Edgar [pauloedgar@q.com]
Sent: Friday, December 06, 2013 8:10 AM
To: Pete Walter
Cc: Tom O'Brien - CIC; Bob La Salle
Subject: Where did all of the trip generation go?
Attachments: OCSE Concept Plan Technical Data-1.pdf

I am looking at the 2035 trip generation and at the intersection of Warner Parrot and South End Road for 2035 and I cannot see an appropriate allocation of 25,000-new daily trips getting push through that intersection. If we divide 25,000-by 2-to get PM hours and then round off 10% for local trips and going south. We end up with trips in 4-hours of an extended PM Peak period. We see from the history of the corridor that the PM Peaks, goes past 6:00-PM with this returning of people from employment type extended commutes. There should be about 4-hours where where on average we should have 2,500-per hour of new trips going through that intersection over and above the 2012-normal. I just do not see that reflected. Can you and I go over these number one on one!

Paul

December 5, 2013

To: Oregon City Planning Commission;

My name is Bob Burns, I am a member of the Oregon City Parks and Recreation Advisory Committee. I recently served on the South End Citizen Advisory Team.

My primary interest in the South End Plan is the Parks and Trails area. I am pleased to see Parks and Trails as one of the five major areas of the study. The other areas are: Land Use, Natural Resources, Transportation, and Public Infrastructure/Services.

The plan includes seven parks that vary in size from .03 acres to 8 acres for a total of 24 acres. One park is large enough to accommodate baseball and soccer. The plan also provides for biking, walking and skating, and paths that link the various community venues.

There are recognized standards for park development established by the National Parks and Recreation Association. These standards are cited in the Oregon City Master Plan for the Parks and Recreation Advisory Committee. They recommend:

For every 1,000 population:

- 1-3 acres of Neighborhood parks
- 2-4 acres of community parks
- 6-10 acres of developed park facilities

Based on estimates of the future population of the South End area, there should be at least 19.8 acres of park facilities. The plan provides for 24 acres plus another 51 acres of open space. It should be pointed out, however that some of the proposed parks are extremely small making them limited in their utility.

The public had several opportunities to provide input into the process. There were public workshops where several hundred people participated, there was a special website for public input, seventeen meetings were held with civic organizations to explain the process and solicit feedback, and the CAT held seven planning meetings which were open to the public.

I would like to commend the consultants from the firm of Cogan, Owens and Cogan; namely Kristin Greene and Steve Faust. It was an excellent process that focused on public input. They tried very hard to represent the views of the South End community. Finally, I would like to commend Pete Walter of the Oregon City Planning Department for his pleasant and professional manner in managing the process; especially for his regular and timely communication with the Citizen Advisory Team.

Sincerely;


Bob Burns

314 Cherry Ave.,
Oregon City, Oregon 97045
503-655-1642

CC: Oregon City Commission

RE: South End Concept Plan

Testimony of: Christine Kosinski, Unincorporated Clackamas County

You may wonder, why should Oregon City be concerned about Landslides in the South End Plan when much of the land, within the boundaries, is fairly flat.

Please refer to the "landslide photo" I have given you from the DOGAMI website. Note that the intersection of Beutel and South End Roads have been marked with an "X".

This photo allows for a broader view of the South End, Beutel, Forest Ridge and Navajo Way areas. Now I ask you to consider the heavy development that has already taken place outside the South End Plan, ie, Leland, Pease, Central Point, Partlow and many other areas where a multitude of homes have been built.

I ask, "where is all the water being drained" from these tens of thousands of homes already built? Yes, much is going into Detention Ponds, where eventually these waters are dispersed out onto the land and INTO THE LANDSLIDES surrounding this entire valley. WATER and Excess Drainage will eventually cause many of these landslides to re-activate. Yes, it is expensive to mitigate a better solution for these waters to be diverted to a drainage system that will drain waters away from the landslides. However, it is far more expensive to pay for future destruction if nothing is done to deal with these hazards prior to development.

In the first hearing of November 25th, you already heard testimony talking about roads, outside the concept plan, already failing, slumping, eroding due to poor soils and difficult topography.

In 2007, during concept planning for the Park Place Plan, when confronted with serious landslide problems, the City did bring in regulations for development on slopes over 25%, however after the Preliminary Landslide studies were completed, it was suggested that in an effort to improve the existing codes in the future, Oregon City staff would meet with DOGAMI to develop a plan to create a "Landslide Hazard Susceptibility Map" for Oregon City indicating areas of low, moderate, and high susceptibility to landslides and areas of known slide hazards. It was suggested, by DOGAMI, that the City apply to FEMA for grant money.

I do not believe the City can meet the requirements of "State Goal 7" and continue to develop without writing the above promised regulations and codes into policy. Now that you have the new Landslide Susceptibility maps, I ask that you apply to FEMA for grant monies to improve your existing codes by developing a plan to create a Landslide Hazard Susceptibility Map for the entire City indicating areas of low, moderate and high susceptibility to landslides and areas of known slide hazards.

I ask that the long promised Steep Slope and Landslide regulations be in place, and approved by FEMA, prior to any further development in areas susceptible to, and located in, areas of steep slopes and landslides, with the South End plan being one of many.

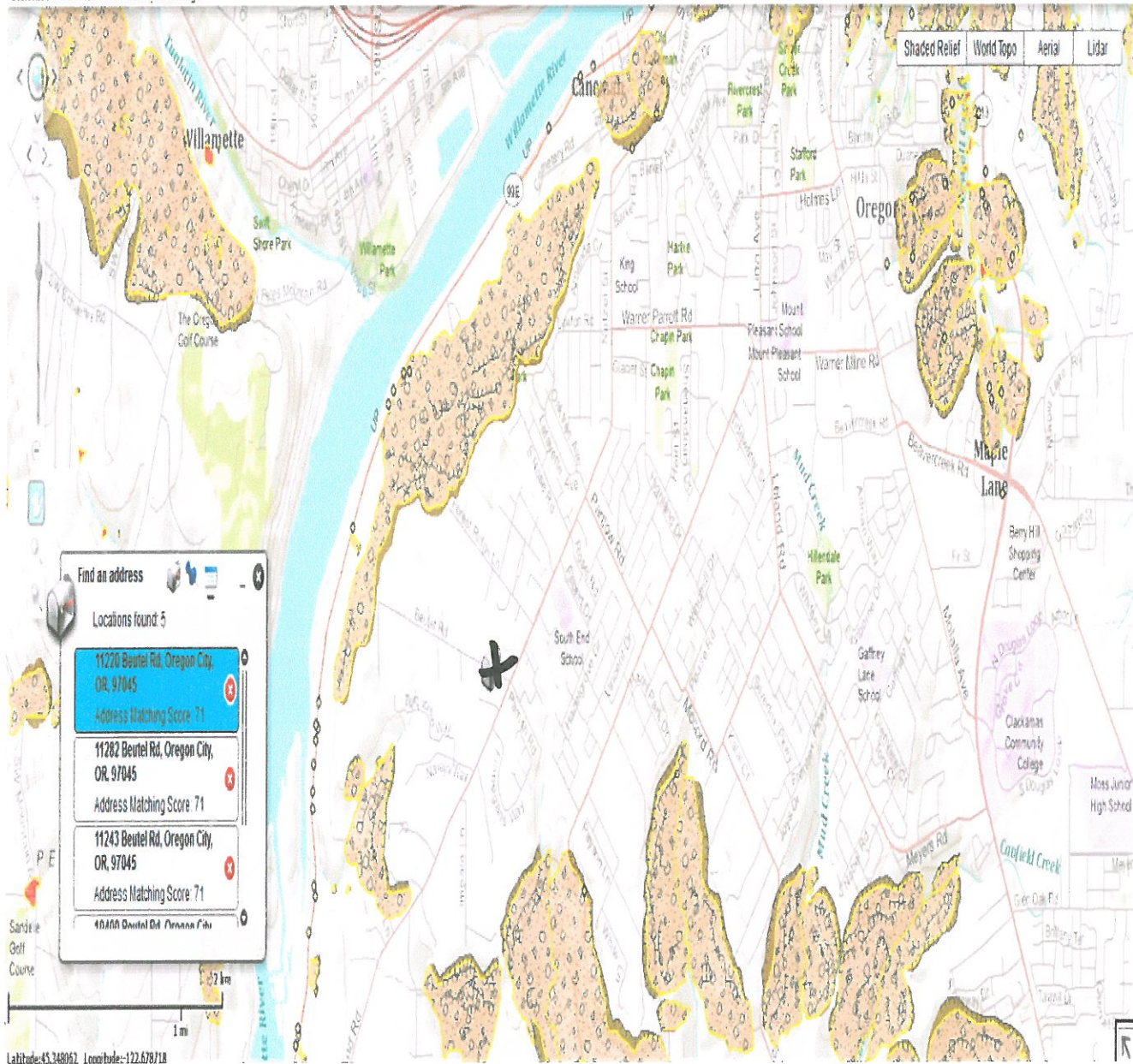


Oregon Department of Geology and Mineral Industries

[introduction](#) | [map viewer help](#) | [data sources](#) | [background/limitations](#) | [more resources](#) | [feedback](#)

SLIDO

Statewide Landslide Information Layer for Oregon



Oregon City Planning Commission
meeting of December 9, 2013

RE: South End Plan

I am concerned about Density, Transportation and the vast Natural Resources in this area.

I have lived here a long time and have been upset over the large amount of development taking place here. We have no public transportation, many of our people are older and can't bike and walk to the stores in the City. Even if some smaller stores are built in South End, their prices are too high for many of the people living on fixed incomes.

Adding 2500 more new homes will destroy the South End area as it is not equipped to deal with all these additional car trips per day. South End is already difficult to get onto and cannot take many more cars every day. The road is slipping in many areas and susceptible to landslide activity in the area.

I'm concerned about the water, the wetlands, the natural springs and creeks that support many species of birds, beavers and small wildlife here. What will happen to them? Aren't we ruining our eco system with heavy development? All the bulldozing happening in this entire area is changing our natural water patterns, I'm concerned we are not protecting these important resources and that later we will pay dearly for not writing policy to protect these valuable areas.

Natural wetland systems have often been described as the "earth's kidneys". These systems can improve water quality, they filter pollutants from the water that flows through to the many streams and creeks located here.

I'm wondering why Oregon City doesn't do more to protect our valuable wetlands, these eco-systems so important to our environment. The Federal Government protects wetlands through regulations, a number of States have also enacted laws to protect them and I ask the City to do the same.

Lastly, I want to go on record stating that I agree with all the concerns being brought forward by citizens in my area, the density, transportation, wetlands and all the serious Landslide issues being brought forward in the testimony of Christine Kosinski.

Kathy Hogan
Central Point Road
Unincorporated County

L 13-03/L13-04
Exhibit E
12-9-13



City of Oregon City

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

Staff Report

File Number: 14-007

Agenda Date: 1/7/2014

Status: Agenda Ready

To: City Commission

Agenda #: 3a.

From: Public Works Director John Lewis

File Type: Report

SUBJECT:

TriMet - Current and Future Transit Service in Oregon City

RECOMMENDED ACTION (Motion):

For information and discussion.

BACKGROUND:

In February 2013, City staff and Commissioner Carol Pauli met with TriMet General Manager Neil McFarland and Dan Marchand of Service Planning to discuss TriMet service cuts. Specifically discussed was the history of Line 152-South End Road and concerns were shared regarding the 2009 bus route cancellation and corresponding service cuts including the LIFT service area boundary.

In May 2013, Steve Kautz, Manager of Service Development at TriMet, spoke to the Commission in the context of the adoption of the City's Transportation System Plan. At that time, he mentioned TriMet's future plans to engage in service planning in Oregon City in 2014.

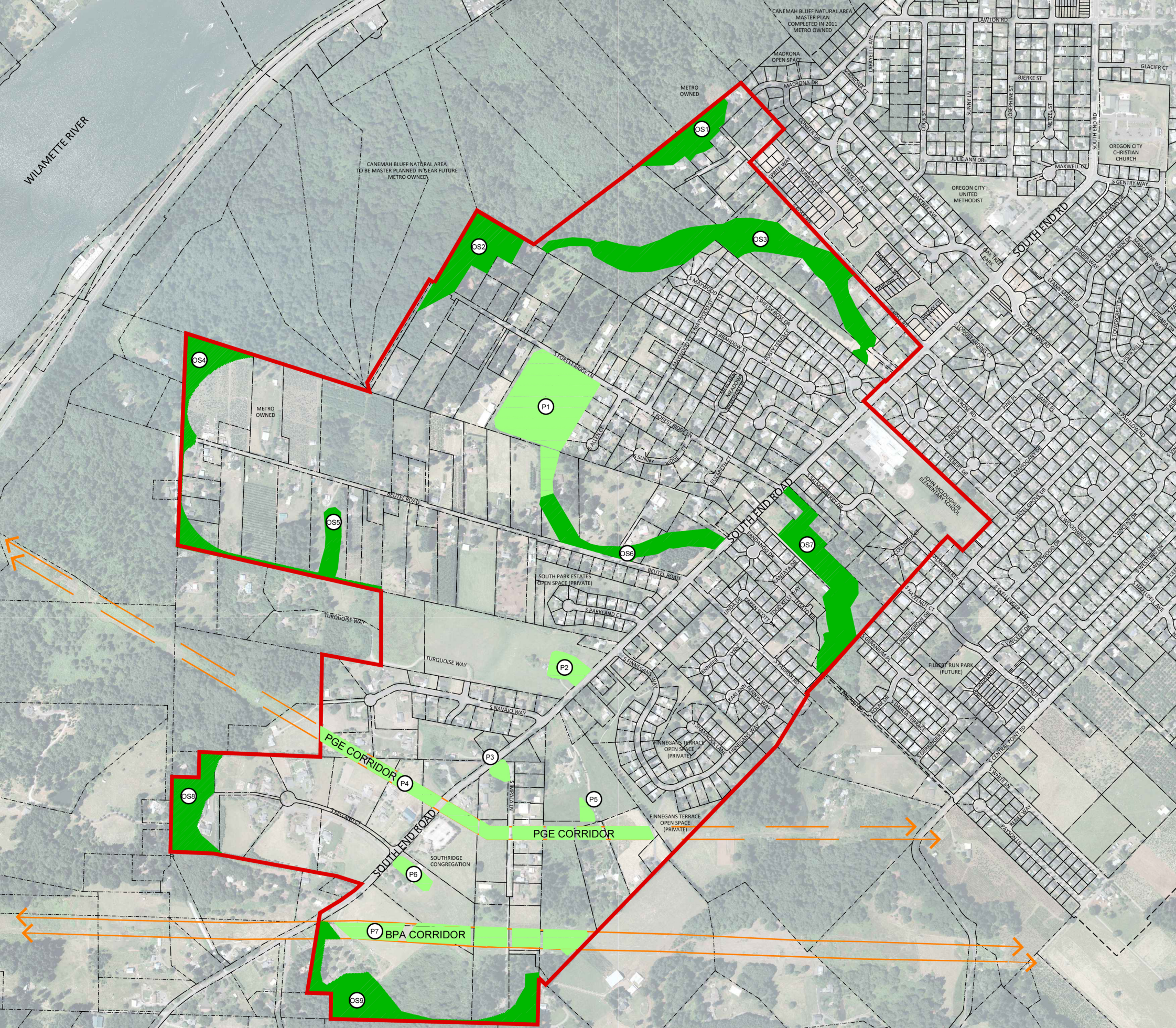
More recently the City Commission requested that TriMet staff provide the Commission with a transit services update. Generally, the objective of this informational update and discussion is to provide TriMet staff with an opportunity to discuss current and future transit service needs and to provide the City Commission with an opportunity to share their concerns about TriMet service cuts in Oregon City. TriMet will also be providing updates on the Portland Milwaukie Light Rail bus service plan (PMLR) and the Southeast Service Enhancement Plan (SEP).

