



City of Oregon City

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

Meeting Agenda Planning Commission

Monday, December 9, 2013

7:00 PM

Commission Chambers

1. Call to Order

2. Public Comments

3. Presentation

4. Public Hearing

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

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

5. Communications

6. Adjournment

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

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

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

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

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



City of Oregon City

625 Center Street
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Staff Report

File Number: PC 13-081

Agenda Date: 12/9/2013

Status: Agenda Ready

To: Planning Commission

Agenda #: a

From: Community Development Director Tony Konkol and
[REDACTED]

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):

Adopt the South End Concept Plan as an amendment to the Oregon City Comprehensive Plan and its Ancillary Documents, and adopt associated amendments to the Oregon City Municipal Code.

BACKGROUND:

Please refer to the attached Staff Report.

The Planning Commission opened the public hearing for adoption of the plan on November 25.

The South End Concept Plan must show substantial compliance with Title 11 of the Metro Urban Growth Management Functional Plan, Planning for New Urban Areas, and with Metro Ord. 02-9698B Conditions of Approval for Expansion of the Urban Growth Boundary. Please see Exhibit 10, 10a and 10b for analysis.

Amendment of the city's Comprehensive Plan requires findings of compliance with applicable Metro, State, and City Comprehensive Plan regulations.

Staff has prepared a detailed draft staff report with findings for the above mentioned regulations and will present those findings at the December 9, 2013 public hearing.

The Metropolitan Service District (Metro) requires governing jurisdictions to adopt comprehensive plan provisions for areas brought into the urban growth boundary (UGB) to guide the orderly and efficient conversion from rural to urban uses. The South End Concept Plan establishes a framework of policies and implementing ordinances before annexation can take place and urban-level development can occur. A product of extensive community engagement and technical analysis, the South End Concept Plan is adopted as an amendment to the City's comprehensive plan and zoning code, which must comply with Metro code and DLCD requirements. In compliance with Title 11 of Metro's Urban Growth Management Functional Plan, elements of the South End Concept Plan include housing, transportation, natural resources, parks and trails, public facilities and services, schools and financing. In accordance with the Oregon City Comprehensive Plan, the South End Concept

Plan also includes commercial designations in an amount sufficient to serve the needs of the South End neighborhood.

BUDGET IMPACT:

See South End Concept Plan Funding and Finance Section, Page 45



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FILE NO.: Legislative Files:
L 13-03 - South End Concept Plan (Ord. 13-1016)
L 13-04 - Oregon City Municipal Code Amendments (Ord. 13-1017)

APPLICANT: Oregon City Planning Division
221 Molalla Ave, Ste. 200, Oregon City, Oregon 97045

REPRESENTATIVE: Cogan Owens Cogan, Planning Consultants
Kirstin Green, AICP and Steve Faust, AICP
720 SW Washington Street, Suite 500, Portland, OR 97205

REQUEST: Adopt the South End Concept Plan as an amendment to the Oregon City Comprehensive Plan and its Ancillary Documents, and adopt associated amendments to the Oregon City Municipal Code.

LOCATION: City-wide.

REVIEWERS: Pete Walter, AICP
Tony Konkol, Community Development Director

17.50.170 - Legislative hearing process.

A. Purpose. Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use must begin with a public hearing before the planning commission.

B. Planning Commission Review.

- 1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The community development director shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.*
- 2. The community development director's Report. Once the planning commission hearing has been scheduled and noticed in accordance with Section 17.50.090(C) and any other applicable laws, the community development director shall prepare and make available a report on the legislative proposal at least seven days prior to the hearing.*
- 3. Planning Commission Recommendation. At the conclusion of the hearing, the planning commission shall adopt a recommendation on the proposal to the city commission. The planning commission shall make a report and recommendation to the city commission on all legislative proposals. If the planning commission recommends adoption of some form of the proposal, the planning commission shall prepare and forward to the city commission a report and recommendation to that effect.*

C. City Commission Review.

- 1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the*

hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.

2. Notice of Final Decision. Not later than five days following the city commission final decision, the community development director shall mail notice of the decision to DLCD in accordance with ORS 197.615(2).