South End Concept Plan - Proposed Plan with Assumed 20% Underbuild Factor

Plan Designation	Zoning	Gross Acres	Net Acres	Largest Lot Size in Plan Designation (SF)	Smallest Lot Size in Plan Designation (SF)	Net Units - High (Assumes Smallest Lot)	Net Units - Low (Assumes Biggest Lot)	Net Units (Average)
Pre-2002 UGB Expansion Area								
LR	R-10, R-8, R-6	111.6	89.3	10000.0	6000.0	544.5	326.7	435.6
MR	R-5, R-3.5	99.3	79.5	5000.0	3500.0	830.7	581.5	706.1
HR	R-2	23.0	18.4	2000.0	2000.0	336.6	256.5	296.6
MUC	NC	11.2	9.0					
		245.1	196.1		Units	1711.8	1164.6	1438.2
					Density DU / ac	8.8	6.0	7.4
2002 UGB Expansion Area								
LR	R-10, R-8, R-6	133.1	106.5	10000.0	6000.0	649.4	389.6	519.5
MR	R-5, R-3.5	33.0	26.4	5000.0	3500.0	276.2	193.3	234.7
					Units	925.5	582.9	754.2
		166.1	132.9		Density DU / ac	6.9	4.4	5.6
Combined Plan Area								
LR	R-10, R-8, R-6	244.7	195.8	10000.0	6000.0	1193.8	716.3	955.1
MR	R-5, R-3.5	132.3	105.9	5000.0	3500.0	1106.8	774.8	940.8
HR	R-2	23.0	18.4	2000.0	2000.0	336.6	256.5	296.6
MUC	NC	11.2	9.0					
		400.0	320.0		Total Units	2637.3	1747.6	2192.4
					Units / Acre	8.0	5.3	6.7

South End Concept Plan - Proposed Plan with NO assumption of 20% Underbuild

Plan Designation	Zoning	Gross Acres	Net Acres	Largest Lot Size in Plan Designation (SF)	Smallest Lot Size in Plan Designation (SF)	Net Units - High (Assumes Smallest Lot)	Net Units - Low (Assumes Biggest Lot)	Net Units (Average)
Pre-2002 UGB Expansion Area								
LR	R-10, R-8, R-6	111.6	89.3	10000.0	6000.0	680.6	408.3	544.5
MR	R-5, R-3.5	99.3	79.5	5000.0	3500.0	1038.3	726.8	882.6
HR	R-2	23.0	18.4	2000.0	2000.0	420.8	320.6	370.7
MUC	NC	11.2	9.0					
		245.1	196.1		Units	2139.7	1455.8	1797.7
					Density DU / ac	10.9	7.4	9.2
2002 UGB Expansion Area								
LR	R-10, R-8, R-6	133.1	106.5	10000.0	6000.0	811.7	487.0	649.4
MR	R-5, R-3.5	33.0	26.4	5000.0	3500.0	345.2	241.6	293.4
					Units	1156.9	728.7	942.8
		166.1	132.9		Density DU / ac	8.7	5.5	7.1
Combined Plan Area								
LR	R-10, R-8, R-6	244.7	195.8	10000.0	6000.0	1492.3	895.4	1193.8
MR	R-5, R-3.5	132.3	105.9	5000.0	3500.0	1383.5	968.5	1176.0
HR	R-2	23.0	18.4	2000.0	2000.0	420.8	320.6	370.7
MUC	NC	11.2	9.0					
		400.0	320.0		Total Units	3296.6	2184.4	2740.5
					Units / Acre	10.0	6.6	8.3



SOUTH END CONCEPT PLAN



PROPOSED PARKS AND OPEN SPACE

LEGEND

- OPEN SPACE
- PARK
- SECP BOUNDARY

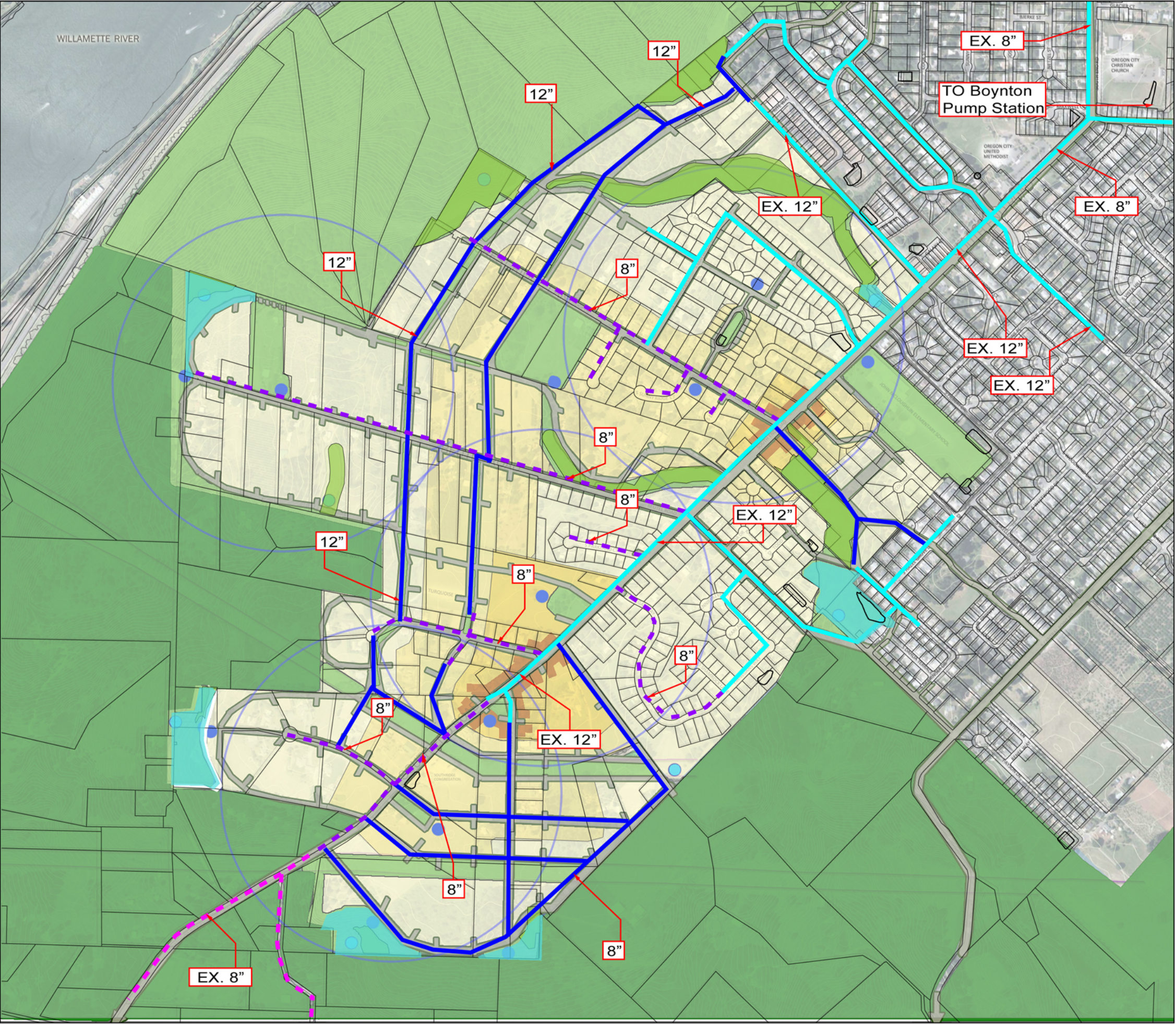
Open Space Area	Description	Acres
OS1	Canemah Bluffs extension (steep slopes)	3
OS2	Canemah Bluffs extension (steep slopes)	5
OS3	wetland/drainage	12
OS4	open space	6
OS5	wetland/drainage	2
OS6	wetland/drainage	4
OS7	wetland/drainage	7
OS8	open space	5
OS9	wetland/drainage	8
		51

Park Area	Description	Acres
P1	community park	10
P2	village center	1
P3	neighborhood park	0.4
P4	PGE corridor (easement)	6
P5	neighborhood park	0.3
P6	neighborhood park	1
P7	BPA corridor (easement)	6
		24



0 200' 400' 1200'
SCALE 1 : 800 @ 11x17

October 21, 2013



SOUTH END CONCEPT PLAN

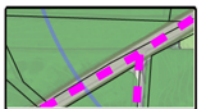


WATER SYSTEM IMPROVEMENTS

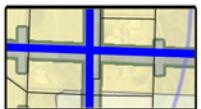
LEGEND



EXISTING CITY OF OREGON CITY WATERLINE



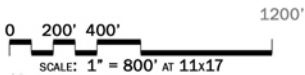
EXISTING CLACKAMAS RIVER WATERLINE



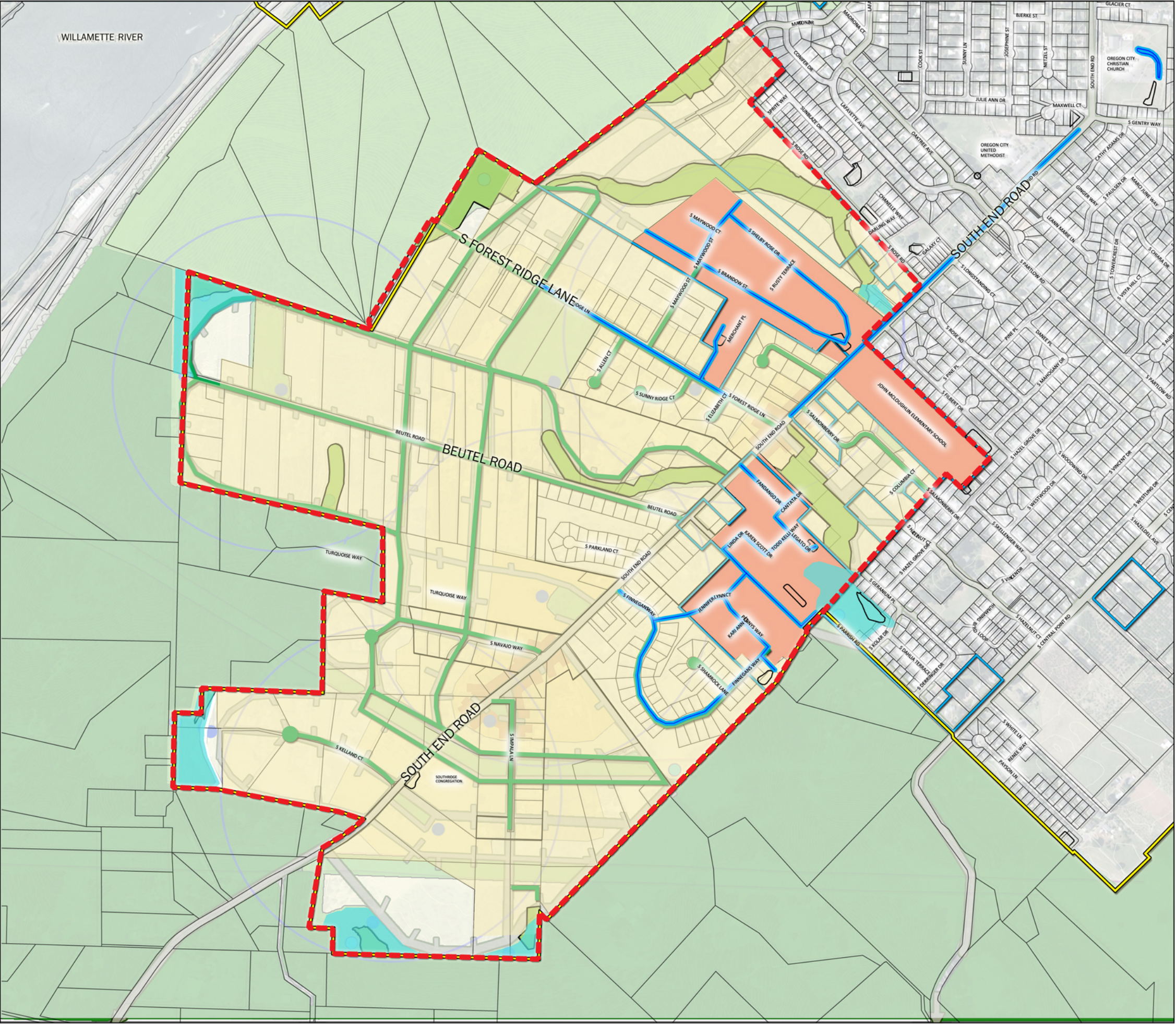
PROPOSED CITY OF OREGON CITY WATERLINE



EXISTING CWR LINES TO BE REPLACED BASED ON AGE AND CONDITION OF PIPE



OCTOBER 16, 2013

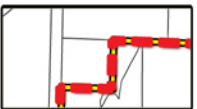


SOUTH END CONCEPT PLAN



STORMWATER IMPROVEMENTS

LEGEND



CONCEPT PLAN AREA



CITY LIMITS



EXISTING STORM LINES



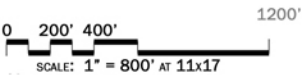
POTENTIAL GREEN STREETS



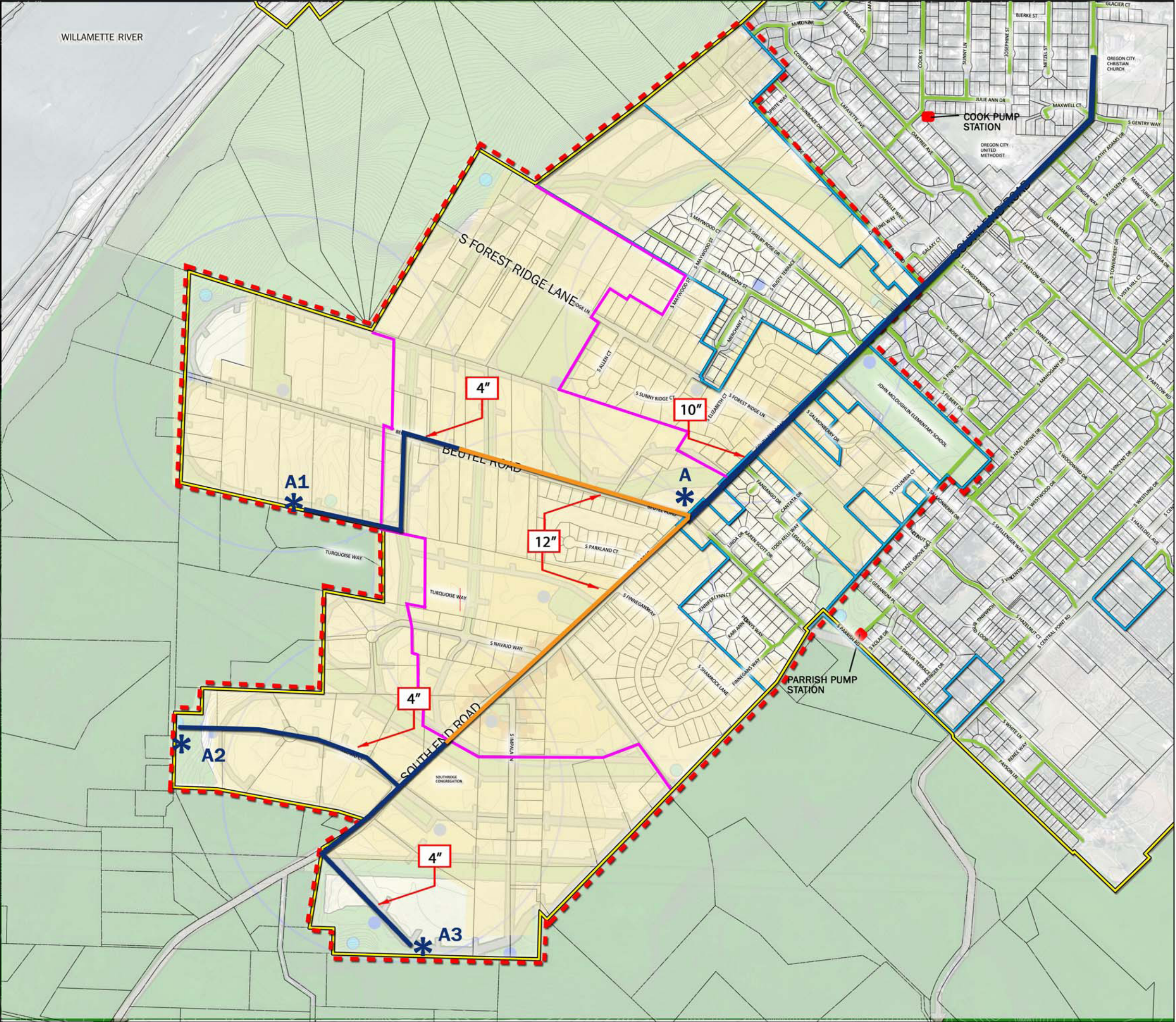
REGIONAL STORM FACILITY



LID AREAS



OCTOBER 16, 2013

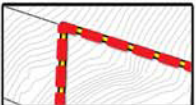


SOUTH END CONCEPT PLAN

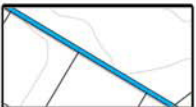


SANITARY SEWER IMPROVEMENTS

LEGEND



CONCEPT PLAN AREA



CITY LIMITS - OREGON CITY



EXISTING SEWER LINES



EXISTING PUMP STATIONS



POTENTIAL PUMP STATIONS



FORCE MAIN LINE



GRAVITY LINE

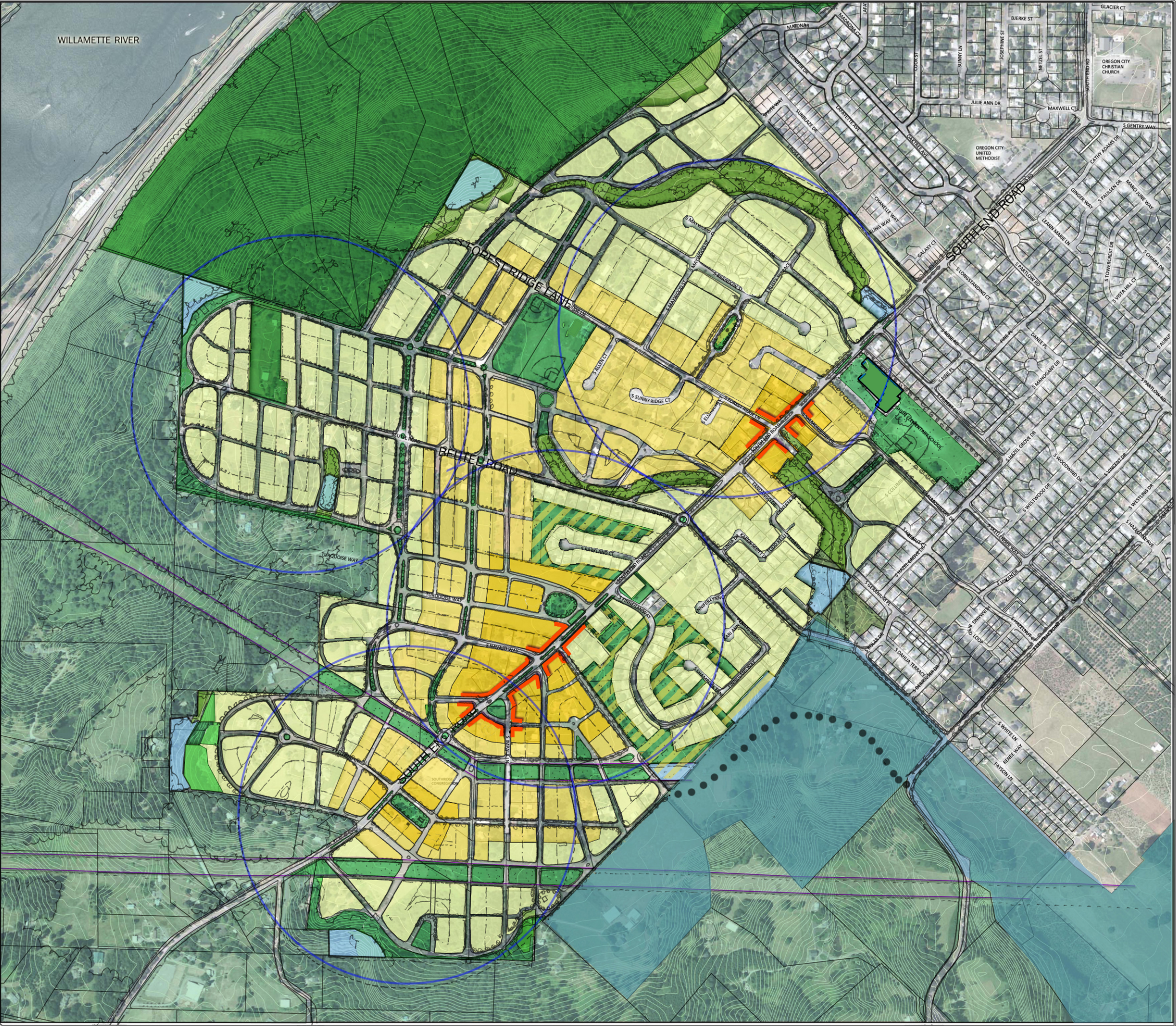


SANITARY SEWER BASIN BOUNDARY



0 200' 400' 1200'
SCALE: 1" = 800' AT 11x17

OCTOBER 16, 2013





SOUTH END CONCEPT PLAN





FUTURE CONNECTION



MUNICIPAL STORMWATER



NEIGHBORHOOD COMMERCIAL



SMALL LOT RESIDENTIAL



MEDIUM LOT RESIDENTIAL



LARGE LOT RESIDENTIAL



PROTECTED WETLANDS



PARKS, SCHOOL AND PRIVATE OPEN SPACE



RURAL RESERVE



URBAN RESERVE 3G



1/4 MILE/FIVE MINUTE WALKING RADIUS



SCALE: 1" = 800' AT 11x17



The locations of the features shown on this map, including future land uses, roads, and open space areas are for concept planning purposes. The final location of these features will be determined when a site specific development plan is proposed following annexation initiated by property owners. Existing lawfully established land uses and structures within the UGB are regulated by Clackamas County, and are permitted to remain until such time as the property owner decides to annex to Oregon City and develop their property subject to Oregon City zoning and development regulations.



TYPE IV APPLICATION STAFF REPORT AND RECOMMENDATION

January 6, 2014

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

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

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

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

HEARING DATE: January 13, 2014 Planning Commission

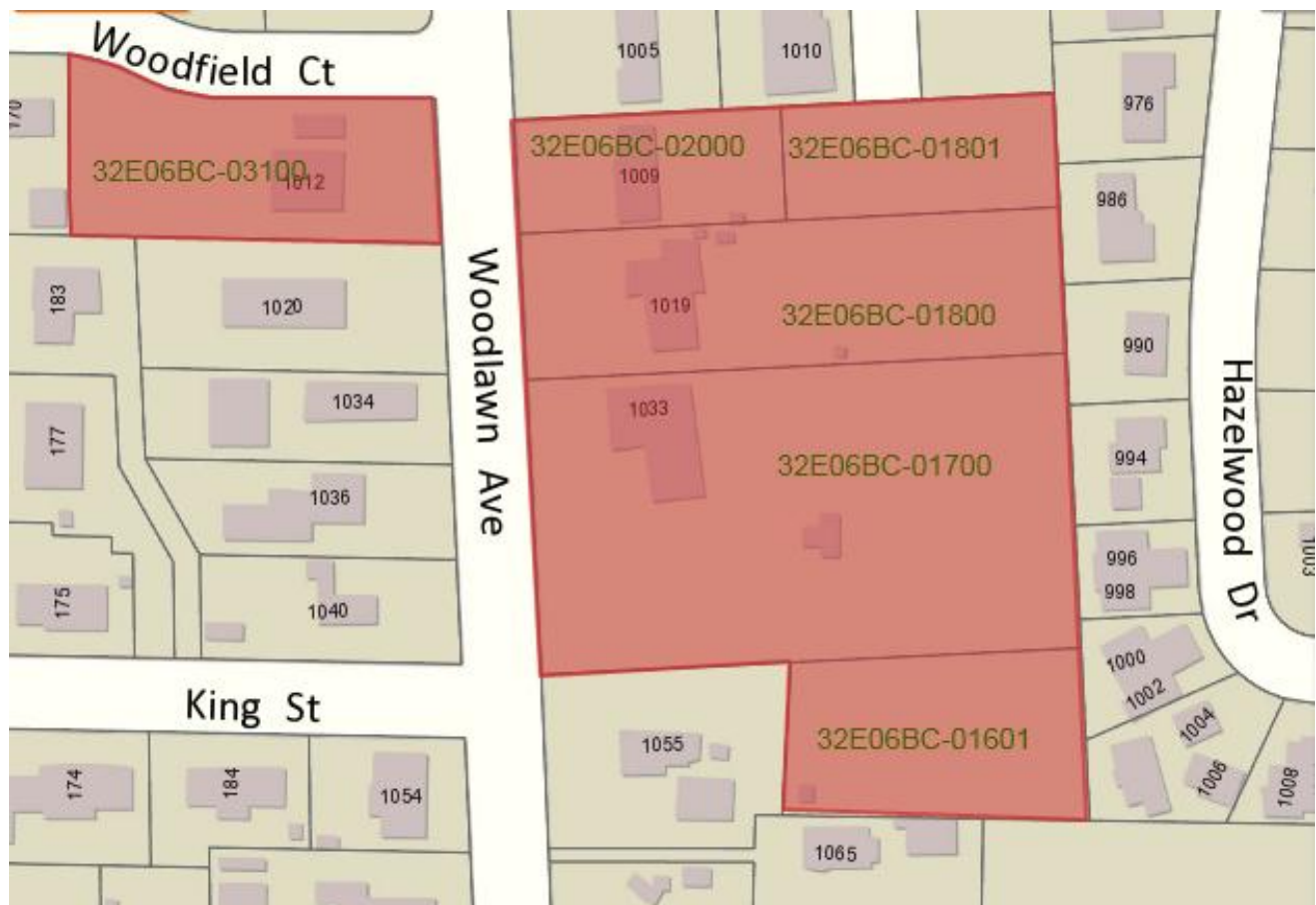
STAFF: Laura Terway, AICP, Planner
Todd Martinez and Gordon Munro, Development Services