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

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

PROPOSAL

This proposal is to amend the 2004 Oregon City Comprehensive Plan to include the adoption of the South End Concept Plan (Exhibit 18), to change certain comprehensive plan designations on the Oregon City Comprehensive Plan Map (Exhibit 4), and its Ancillary Documents (Exhibit 13) and to update the Oregon City Zoning Ordinances to implement the South End Concept Plan (Exhibit 21).

In 2002, the Metropolitan Service District ("Metro") amended the Metro urban growth boundary ("UGB") to include a portion of certain land identified as Area 32 into the urban growth boundary for Oregon City. This land currently has a designation of R - Rural on the Clackamas County Comprehensive Plan Map. An additional 290 acres was added to the UGB prior to 2002 (in 1980). This land currently has a designation of LR - Low Density Residential on the City's Comprehensive Plan and a designation of LR Low Density Residential on the Clackamas County Comprehensive Plan.

Per the City / County Urban Growth Management Agreement (UGMA), Clackamas County is required to adopt Oregon City Comprehensive Plan designations for the area with the Oregon City Urban Growth Boundary (Exhibit 12).

Adoption of the concept plan does not affect the current Oregon City Zoning Map. Zoning map changes will be reviewed separately following annexation. Until annexation occurs, properties within the concept plan area retain their existing Clackamas County zoning.

Various ancillary documents and plans will be updated through adoption of the South End Concept Plan. These include the public facilities plans (Water, Sanitary Sewer, and Stormwater master plans), and updates to the Transportation System Plan, Parks and Recreation Plan, and Trails Master Plan (Exhibit 13).

Concept planning guides the orderly transition from rural to urban use in order that provision of city services to newly incorporated areas is efficient. Just as importantly, the concept plan reflects the core values and vision for existing and future residents for the future development of the area (See Executive Summary of Plan on pages I-II).

The following sections of Oregon City Municipal Code are proposed for amendment to supplement existing city code in order to implement the South End Concept Plan. Many zoning, subdivision and

other regulatory code provisions necessary to implement the concept plan already exist within the existing code.

OCMC Chapter Title

12.04 Streets, Sidewalks and Public Places

14.04 Annexations

16.08 Subdivisions – Process and standards

16.16 Minor Partitions – Process and standards

17.18 R-2 Multi-family Zone

17.22 (new) Single Family Residential Design Standards – SECP

17.24 NC – Neighborhood Commercial Zone

17.29 MUC – Mixed Use Corridor Zone

17.54 Supplementary Zoning Regulations and Exceptions

FACTS

A. Existing Conditions

The South End study area is adjacent to South End Road, starting at the intersection of Rose Road and South End Road on the southwestern edge of the City. A map of the study area is provided (Exhibit 3).

The South End Concept Plan study area consists of 498 acres located south of Oregon City along South End Road. Approximately 188 acres were brought into the UGB when Metro amended the UGB in 2002. The remaining 290 acres outside the city were added to the UGB prior to 2002. The South End Concept Plan process also includes an additional 133 acres currently within city limits for planning purposes, but which not included in the initial buildable land calculations; however, comprehensive plan designations for portions of these areas are proposed to change in order to implement the concept plan. Subsequently the planning area is 611 acres in total.

The predominant land uses in the concept plan area consist of low-density residential subdivisions developed in the 1970s, estate residential property, churches and the John McLoughlin Elementary School. This semi-rural and suburban development pattern is interspersed with some limited farm and forest uses that still exist. There are no formalized office, commercial, retail, or industrial uses within the planning area. The closest significant commercial nodes are located northeast of the concept planning area at Warner Milne and Molalla Avenue or within the City of Canby's Downtown, located three miles to the south. The planning area is located approximately three miles south of downtown Oregon City.

The detailed existing conditions report in Appendix A of the plan provides a comprehensive discussion of the current physical, environmental and land use conditions present in the study area. The existing conditions report includes a buildable lands analysis.

B. Buildable Lands Inventory

Buildable lands are those within the urban growth boundary that are suitable, available, and necessary for residential or employment uses. Buildable lands include both vacant land and land that is likely to be redeveloped, and are not severely constrained by natural hazards or subject to natural resource protection measures. The 283 net buildable acres identified in this preliminary analysis are the maximum acres projected to be available for development, as shown below

Gross Area Outside City Limits	498.7 Acres - (minus)
Developed Land	101.8 Acres - (minus)
Unbuildable Land	<u>27.7 Acres</u> =
Buildable Land	369.2 Acres X (0.25)

New Roads and Utilities	(25%) = 92.3 Acres
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Net Buildable Area	276.9 Acres
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(From Existing Conditions Report Table 2. Buildable Areas, Oregon City South End, 2012)

Current Oregon City Land Use Designations

The portions of the UGB outside the city limits have the current comprehensive plan designations*:

FU-10 designation	188 acres (58 taxlots)
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LR designation	290 acres (289 taxlots)
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*Pursuant to the 1991 Urban Growth Management Agreement with Clackamas County.