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

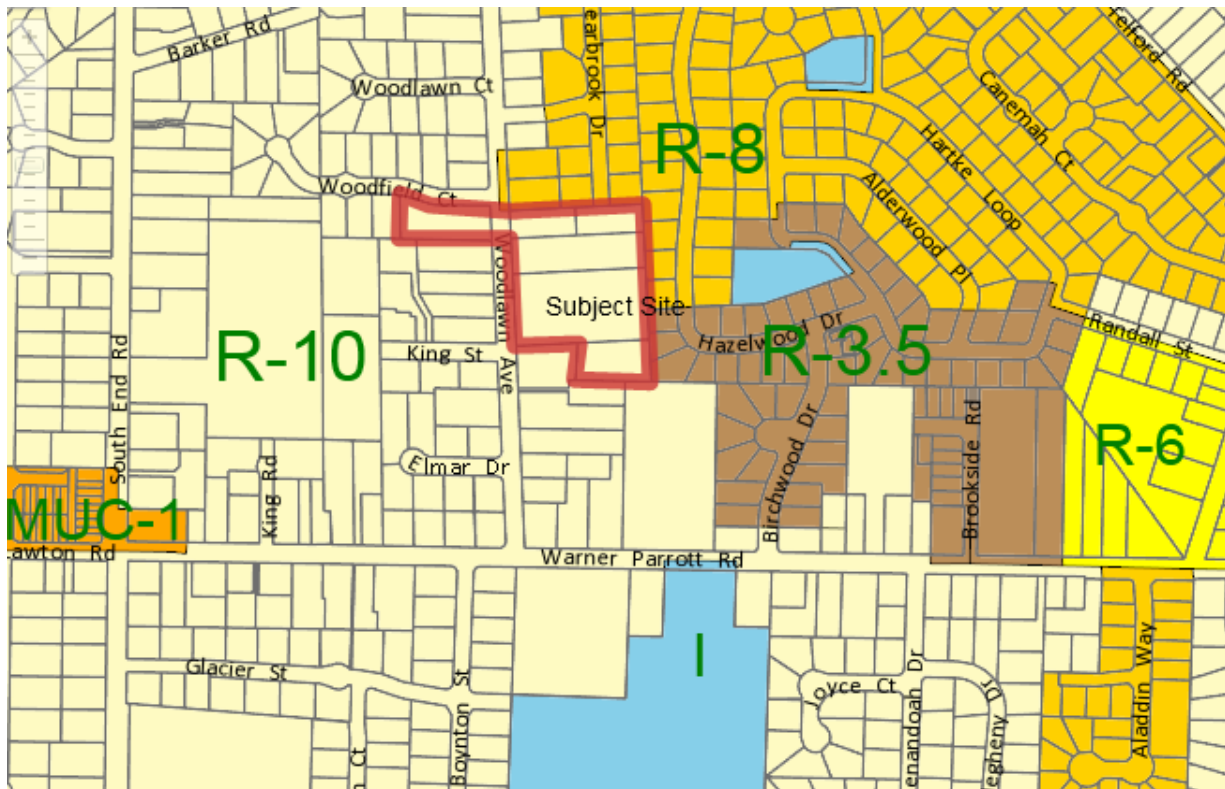
Type IV decisions include only quasi-judicial plan amendments and zone changes. These applications involve the greatest amount of discretion and evaluation of subjective approval standards and must be heard by the city commission for final action. The process for these land use decisions is controlled by ORS 197.763. At the evidentiary hearing held before the planning commission, all issues are addressed. If the planning commission denies the application, any party with standing (i.e., anyone who appeared before the planning commission either in person or in writing) may appeal the planning commission denial to the city commission. If the planning commission denies the application and no appeal has been received within ten days of the issuance of the final decision then the action of the planning commission becomes the final decision of the city. If the planning commission votes to approve the application, that decision is forwarded as a recommendation to the city commission for final consideration. In either case, any review by the city commission is on the record and only issues raised before the planning commission may be raised before the city commission. The city commission decision is the city's final decision and is appealable to the land use board of appeals (LUBA) within twenty-one days of when it becomes final. IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

I. BACKGROUND AND PROPOSED DEVELOPMENT:

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



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



II. DECISION-MAKING CRITERIA:

Oregon City Municipal Code Standards and Requirements

Title 17: Zoning:

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

III. COMPLY WITH APPROVAL CRITERIA

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES

Finding: Complies as Proposed. Notice of the public hearings for this proposal was mailed to property owners within 300 feet of the subject site. The notice was advertised in the Clackamas Review, Oregon City News and Estacada News and the site was posted with land use notification signs. The notice requested comments and indicated that interested parties could testify at the public hearing or submit written comments prior to or at the hearing. The application was transmitted to the City Engineer, Development Services Manager, Clackamas County Fire Department, the neighborhood association, the Citizen Involvement Council and the City transportation consultant for comment.

Comments from John Replinger, a City consultant for Replinger and Associates, have been incorporated into this staff report (Exhibit 3).

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

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

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

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

Goal 1: Citizen Involvement

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

Finding: Complies as Proposed. Chapter 17.50 of the Oregon City Municipal Code includes provisions to ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in zone change applications. The Applicant met with a neighborhood association prior to submitting this application. Once the application was deemed complete, the City noticed the application to properties within 300 feet, the neighborhood association, Citizens Involvement Council, posted notice in the paper and posted the application on the City's website. Signs were also posted on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. By following this process, the requirements of this policy are met.

Goal 2: Land Use

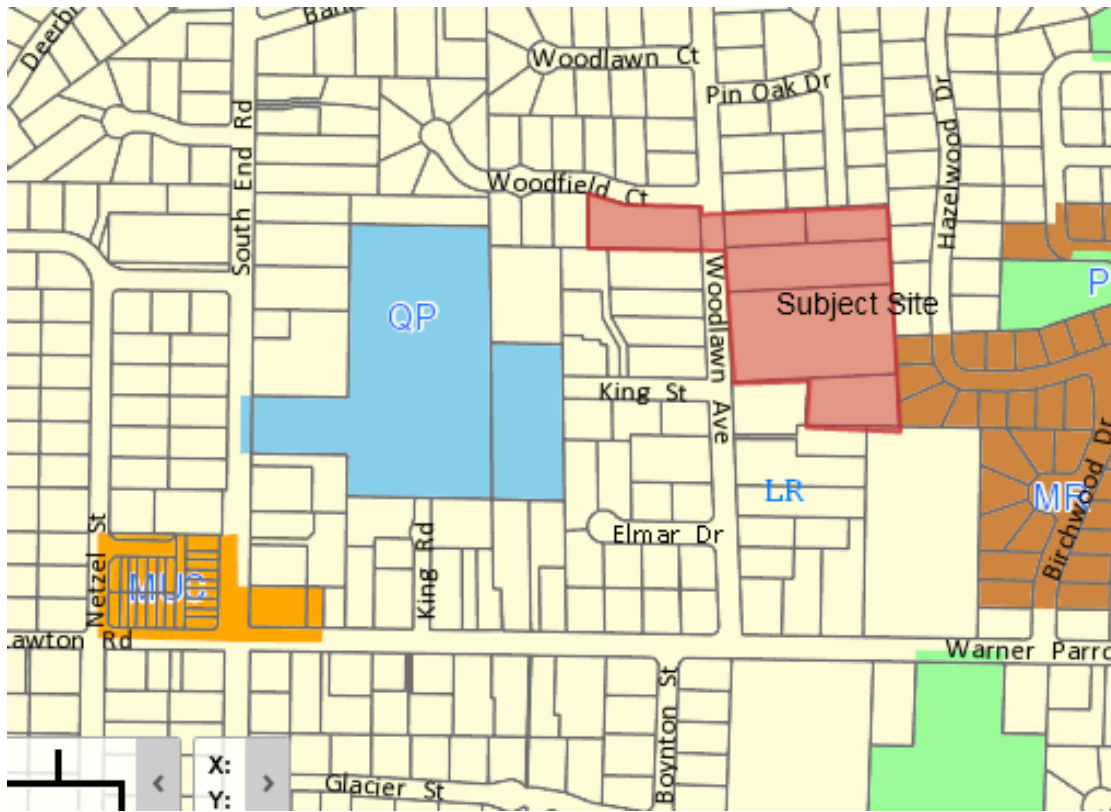
Goal 2.1: Ensure that property planned for residential, commercial, office and industrial uses is used efficiently and that land is developed following principles of sustainable development.

Finding: Complies as Proposed. The applicant requested a zone change from "R-10" Single-Family Dwelling District to the "R-6" Single-Family Dwelling District. The zone change would allow additional

dwellings to be constructed in the future and the property to be utilized in an efficient manner, consistent with the adjacent properties. This standard has been met.

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

Finding: Complies as Proposed. The Oregon City Comprehensive Plan designates the subject property as within the “LR” Low Density Residential Development designation which includes the following zoning designations: R-10, R-8 and R-6 Single-Family Dwelling Districts. The applicant proposed to retain the Comprehensive Plan designation and change the zoning from R-10 to R-6. The zone change remains compliant with the Comprehensive Plan designation of the site. The subject site is primarily surrounded by other properties within the Low Density Residential Comprehensive Plan Designation with the exception of Medium Density Residential directly adjacent to the east of the site.



Goal (5) Natural Resources

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

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

Goal 6: Quality of Air, Water and Land Resources

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

Finding: Complies as Proposed. The proposed R-6 zoning designation will allow approximately 14 more single-family dwellings on the same land creating of a more compact land use pattern and reduction in the square footage of paved street and sidewalk per dwelling. As development occurs on the subject

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

Goal 10: Housing

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

Finding: Complies as Proposed. The proposed zone change will maintain the basic land use for this site as Low Density Residential, consistent with the Oregon City Comprehensive Plan. As demonstrated below, only 21% of the residentially zoned property within the City is within the R-6 Single Family Dwelling District, with more than 60% of the residentially zoned land in a lower density zoning designation. The increased density allowed by the R-6 zoning, as compared with the existing R-10 district will provide for approximately 14 more single-family homes on this site, thereby increasing the availability of more choices in the marketplace. This standard has been met.

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

Goal 11: Public Facilities

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

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

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

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

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

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

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

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

Goal 12: Transportation

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

Finding: Complies as Proposed. A Traffic Analysis Letter (TAL) was prepared by Frank Charbonneau of Charbonneau Engineering, Inc., dated September 19, 2013 (Exhibit 2). The TAL concluded a maximum estimate for dwelling units and associated transportation impacts as:

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

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

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

Finding: Complies as Proposed. The additional demand on the public facilities from the proposed zone charge will be minimal. All the services are available and adequate to meet the needs of this property when developed to levels allowed by the R-6 zoning district.

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

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

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

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

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

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

17.12.040. B. Minimum lot width, fifty feet;

17.12.040. C. Minimum lot depth, seventy feet;

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

17.12.040.E

1. Front yard: ten feet minimum depth.

2. Front porch, five feet minimum setback,

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

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

5. Corner side yard, fifteen feet minimum setback,

6. Rear yard, twenty-foot minimum setback

7. Rear porch, fifteen-foot minimum setback.

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

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

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

IV. CONCLUSION AND RECOMMENDATION:

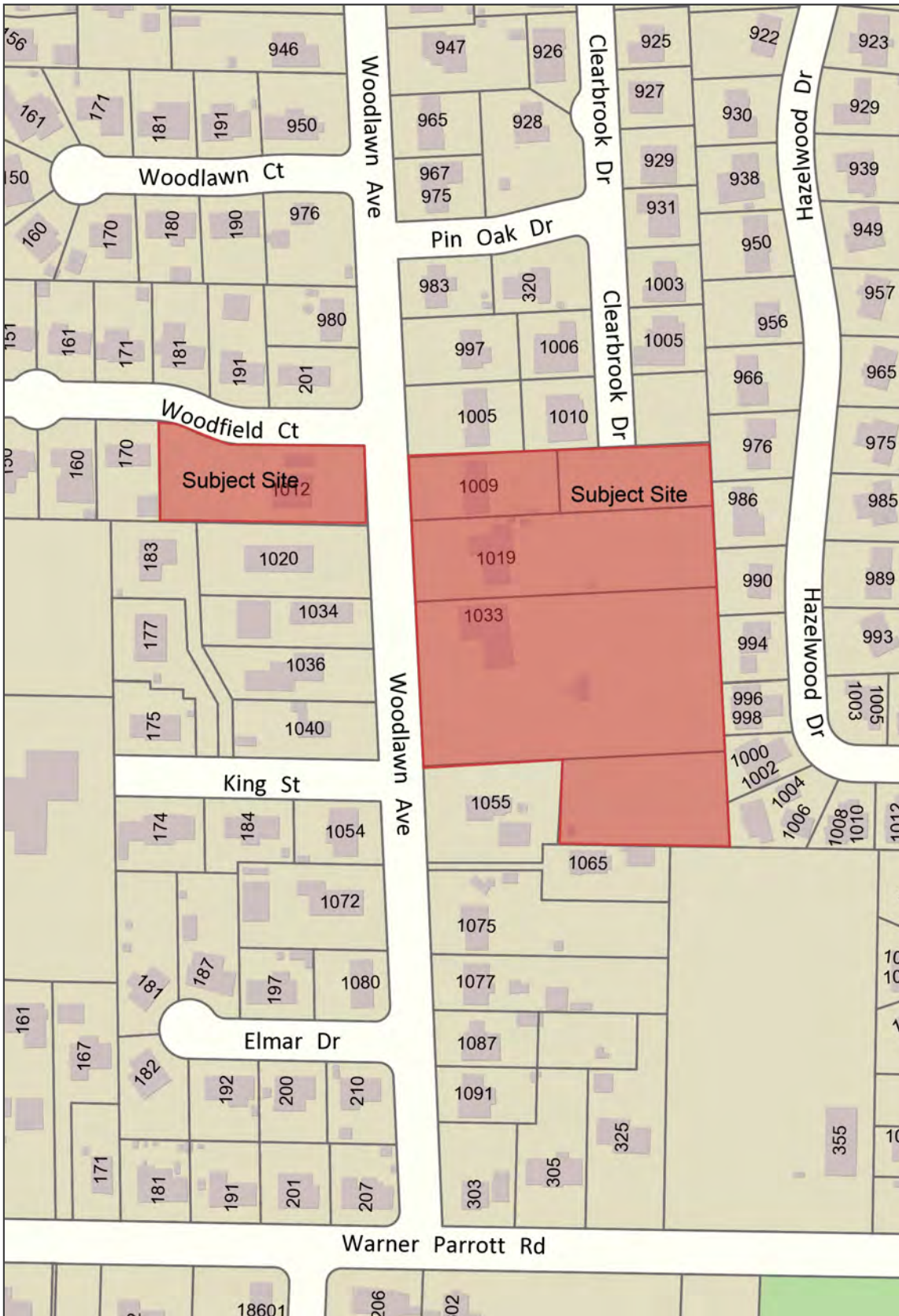
In conclusion, the proposed zone change located at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 can meet the approval standards outlined in this Staff Report, subject to the Applicant's proposal. Therefore, the Community Development Director recommends approval of the application.

V. EXHIBITS

The following exhibits are attached to this staff report.

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

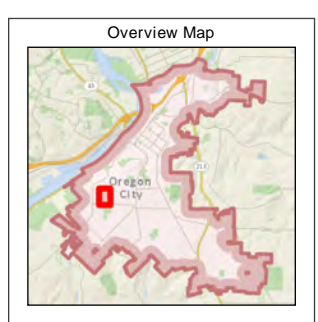
ZC 13-02



Legend

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

Notes



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.



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





LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

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

Type II (OCMC 17.50.030.B)

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

Type III / IV (OCMC 17.50.030.C)

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

2013 SEP 13 AM 10:54
 RECEIVED
 CITY OF OREGON CITY

File Number(s): 2C 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-01700, 01801, 01800

Applicant(s):

Applicant(s) Signature: Mark Western, Marc Greer, Tom Carlson, Mark Wiebke

Applicant(s) Name Printed: Mark Western, Marc Greer, Tom Carlson, Mark Wiebke Date: _____

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

Phone: 503-722-5050 Fax: _____ Email: Western@opcorast.net

Property Owner(s):

Property Owner(s) Signature: Mark Western, Marc Greer, Tom Carlson, Mark Wiebke

Property Owner(s) Name Printed: Mark Western, Marc Greer, Tom Carlson, Mark Wiebke Date: _____

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

Phone: 503-722-5050 Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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



OREGON CITY

Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045

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

LAND USE APPLICATION FORM

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

RECEIVED
 CITY OF OREGON CITY
 2013 NOV 12 AM 8:46

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 Woodman Ave

Phone: 503-855-1736 **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.



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

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

Type II (OCMC 17.50.030.B)

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

Type III / IV (OCMC 17.50.030.C)

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

File Number(s): _____

Proposed Land Use or Activity: _____

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

Physical Address of Site: _____

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

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: _____ **Date:** _____

Mailing Address: _____

Phone: _____ **Fax:** _____ **Email:** _____

Property Owner(s):

Property Owner(s) Signature: Joan D. Wiebke

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

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

Phone: 503-228-1425 **Fax:** — **Email:** Joanwiebke@gmail.com

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ **Date:** _____

Mailing Address: _____

Phone: _____ **Fax:** _____ **Email:** _____

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



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

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

Type II (OCMC 17.50.030.B)

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

Type III / IV (OCMC 17.50.030.C)

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

File Number(s): _____

Proposed Land Use or Activity: _____

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

Physical Address of Site: _____

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

Applicant(s):


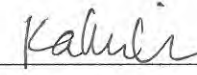
Applicant(s) Signature:   _____

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:   _____

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

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

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ **Date:** _____

Mailing Address: _____

Phone: _____ **Fax:** _____ **Email:** _____

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.



LAND USE APPLICATION FORM

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

RECEIVED
 2013 NOV 12 AM 8:46
 CITY OF OREGON CITY

File Number(s): _____

Proposed Land Use or Activity: _____

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

Physical Address of Site: _____

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

Applicant(s):

Applicant(s) Signature: Donna Carlson

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

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

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

Property Owner(s):

Property Owner(s) Signature: Donna Carlson

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

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

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

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

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

Request:

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

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

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

Background Information:

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

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

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

Zone Change:

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

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

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

1. Citizen Involvement

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

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

2. Land Use

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

5. Natural resources

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

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

6. Quality of Air, Water, and Land Resources

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

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

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

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

10. Housing

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

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

11. Public Facilities

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

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

12. Transportation

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

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

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

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

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

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

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

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

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

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

Woodlawn Properties Rezoning Application

Application Narrative

Project Information:

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

Request:

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

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

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

Background Information:

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

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

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

Zone Change:

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

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

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

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

2. Land Use

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 5.44: 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



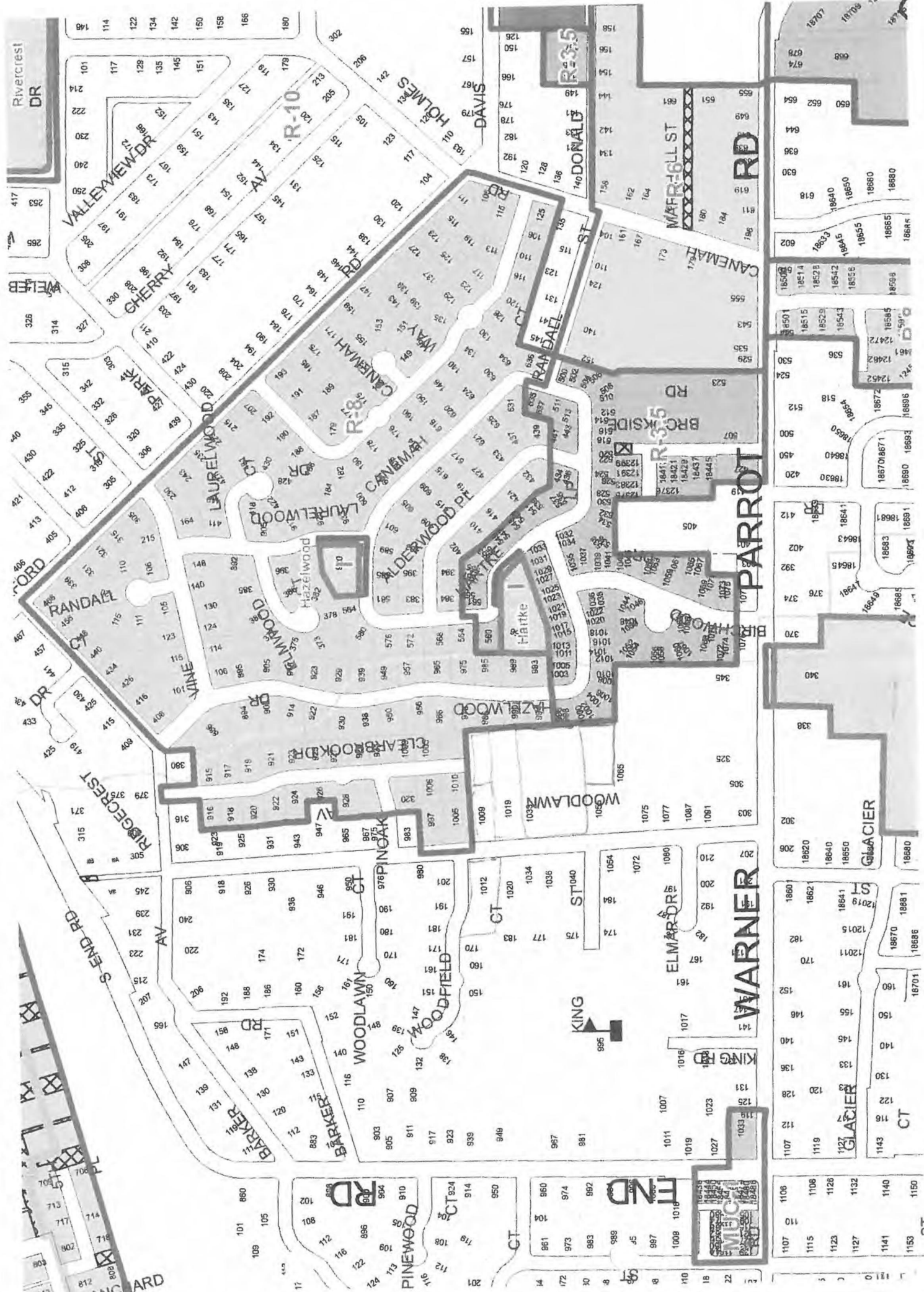
Laura Terway, AICP
Planner
Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Please note the Planning Division is available
from 7:30am - 6:00pm Monday - Thursday
and by appointment on Friday.
Phone: 503.496.1553
Fax: 503.722.3880
lterway@orc.org

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.



Please consider the environment before printing

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.





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

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

Taxpayer Information

Taxpayer: Suppressed
Address: Suppressed

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District

Comprehensive Plan: 1r
- Residential - Low Density

Taxlot Location Information

In Willamette Greenway? N
In Geologic Hazard? N
In Nat. Res. Overlay District (NROD)? N
In 1996 Floodplain? N

Taxlot Community Information

Subdivision: LAWTON HEIGHTS
PUD (if known):
Neighborhood Assn: South End NA
Urban Renewal District:
Historic District:
Historic Designated Structure? N

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

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



**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: Ir
- Residential - Low Density

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S
PUD (if known):
Neighborhood Assn: South End NA
Urban Renewal District:
Historic District:
Historic Designated Structure? N

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

Report generated 4/30/2013 8:14 AM

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



Oregon City Property Report

Taxlot: 3-2E-06BC-01801

Report generated 04/06/2007



Citylimits Line
UGB Line
Sanitary Pipes
Storm Lines
Water Lines



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

Aerial Photos 2006 shown

Taxlot Information

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

Planning Designations

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

Assessments

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

Overlay Information

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

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

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

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





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

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

Taxpayer Information

Taxpayer: Suppressed
Address: Suppressed

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District
Comprehensive Plan: Ir
- Residential - Low Density

Taxlot Location Information

In Willamette Greenway? N
In Geologic Hazard? N
In Nat. Res. Overlay District (NROD)? N
In 1996 Floodplain? N

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S
PUD (if known):
Neighborhood Assn: South End NA
Urban Renewal District:
Historic District:
Historic Designated Structure? N

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

Report generated 4/25/2013 9:08 AM

City of Oregon City
PO Box 3040
625 Center St
Oregon City, OR 97045
(503) 857-0891
www.oregoncity.org





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

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

3-2E-06BC-01601

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

Taxpayer Information

Taxpayer: Suppressed
Address: Suppressed

Taxlot Planning Designations

Zoning: R10
- 10,000 Single Family Dwelling District
Comprehensive Plan: Ir
- Residential - Low Density

Taxlot Location Information

In Willamette Greenway? N
In Geologic Hazard? N
In Nat. Res. Overlay District (NROD)? N
In 1996 Floodplain? N

Taxlot Community Information

Subdivision: HEDGES ADDITION - W.M LADD'S
PUD (if known):
Neighborhood Assn: South End NA
Urban Renewal District:
Historic District:
Historic Designated Structure? N

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

Report generated 4/25/2013 9:10 AM

City of Oregon City
PO Box 3040
625 Center St
Oregon City, OR 97045
(503) 857-0891
www.orcity.org



Oregon City GIS Map

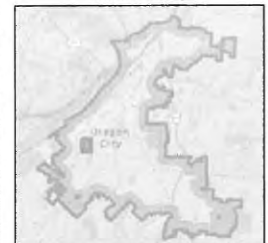


Legend

-  Taxlots
-  Unimproved ROW
-  City Limits
-  UGB

Notes

Overview Map



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



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



MEMORANDUM

Date: September 19, 2013

To: Mark Westermann

From: Frank Charbonneau, PE, PTOE

Subject: Trip Generation
Woodlawn Properties
City of Oregon City

FL1388

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.



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
<i>Single-Family (#210)</i>	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
<i>Single-Family (#210)</i>	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
<i>Single-Family (#210)</i>	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
<i>Single-Family (#210)</i>	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
<i>Single-Family (#210)</i>	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
<i>Single-Family (#210)</i>	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: Iterway

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	Parcel Number	: 00854702
CoOwner	:	Ref Parcel #	: 32E06BC01801
Site Address	: *no Site Address*	T: 03S R: 02E S: 06 Q: NW QQ: SW	
Mail Address	: 1009 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

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



Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Westermann Mark G & Karen K	Parcel Number	: 00854711
CoOwner	:	Ref Parcel #	: 32E06BC02000
Site Address	: 1009 Woodlawn Ave Oregon City 97045	T: 03S R: 02E S: 06 Q: NW QQ: SW	
Mail Address	: 1009 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

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	: 04/01/1986	Prior Document #	: 0086-13980
Prior Sales Price	: \$78,500		

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

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



STATUTORY WARRANTY DEED

ALBERT K. GOTTSCHALK AND ELLEN M. GOTTSCHALK, HUSBAND AND WIFE

conveys and warrants to MARK G. WESTERMANN AND KAREN K. WESTERMANN, HUSBAND AND WIFE

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

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.



Etacie E. Robinson
Notary Public for Oregon.
My Commission expires 2/20/98 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 8 feet of the South 20 feet of Lot 18, as described in deed recorded February 24, 1961 in Deed Book 567, page 628; 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.

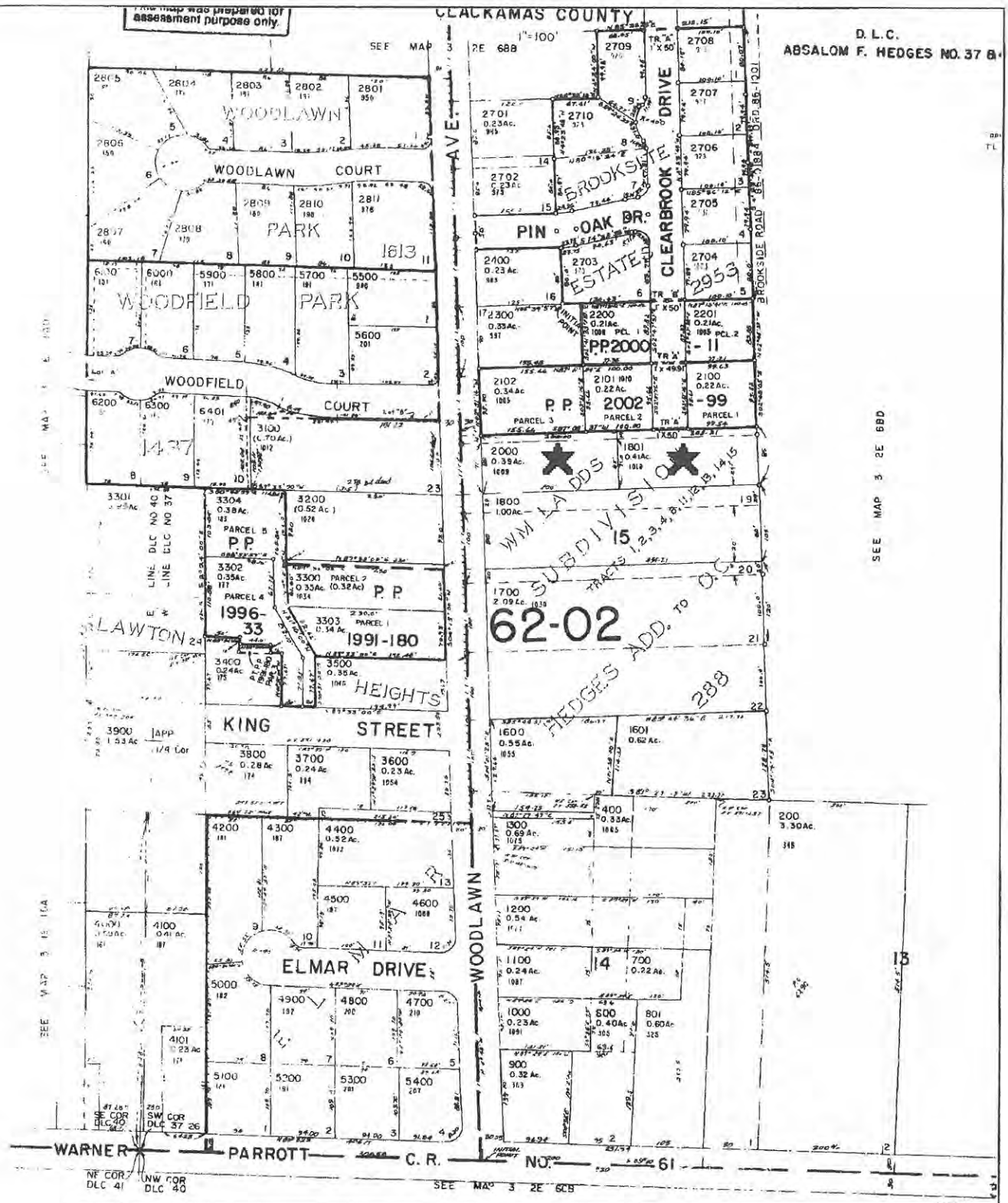
PARCEL II:

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. 14589, 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



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



Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

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

SALES INFORMATION

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

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

10 28
304
10



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

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 (Please comply with the requirements of ORS 93.400)

Dated this 14 day of June, 1999.
JWB

James Walter Hodgkinson
JAMES WALTER HODGKINSON

Kathleen A. Hodgkinson
KATHLEEN A. HODGKINSON

STATE OF OREGON
County of Clatsop

} ss.