Density Calculations (See Appendix B. of plan)

The buildable lands analysis is then used to develop and to calculate future land use densities. These calculations are required by Title 11 of Metro's Urban Growth Functional Plan, which states that new urban area plans must provide "for average residential densities of at least 10 dwelling units (du) per acre of net vacant buildable land." The average residential density is only applicable to areas added to the UGB in 2002; the density requirement for the area added to the UGB in the 1980s is permitted to be calculated at a lower density of 8 dwelling units per acre.

The land use evaluation of the plan in Appendix B indicates that the concept plan provides the potential for a buildable range of between 1,747 and 2,637 dwelling units within the South End Plan area, with a mean of 2,192 units. State and Metro requirements indicate that UGB expansion areas within the Metro region must provide for average densities of 8 units per acre for areas added prior to 2002 and 10 units per acre for areas added in 2002 or later. The net developable area of the pre-2002 expansion area is 196 acres, resulting in a need to provide for approximately 1,568 dwelling units at 8 units per acre. The net developable area of the 2002 expansion area is 133 acres, resulting in the need to provide for 1,330 dwelling units at 10 units per acre. Therefore the Metro target for the provision of total units in South End is approximately 2,898 units.

The City is proposing to substantially comply with the Metro Density requirements. The justification for substantial compliance is based on the following factors, which are explained in detail in the attached Title 11 Compliance Analysis in Exhibit 10. These factors include:

- Vision and Values of the Concept Plan
- Transportation System Constraints
- Initial Metro UGB Expansion Projections
- Housing Development Forecast
- Consistent efficiency (100%) and utilization of zoned residential land
- Mixed Use Areas allow for 50% housing
- Adjacent Rural Reserve Considerations

C. Public Involvement, Notice and Public Comment

The South End Concept Planning process provided early and frequent opportunities for public involvement in the plan development process.

Public Involvement in the legislative decision making process is provided through the public hearing process, newspaper noticing, meetings, and continued online participation.

Initial public involvement in the concept planning process for the South End area began in mid to later 2012 with the selection of a consultant. Four consulting teams applied and interviewed by a collaborative team of staff and selected members of the public. The team led by Cogan Owens Cogan was selected unanimously for their proposed approach to the planning process and in particular their public involvement approach needed to undertake an effective and engaging planning process.

Following selection of the consultant, the City Commission approved the contract, scope of work and budget in June 2012.

Cogan Owens Cogan coordinated the formal public involvement process for the concept plan. The following is the complete chronology of meetings and events.

See Exhibit 6 for a summary of public notices.

Public Notice

Notice of the first Planning Commission public hearing for the proposal was published in the Clackamas Review on, and mailed to the affected agencies, the CIC and all Neighborhood Associations 20 days prior to the November 25 Planning Commission public hearing in accordance with . In accordance with ORS 197.610 and OAR 660-018-000, a Notice of Proposed Amendment to the Oregon City Comprehensive Plan was provided to the Oregon Department of Land Conservation and Development 35 days prior to the first noticed Evidentiary Hearing on October 17th, 2013. Measure 56 Notice was mailed to landowners within Oregon City property owner, within or abutting the Urban Growth Boundary along South End Road (over 10,500) on October 30, 2013.

Amended Public Notice

Due to incorrect language regarding appeal procedures for legislative proposals on the initial newspaper public notices, a second, amended Public Hearing notice was published in the Clackamas Review on November 13th, 2013, 20-days prior to the second scheduled Planning Commission hearing on December 9th, 2013 (Exhibit 6).

Public Comments

Comments received throughout the process prior to the opening of the formal record have been compiled in the Community Engagement Summary in Appendix I (Exhibit I).

Public Comments provided via the project website and www.southendconceptplan.org and via email have also been compiled in Exhibit 8.