This instrument was acknowledged before me on this 1 day of June, 1999
by James Walter Hodgkinson and Kathleen A. Hodgkinson

Donna M. Lander
Notary Public for Oregon



My commission expires: 05/07/2000

99-058806

EXHIBIT "A"

A tract of land, being a part of that certain tract of land conveyed to James W. Hodgkinson, et al, by Deed recorded as Fee No. 85-74823, Clackamas County Deed Records, which is located in the Northwest one-quarter of Section 8, 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 88°28'18" West along the South line of said Lot 23, 229.50 feet; thence North 01°38'00" East 114.83 feet to the North line of said Lot 23; thence North 88°44'37" East along the North line of said Lot 23, 217.70 feet to the Northeast corner thereof; thence South 04°14'48" East along the East line of said Lot 23, 128.74 feet to the point of beginning.

2

STATE OF OREGON 99-058806
CLACKAMAS COUNTY
Received and placed in the public
records of Clackamas County
RECEIPTS AND FEE: \$41.00 \$40.00
DATE AND TIME: 06/09/99 03:12 PM
JOHN KAUFFMAN, COUNTY CLERK



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	: 00854686
CoOwner	:	Ref Parcel #	: 32E06BC01700
Site Address	: 1033 Woodlawn Ave Oregon City 97045	T: 03S	R: 02E S: 06 Q: NW QQ: SW
Mail Address	: 1033 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	: 08/24/1998	Document #	: 0098-77992
Sale Price	: \$317,500	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	:	Prior Document #	:
Prior Sales Price	:		

PROPERTY DESCRIPTION

Map Page Grid : 717 B3
Census Tract : 225.00 Block: 3
Neighborhood : Oregon City Newer
Subdivision/Plat: 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 Fireplace	Above Ground SF	: 2,536	Year Built	: 1910
Heat Type	: Forced Air-Oil	Upper Total SF	: 764	School Dist	: 062
Floor Cover	: Carpet	UnFinUpperStorySF:		Foundation	: Concr Blk
Stories	: 1	Basement Fin SF	:	Roof Type	: Composition
Int Finish	: Drywall	Basement Unfin SF	:	Roof Shape	: Gable
Ext Finsh	: Shake	Basement Total SF	:		

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

5
257
10

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: 63887 638.00
DATE AND TIME: 11/30/98 02:35 PM
JOHN KAUFFMAN, COUNTY CLERK

98164219-C
JRW

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:

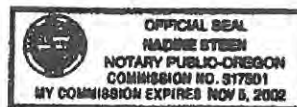
All of Lots 21 and 22 and the Southerly 20 feet of Lot 20, Tract 15, W.M. LADD'S SUBDIVISION TRACTS 1, 2, 3, 4, 6, 11, 12, 13, 14, and 15, of HEDGES ADDITION TO OREGON CITY, said Southerly 20 feet of Lot 20, as cut off by a line drawn parallel with the South line of said Lot 20, in the County of Clackamas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



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.

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

98-113741

50
20
10
98157145 - C
JW

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

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, 1998

Harold M. Black
Harold M. Black

Ruth S. Black
Ruth S. Black

STATE OF OREGON
County of Clackamas

98-077982

BE IT REMEMBERED, That on this 21st day of August, 1998, 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
Commission Expires 4/24/00

STATE OF OREGON 98-077982
CLACKAMAS COUNTY
Received and placed in the public
records of Clackamas County
RECEIPT AND FEE: 78328 935.00
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



"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	Parcel Number	: 00854926
CoOwner	:	Ref Parcel #	: 32E06BC03100
Site Address	: 1012 Woodlawn Ave Oregon City 97045	T: 03S	R: 02E S: 06 Q: NW QQ: SW
Mail Address	: 1012 Woodlawn Ave Oregon City Or 97045		
Telephone	:		

SALES INFORMATION

Transfer Date	: 04/10/2006	Document #	: 006-032123
Sale Price	: \$350,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 04/10/2006	Prior Document #	: 006-032122
Prior Sales Price	: \$350,000		

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 Finish	: Rustic	Basement Total SF	: 1,296		

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

20
10
11
4p
FATCO NO. 763647-00



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

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

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



APN: 00854926

Statutory Warranty Deed
- continued

File No.: 7071-763647 (fm)
Date: 02/21/2006

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

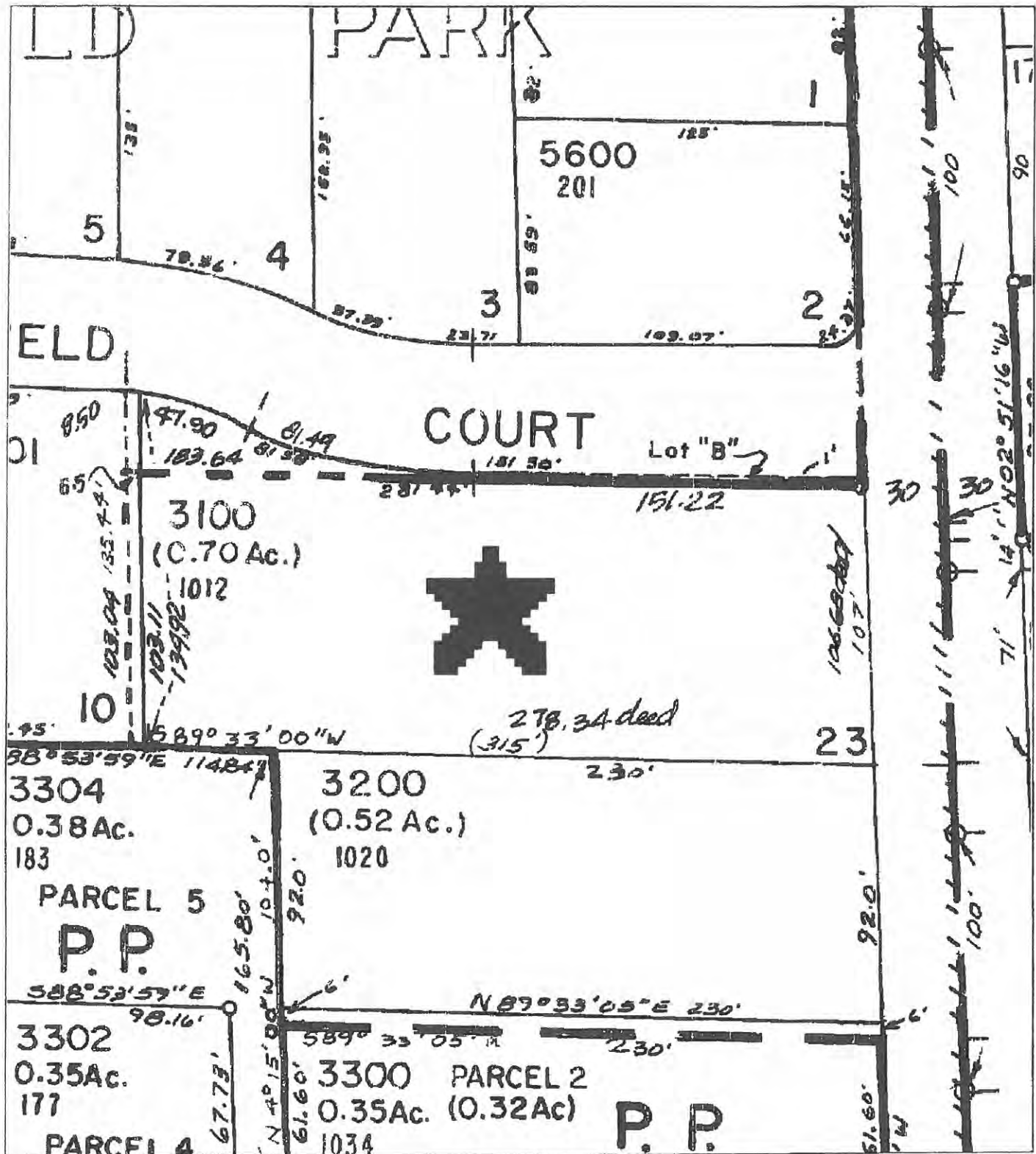


EXHIBIT A**LEGAL DESCRIPTION:**

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 feet to the true point of beginning.





Map No. 32E06BC03100



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



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



Chicago Title Company

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

METROSCAN PROPERTY PROFILE Clackamas (OR)

OWNERSHIP INFORMATION

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

SALES INFORMATION

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

PROPERTY DESCRIPTION

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

ASSESSMENT AND TAX INFORMATION

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

PROPERTY CHARACTERISTICS

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

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



ASCLND

[Home](#) [Help](#)
[Logoff](#)
[Property Search](#) > [Search Results](#) > [Property Summary](#)
[Printable Version](#)


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

Property Account Summary

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

General Information

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

Tax Rate

Description	Rate
Taxable Fire District Value	2.4602
Taxable Value	15.7176

Property Characteristics

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

Related Properties

No Values Found

Parties

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

Property Values

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

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

Active Exemptions

No Exemptions Found

Events

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

As Of Date: 11/20/2013

Recalculate**Taxes**

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

Receipts

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

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

Sales History

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

Property Details

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

Printable Version

Developed by ASIX, Incorporated.

@2005 All rights reserved.

Version 1.0.3357.16890

File No. 13012135

Clackamas County Official Records
Sherry Hall, County Clerk

2013-073104

10/23/2013 03:27:38 PM

Grantor
Mark Gray
Rhonda Gray

D-D Cnt=1 Stn=1 LESLIE
\$10.00 \$16.00 \$10.00 \$17.00

\$53.00

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: 1/17/2014



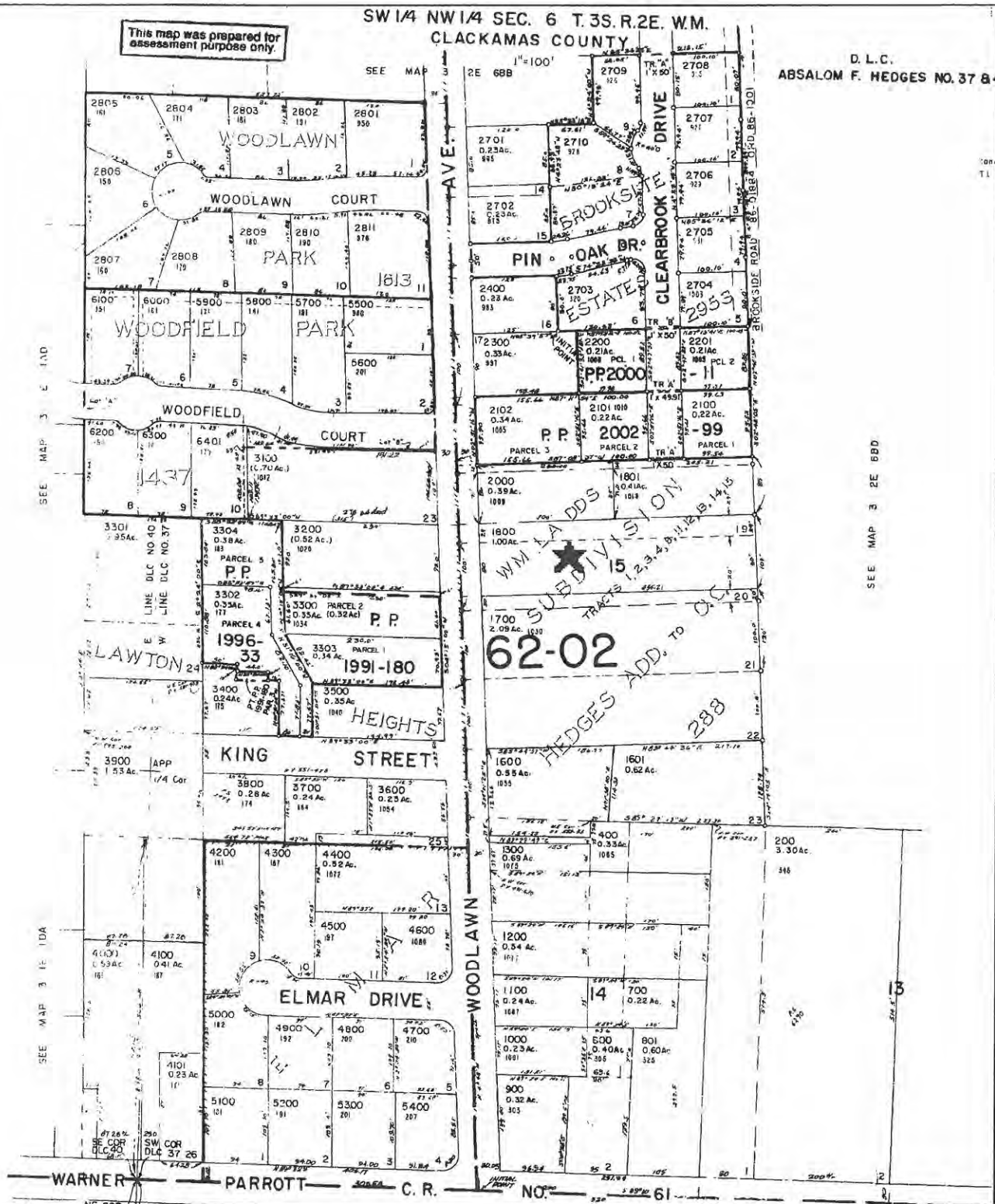
WFG Title 13012135 NW

Old Deed Statutory Warranty

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.

OR David Staton 1/15/2014



Map No. 32E06BC01800



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



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



Chicago Title Company

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

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Gray Mark & Rhonda	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	: 11/30/2000	Document #	: 000-077380
Sale Price	: \$215,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Estate By Entire
Prior Transfer Date	: 06/01/1987	Prior Document #	: 0087-27995
Prior Sales Price	: \$77,750		

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

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



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

RECORDED IN CLACKAMAS COUNTY
JOHN KAUFFMAN, COUNTY CLERK

2000-077380

\$26.00



0000270320000077300010011

DD - 1 - 3 BEVERLY
\$9.00 \$11.00 \$18.00

11/30/2000 04:09:22 PM

STATUTORY WARRANTY DEED

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

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

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

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

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

Dated this 27th day of November, 2000.