Public Comments received in response to the formal public notice process are provided in Exhibits 26-30.

Adoption of the concept plan, amendment of the city Comprehensive Plan and the associated code changes are legislative decisions. Any individual may raise new issues at any of the public hearings or submit written testimony at or prior to the hearing identified above.

D. Summary of Plan and Code Amendments

The proposed changes and additions to the Municipal Code and Comprehensive Plan are organized into the following Exhibits.

- Exhibit 21. Code amendments critical to Concept Plan implementation.
- Exhibit 13. Updates to Existing Ancillary Comprehensive Plan Documents (Transportation System, Water, Sewer, Stormwater and Parks and Trails Master Plans)

The City of Oregon City proposes to adopt a revised comprehensive plan, zoning ordinance amendments to implement the South End Concept Plan and Metro regional requirements, new amendments to the Comprehensive Plans Ancillary Documents (sewer, water, storm water, parks and trails plans). New comprehensive plan map designations and development code changes are proposed.

As mentioned earlier, when properties within the concept plan area are annexed into Oregon City by upon approval of petitions for annexation by property owners, new zoning designations on specific parcels will be applied.

Transportation Planning Rule

Rezoning of properties at annexation following adoption of the South End Concept Plan is subject to Oregon's Transportation Planning Rule (OAR 660-012-0060). In order to meet the requirements of this regulation, needed improvements and funding mechanisms have been identified for properties within the Concept Plan area. Some of these improvements were identified previously during the recent TSP update. The proposed transportation infrastructure improvements, financing and funding estimates, along with future amendments to the Transportation System Plan and Capital Improvement Plan provide adequate basis to show compliance with this rule. Formal compliance with OAR 660-012-0060 will be addressed at the time of annexation and zoning of parcels within the Concept Plan area. Exhibit 5 contains a memorandum from DKS Engineering further explaining the plans compliance with OAR 660-012-0060.

Metro Title 11 – Planning for New Urban Areas

Oregon City must comply with the relevant portions of Metro's Urban Growth Management Functional Plan (aka the 2040 Functional Plan), known as Title 11. The Oregon City Comprehensive Plan also requires that concept planning be completed for areas along South End Road prior to annexation of land within the Urban Growth Boundary.

The Metro Functional Plan is a regional land use plan that implements the Metro 2040 Growth Concept. The Concept Plan is required to comply with State and Metro Title 11 requirements. Title 11 and Concept Plans are intended to lay a foundation for urbanization of areas added to the region's Urban Growth Boundary (UGB) in a way that reasonably provides public facilities and services, offers transportation and housing choices, supports economic development, and protects natural resources. The following land use elements of Metro's Title 11 regulations governing concept planning within Metro's jurisdiction, "3.07.1120 Urban Growth Boundary Amendment Urban Reserve Plan Requirements":

- Annexation
- Housing density
- Variety of housing types
- Housing affordability
- Commercial/Industrial development
- Transportation
- Mapping
- Public Facilities and Services
- Schools
- Urban Growth Diagram
- Plan Amendments

A separate report which details findings for compliance with Metro Title 11 is provided in Exhibit 10 and a letter from Metro that responds to this report is expected to be provided for the record during the Planning Commission's consideration of the concept plan.

DECISION-MAKING CRITERIA:

The remainder of this report details compliance of the South End Concept Plan with the applicable state, regional and local requirements.

Oregon City Comprehensive Plan

Comprehensive Plan Maintenance and Implementation - Regular Review and Update.

Considerations

Section 2 – Land Use of the 2004 Oregon City Comprehensive Plan indicates that the regular review and updated of the Comprehensive Plan should consider the following:

1. *Plan implementation process.*

Finding: Complies. This amendment to the Comprehensive Plan is required in order to adopt appropriate land use designations that will guide future land use planning for the UGB area response to Metro Title 11 Requirements. Metro Title 11 – Planning for New Urban Areas requires that the City adopt a concept plan prior to annexation and urbanization of areas brought into the UGB. The concept planning process was initiated in order that public facilities and services can be planned to serve future development within the South End area.

The plan implementation process must following local, metro and state guidelines.

Completion of the concept plan and amendment of the Comprehensive Plan complies with the City's Comprehensive Plan *Goal 14.3 - Orderly Provision of Services to Growth Areas*, which provides that the City plan for public services to lands within the Urban Growth Boundary through adoption of a concept plan and related Capital Improvement Program, as amendments to the Comprehensive Plan.