David C Buel

David C Buel

Brenda L Buel

Brenda L Buel

STATE OF OREGON

County of Clackamas

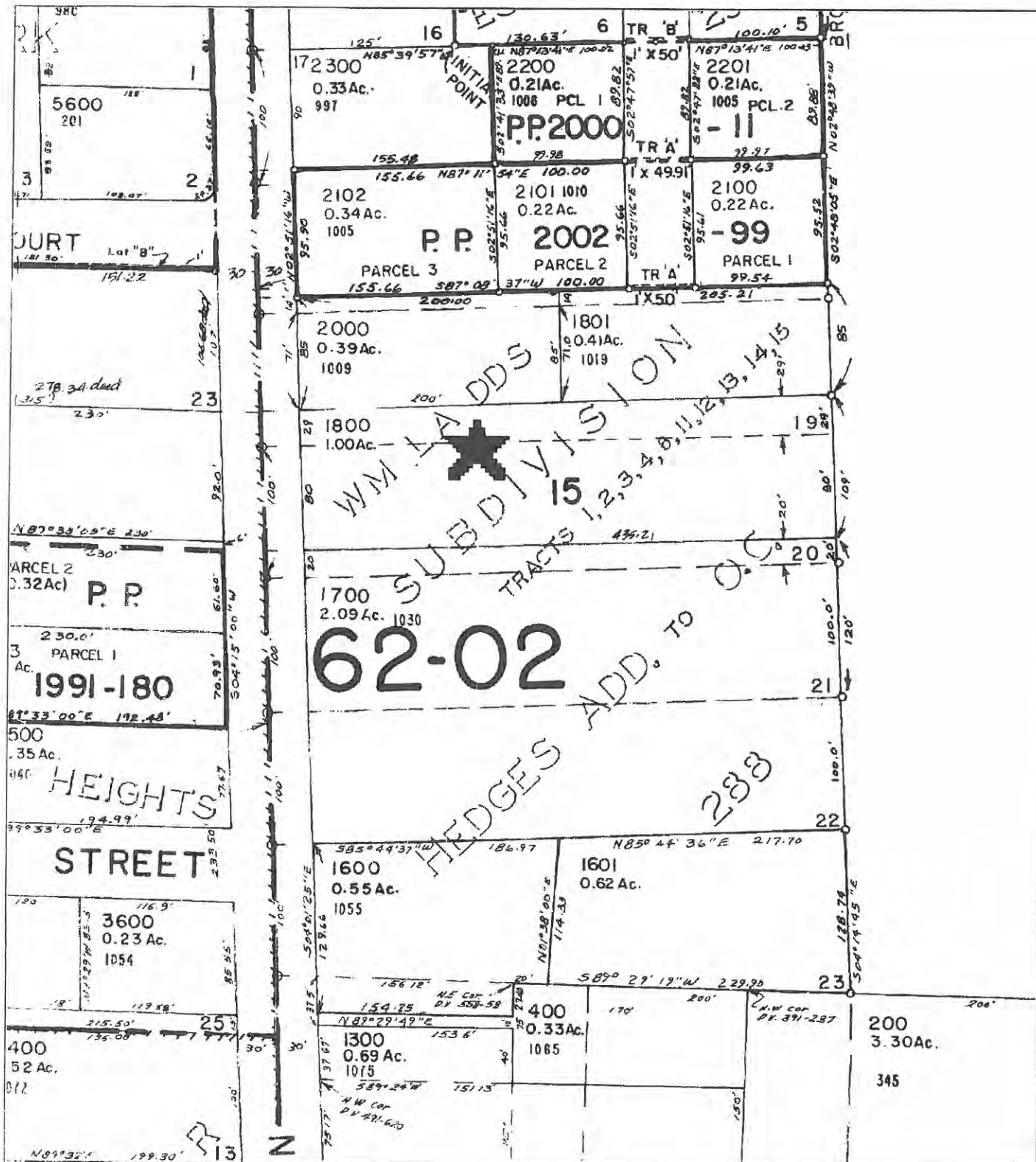
} ss.

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



Sheila M. Engel
Notary Public for Oregon

My commission expires: 08/01/2001



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

MEETING MINUTES for:
South End Neighborhood Association

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

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

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

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

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

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

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

T.-22

DATE Thurs Aug 15, 2013		SOUTH END NEIGHBORHOOD ASSOCIATION			
#	NAME:	ADDRESS:		PHONE NO.	
1	Bryan Dinreman	STREET:	canby	HOME:	
				CELL:	
		EMAIL:			
2	Stan Terwill	STREET:		HOME:	
				CELL:	
		EMAIL:			
3	Mark Westerman	STREET:		HOME:	
				CELL:	
		EMAIL:			
4	Laura Terway	STREET:	221 Molalla Ave, Suite 200	HOME:	
				CELL:	503-496-1553
		EMAIL:			
5	John & Kamiko Ewing	STREET:	1136 Madrona DR Oregon City, OR 97045	HOME:	503-655-5902
				CELL:	
		EMAIL:			
6	Jason & Erin Lile	STREET:	1250 Locust Farm Ct	HOME:	
				CELL:	503-888-7241
		EMAIL:			
7	Dave & Janet Bergero	STREET:	11976 Ginger Way Oregon City, OR 97045	HOME:	(503) 655-4941
				CELL:	655-219-2755
		EMAIL:			
8	Janet & John Williams	STREET:	1176 Sunny Ln john.williams38@gmail.com	HOME:	503 654-2248
				CELL:	
		EMAIL:			
9	Donna Davis	STREET:	11675 PARTLOW OC	HOME:	
				CELL:	
		EMAIL:			
10	Ingra Rickenbach	STREET:		HOME:	
				CELL:	
		EMAIL:			

DATE Thurs. Aug. 15, 2013		SOUTH END NEIGHBORHOOD ASSOCIATION			
#	NAME:	ADDRESS:		PHONE NO.	
1	Brenda McGinnis	STREET:	Lassen Court	HOME:	
		EMAIL:	brendagardens@yahoo.com	CELL:	971-275-2107
2	Petronella Donovan	STREET:		HOME:	
		EMAIL:	Petronelladonovan@comcast.net	CELL:	503.810.9045
3	Daniel Donovan	STREET:		HOME:	
		EMAIL:	Danizola@comcast.net	CELL:	
4	Joyce Clark	STREET:	Joyce Ct	HOME:	503-657-9347
		EMAIL:		CELL:	
5	DAVE STABENOW	STREET:	11863 PARTLOW RD	HOME:	
		EMAIL:		CELL:	
6	GINNY II	STREET:	11863 PARTLOW RD	HOME:	
		EMAIL:		CELL:	
7	Mary Ann Jensen Ginger Ries	STREET:	1600 Banker Rd.	HOME:	
		EMAIL:		CELL:	
8		STREET:		HOME:	
		EMAIL:		CELL:	
9		STREET:		HOME:	
		EMAIL:		CELL:	
10		STREET:		HOME:	
		EMAIL:		CELL:	

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

September 29, 2013

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – WOODLAWN
PROPERTIES ZONE CHANGE – ZC13-02**

Dear Ms. Terway:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed rezoning of four properties on Woodlawn Avenue near Woodfield Court. The undated TAL was prepared by of Frank Charbonneau, PE of Charbonneau Engineering.

The proposal would allow residential developments with a higher density than allowed under current zoning. The purpose of the analysis is to evaluate and compare the trip generation under three different zoning categories, R-10, R-8 and R-6.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed zone change only.

Comments

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of single-family dwellings on the four parcels on Woodlawn Avenue. The calculations are presented for three development scenarios: R-10, R-8 and R-6. The calculated maximum number of single-family dwelling units is 11, 16, and 25 units, respectively. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The numbers of AM peak hour trips and PM peak hour trips for these scenarios are summarized below.

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

It should be noted that these values are the theoretical maximum numbers; it is likely that due to parcel size and configuration and the need to provide new streets to serve all portions of the parcels that the number of parcels, dwelling units and trips will likely be somewhat lower for all scenarios.

2. **Access Locations.** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.
3. **Driveway Width.** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.
4. **Intersection Spacing.** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action s.
5. **Sight Distance.** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.
6. **Safety Issues.** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.
7. **Consistency with the Transportation System Plan (TSP).** This issue is not addressed in this TAL and will need to be addressed in a subsequent TAL for a subdivision or other land use action.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed rezoning can be assessed. The effect of rezoning on the transportation system will be minimal. A subsequent TAL will be required to address all site-specific issues relating to a subdivision or other land use action. The need for a subsequent TAL is recognized in the document submitted in connection with the proposed zone change.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

APPROVAL

CITY OF OREGON CITY PLANNING FILE No. LL 99-06

BY: *[Signature]* DATE: 5-6-99
CITY OF OREGON CITY PLANNING DEPARTMENT

NARRATIVE:

THE BASIS OF BEARINGS OF THIS SURVEY IS THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT 95-74823 (TAX LOT 1600, MAP 3 2E 68C), AS DETERMINED BY RECORD SURVEY PS 25425, AND WHICH IS SHOWN AS NORTH 85°44'37" EAST ON THE ATTACHED MAP.

THE PURPOSE OF THIS SURVEY WAS TO PROPERLY MONUMENT A PROPOSED PROPERTY LINE ADJUSTMENT BETWEEN DEED DOCUMENTS 95-74823 AND 98-77992, (TAX LOTS 1600 AND 1700, MAP 3 2E 68C).

MONUMENTS AND OTHER DATA FROM PS 25425 WERE HELD FOR BOUNDARY DETERMINATION. THE ADJUSTED PROPERTY LINE WAS AS PER CLIENT'S INSTRUCTIONS.

NOTES:

ALL BEARINGS AND DISTANCES ARE CALCULATED UNLESS SPECIFICALLY STATED OTHERWISE. ALL TAX LOT NUMBERS RELATE TO THE CURRENT TAX ASSESSOR'S MAP 3 2E 68C.

REFERENCE SURVEYS

PS 25425
PS 21758
PS 6290
HEDGES ADDITION TO OREGON CITY, PLAT No. 288
Wm. LADD'S SUBDIVISION OF TRACTS 1,2,3,4,6,11,12,13,14, & 15
OF HEDGES ADDITION TO OREGON CITY

PS-28259
CLACKAMAS COUNTY SURVEYOR
RECEIVED
MAY 6 1999
County Surveyor:
DATE Filed: 5/6/99 Deputy

LEGEND

- MONUMENT FOUND AS NOTED
- 5/8" X 30" IRON ROD SET WITH YELLOW PLASTIC CAP MARKED "LOVE PLS 747" (MONUMENTS SET APRIL 16, 1999)
- (M) MEASURED DATA
- (D) DEED DATA
- (HELD) MONUMENT OR OTHER DATA USED FOR CONTROL
- FD FOUND
- I.P. IRON PIPE
- I.R. IRON ROD
- C CENTER LINE
- WYPC WITH YELLOW PLASTIC CAP
- R/W RIGHT OF WAY
- (PS XXXX) PRIVATE SURVEY RECORD ON FILE AT CLACKAMAS COUNTY SURVEYOR'S OFFICE

PROJECT:
PROPOSED PROPERTY LINE ADJUSTMENT SURVEY
BETWEEN DEED DOCUMENTS 95-74823 & 98-77992

LOCATION:
SW 1/4 OF THE NW 1/4 OF SEC. 6, T. 3S., R.2E., W.M.
CITY OF OREGON CITY, OREGON

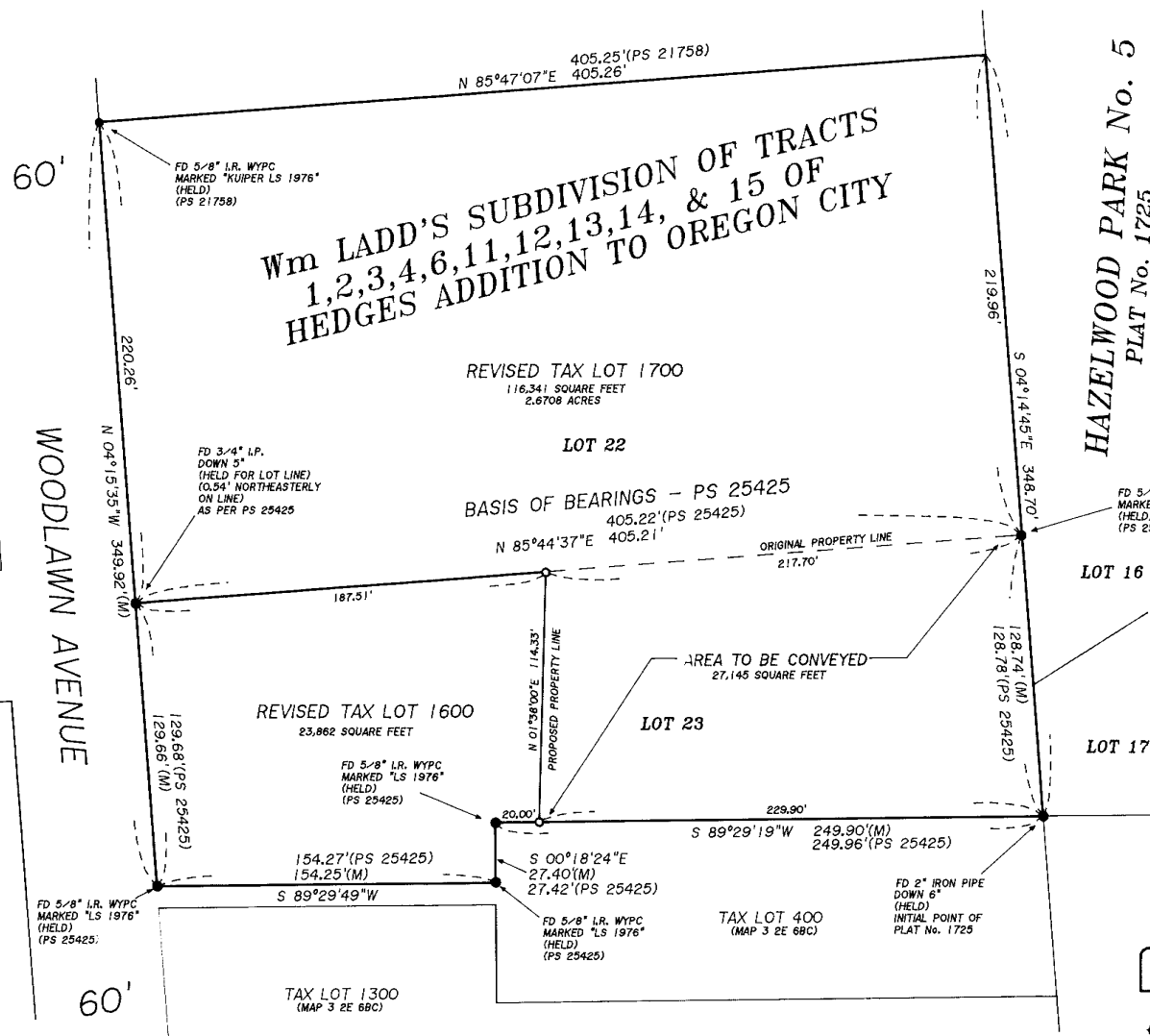
CLIENT: JAMES W. HODGKINSON	DATE: APRIL 16, 1999
SCALE: 1" = 40'	JOB NUMBER: 99-2508

DICK LOVE LAND SURVEYS, INC.
P.O. BOX 307 GLADSTONE, OR 97027 (503)-656-4915

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 8, 1966
RICHARD S. LOVE
EXPIRES 12/31/00

SCALE: 1" = 40'

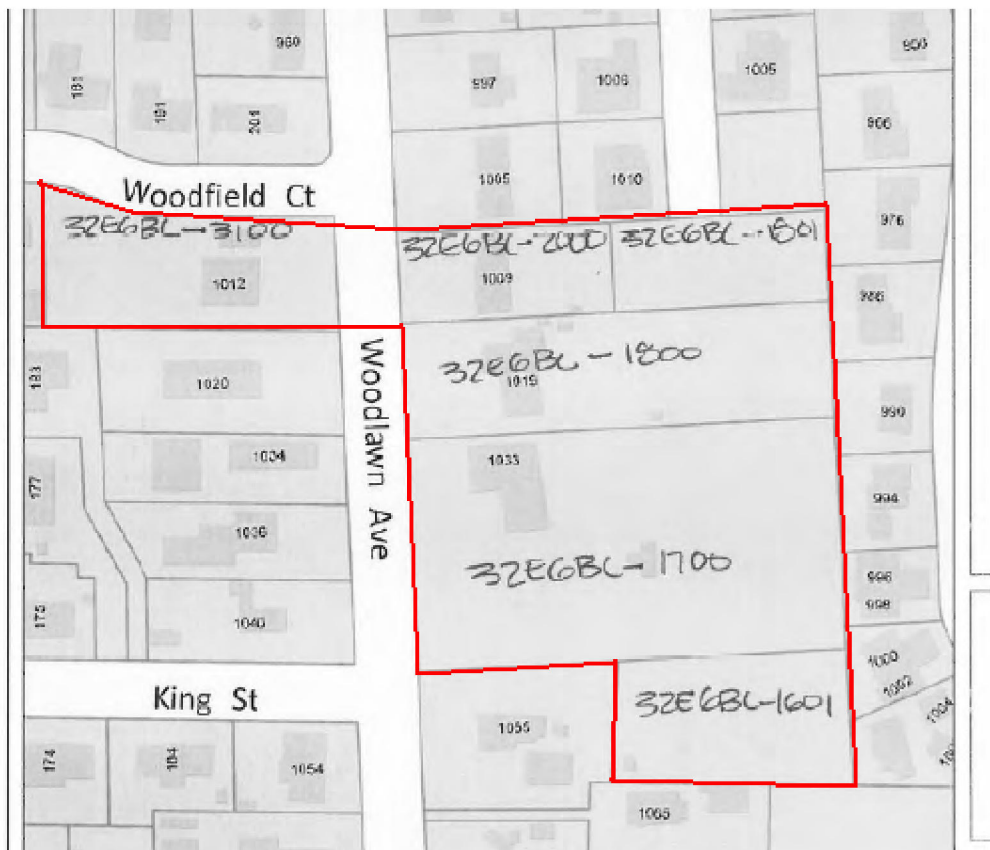


From: Laura Terway
To: ["ochall@comcast.net"](mailto:ochall@comcast.net)
Cc: ["Mark Westermann"](#)
Subject: ZC 13-02: Woodlawn
Date: Tuesday, December 03, 2013 2:45:00 PM
Attachments: [Southend Neighborhood Mtg.pdf](#)
[1999 LL.pdf](#)
[image002.png](#)

Mr. Hall,

The notes from the neighborhood meeting you requested are enclosed.

Also, I have had an opportunity to review the legality of the tax lot at the southern portion of the Zone Change proposal (Tax Lot 1601). Though they are separate tax lots for tax purposes, Tax Lots 1700 and 1601 are actually part of the same lot. The approved Lot Line Adjustment from 1999 is attached. Though it is legal to create an additional tax lots, the tax lots are created for taxable purposes and the appearance of Tax Lot 1601 does not result in the creation of a separate building lot. Land divisions and/or the creation of a new building lot require approval by the City of Oregon City Planning Division pursuant to Oregon City land division and zoning regulations. As the City is not aware of an approval creating Clackamas County Map 3-2E-06BC, Tax Lot 1601, it is assumed that the tax lot is not a legal building lot and cannot be sold as a separate lot. We have informed the applicant of this information as well.



Please let me know if you have any additional questions or concerns.

Southend Neighborhood Ass / Aug 15th, 2013 Meeting

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

Questions were asked:

What does R-6 & R-8 mean?

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

APPROVAL

CITY OF OREGON CITY PLANNING FILE No. LL 99-06

BY: *Paul Egan* DATE: 5-6-99
CITY OF OREGON CITY PLANNING DEPARTMENT

NARRATIVE:

THE BASIS OF BEARINGS OF THIS SURVEY IS THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT 95-74823 (TAX LOT 1600, MAP 3 2E 68C), AS DETERMINED BY RECORD SURVEY PS 25425, AND WHICH IS SHOWN AS NORTH 85°44'31" EAST ON THE ATTACHED MAP.

THE PURPOSE OF THIS SURVEY WAS TO PROPERLY MONUMENT A PROPOSED PROPERTY LINE ADJUSTMENT BETWEEN DEED DOCUMENTS 95-74823 AND 98-77992, (TAX LOTS 1600 AND 1700, MAP 3 2E 68C).

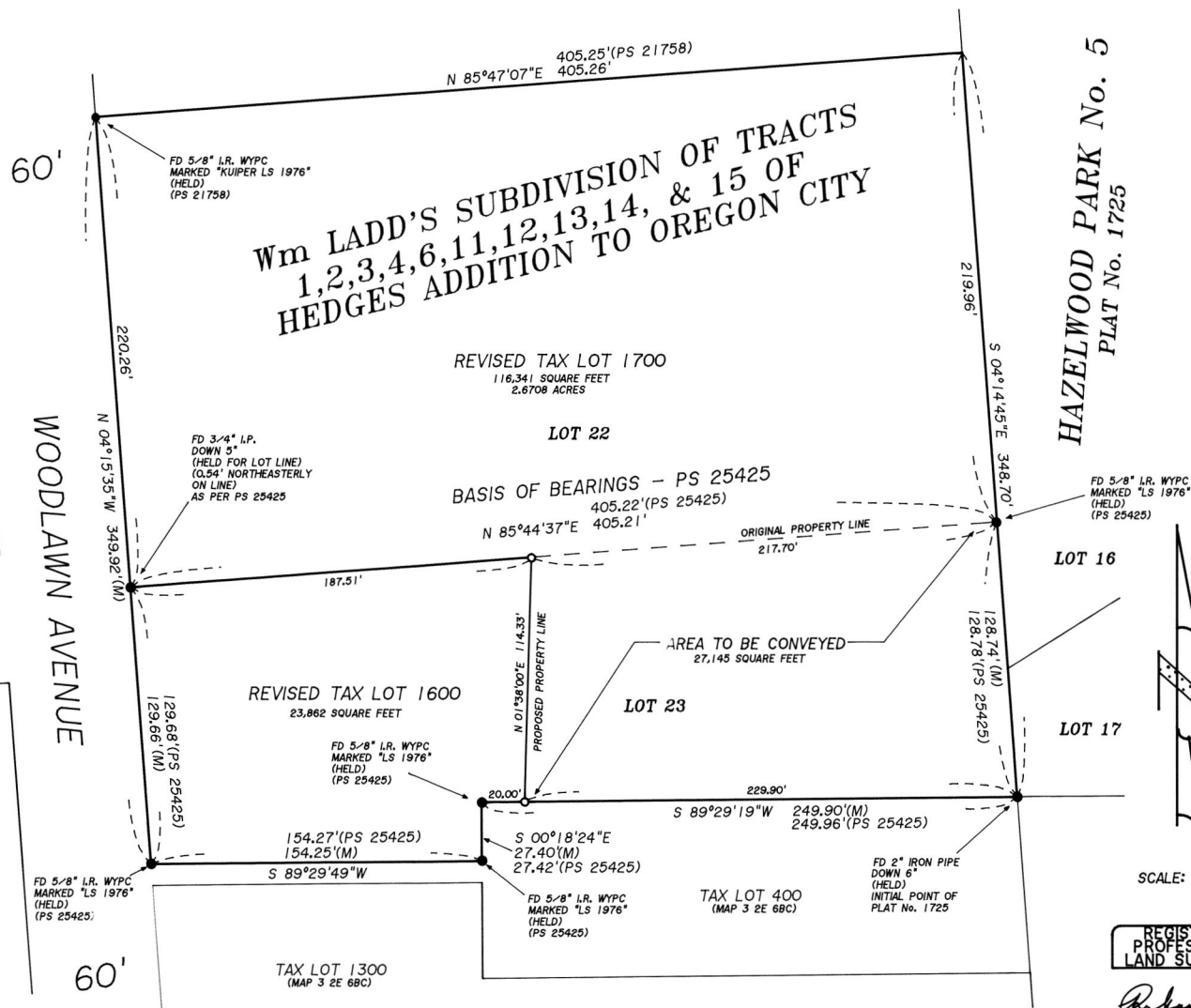
MONUMENTS AND OTHER DATA FROM PS 25425 WERE HELD FOR BOUNDARY DETERMINATION. THE ADJUSTED PROPERTY LINE WAS AS PER CLIENT'S INSTRUCTIONS.

NOTES:

ALL BEARINGS AND DISTANCES ARE CALCULATED UNLESS SPECIFICALLY STATED OTHERWISE. ALL TAX LOT NUMBERS RELATE TO THE CURRENT TAX ASSESSOR'S MAP 3 2E 68C.

REFERENCE SURVEYS

PS 25425
PS 21758
PS 8290
HEDGES ADDITION TO OREGON CITY, PLAT No. 288
Wm. LADD'S SUBDIVISION OF TRACTS 1,2,3,4,6,11,12,13,14, & 15
OF HEDGES ADDITION TO OREGON CITY



PS-28259
CLACKAMAS COUNTY SURVEYOR
RECEIVED
MAY 6 1999
County Surveyor
Deputy
DATE Filed 5/6/99

LEGEND

- MONUMENT FOUND AS NOTED
- 5/8" X 30" IRON ROD SET WITH YELLOW PLASTIC CAP MARKED "LOVE PLS 747" (MONUMENTS SET APRIL 16, 1999)
- (M) MEASURED DATA
- (D) DEED DATA
- (HELD) MONUMENT OR OTHER DATA USED FOR CONTROL
- FD FOUND
- I.P. IRON PIPE
- I.R. IRON ROD
- C CENTER LINE
- WYPC WITH YELLOW PLASTIC CAP
- R/W RIGHT OF WAY
- (PS XXXX) PRIVATE SURVEY RECORD ON FILE AT CLACKAMAS COUNTY SURVEYOR'S OFFICE

SCALE: 1" = 40'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Richard S. Love
OREGON
JUL 7, 1968
RICHARD S. LOVE
EXPIRES 12/31/00

PROJECT: PROPOSED PROPERTY LINE ADJUSTMENT SURVEY BETWEEN DEED DOCUMENTS 95-74823 & 98-77992	
LOCATION: SW 1/4 OF THE NW 1/4 OF SEC. 6, T. 3S., R.2E., W.M. CITY OF OREGON CITY, OREGON	
CLIENT: JAMES W. HODGKINSON	DATE: APRIL 16, 1999
SCALE: 1" = 40'	
JOB NUMBER: 99-2508	
DICK LOVE LAND SURVEYS, INC. P.O. BOX 307 GLADSTONE, OR 97027 (503)-666-4915	

ORDINANCE NO. 14-1001

AN ORDINANCE AMENDING TITLE 17: ZONING, CHAPTER 17.06.030: OF THE OFFICIAL ZONING MAP, OF THE OREGON CITY MUNICIPAL CODE, BY CHANGING THE PROPERTIES IDENTIFIED AS CLACKAMAS COUNTY MAP 3-2E-06BC, TAX LOTS 2000, 1801, 3100, 1700, 1800, AND 1601 FROM R-10 SINGLE-FAMILY DWELLING DISTRICT TO R-6 SINGLE-FAMILY DWELLING DISTRICT.

WHEREAS, the City of Oregon City has adopted a Zoning Map to implement the Comprehensive Plan in conformance with statutory requirements and the requirements of the Statewide Land Use Goals;

WHEREAS, the City of Oregon City Zoning Map implements the Comprehensive Plan Map by illustrating the location best suited for specific development;

WHEREAS, the City of Oregon City Zoning Map may be amended and updated as necessary upon findings of facts that satisfy approval criteria in the City of Oregon City Municipal Code Section 17.68.020;

WHEREAS, the owners of the subject site, located at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601 have requested the approval of a zone change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District;

WHEREAS, notice of the proposed zone change hearings were mailed to residents within 300 feet of the subject site, signs were posted on the property, notice was published in a local newspaper and the City held public hearings where the objectives and concepts of the proposal were presented and discussed;

WHEREAS, on January 13, 2014 the Planning Commission held a public hearing and, after considering all the public testimony and reviewing all the evidence in the record, recommended approval with conditions to the City Commission by a ____ – ____ vote for the requested Zone Change;

WHEREAS, the comprehensive plan designation of the site as Low Density Residential supports the R-6 Single-Family Dwelling District zoning designation,

WHEREAS, the zone change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District, will result in the timely provision of public services and facilities and, with the imposition of conditions, will have no significant unmitigated impact on the water, sewer, storm drainage, or schools, and police services;

WHEREAS, the projected transportation impacts resulting from a zone change from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District have been found to meet the City's transportation requirements and no required off-site mitigation measures are required;

WHEREAS, the proposed zone change application does meet the requirements of the Oregon City Municipal Code; and

WHEREAS, approving the zone change is in compliance with the Goals and Policies of the Oregon City Comprehensive Plan and all applicable city requirements.

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The zone change request from R-10 Single-Family Dwelling District to R-6 Single-Family Dwelling District (ZC 13-02) is hereby approved as proposed by the applicant for the properties located at Clackamas County Map 3-2E-06BC, TL 2000, 1801, 3100, 1700, 1800, and 1601.

Section 2. The zone change application is approved as proposed by the applicant.

Section 3. The Commission adopts the findings and conclusions that are attached to the Ordinance as Attachment A, Exhibit 1, and incorporated herein to support the City's approval to amend the zoning map and approve the subdivision applications.

Read for the first time at a regular meeting of the City Commission held on the ____ day of ____ 2014, and the City Commission finally enacted the foregoing ordinance this ____ day of ____ 2014.

DOUG NEELEY, Mayor

Attested to this ____ day of _____ 2014:

Approved as to legal sufficiency:

Nancy Ide, City Recorder

City Attorney