Additionally, adoption of the concept plan will maintain compliance with Metro's Functional Plan, and will be forwarded to the state following adoption through the Oregon Department of Land Conservation and Development's post-acknowledgement process.

2. *Adequacy of the Plan to guide land use actions, including an examination of trends.*

Finding: Complies. The Existing Conditions report (Appendix A) of the Concept Plan includes detailed land use, market, infrastructure, transportation system, demographic and housing analyses in order to determine trends to guide future land use actions. The results of this analysis are the basis on which the concept plan is developed and need to be incorporated into the Comprehensive Plan. The plan provides a thorough explanation of the existing conditions pertaining to this analysis and provides recommendations and preliminary cost estimates for improvements that will be necessary in order for the concept plan to be carried out.

The Comprehensive Plan amendments proposed with the concept plan are necessary in order for land use actions to be carried out within the concept plan area subsequent to the annexation of property. Please note that adoption of the concept plan does not rezone property within the planning area until said property is annexed into the City. The concept plan forms the basis for the City's Comprehensive Plan map designations, relevant code amendments, and text and maps required in the event that annexation takes place. Likewise, the amendments to the ancillary documents and plans assure that the necessary improvements in the concept plan can be incorporated into the appropriate ancillary plan, as well as be included in the City's Capital Improvement Program.

The plan includes a detailed examination of trends, not only from an economic perspective, but also from a social perspective. The economic perspective is detailed in the market analysis, which includes population analysis and projections, demographic and economic data, and a commercial and residential housing development forecast for the planning area.

The social trend perspective is based on both the market analysis and the robust public engagement process for the plan, which is summarized in Appendix J.

3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*

Finding: Complies. The concept plan is based on a shared Vision and set of Core Values that established what the South End community values today about South End and what the community would like to see in the future. The vision and core values were developed based on the extensive public involvement process described earlier. Additionally, the existing conditions report includes a comprehensive analysis of land use, buildable lands, natural resources, demographics, market conditions, existing development patterns, and housing needs for the South End Community to guide future development of the area.

4. *Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.*

Finding: Complies. In addition to the Community Advisory Team, the planning process was informed by a Technical Advisory Team (TAT) of representatives from the following agencies who provided current technical and regulatory compliance information. The TAT met formally four times throughout the process and provided informal input to the project manager via email and other correspondence.

Technical Advisory Team

- Clackamas County Transportation and Development

- Clackamas County Planning Department
- Clackamas County Sheriff's Office
- Clackamas Fire District #1
- Oregon City School District
- Metro
- Tri-City Sewer Service District
- Clackamas River Water District (CRW)
- Oregon City Public Works Department
- Oregon City Police Department
- Oregon City Parks and Recreation Department
- Oregon Department of Land Conservation and Development (DLCD)
- Oregon Department of Transportation (ODOT)
- Tri-Met

Participation on the TAT by representatives of Metro and the State informed the regulatory framework which the concept plan must comply with, including the elements of housing, transportation and natural resources. These elements are illustrated in the concept diagram and associated maps in the plan. For example, policies support the provision of a variety of housing types and income levels and creation of mixed use zones to encourage more walkable communities and housing, and the application of the designation of Metro Design Types (Outer Neighborhoods). Habitat Conservation Areas, slope data and other known resource overlay information was also provided to develop a variety of maps, notably the habitat conservation areas, steep slope, transportation (street system, transit, functional classification, street sizing, bicycle and pedestrian needs, trails), water, stormwater and sewer system maps.

Factual information on housing needs by income level is provided in the plan as well as policies to comply with Metro Title 11 and state Metropolitan Housing Rule housing policies. The Concept Plan also responded to targets for future population growth provided by Metro. Policies in the Concept Plan support Metro and DLCD requirements and factual information is reflected in the plan.

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

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

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Goal 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: Complies. Development of the plan included an extensive public involvement effort as documented in the Community Engagement Summary (Exhibit 18I, Appendix I). The public involvement effort employed a two-phased approach; Phase 1 consisting of a extensive series of smaller group

meetings and surveys to reach out, listen and educate, and Phase 2 consisting of plan guidance by the CAT through regular meetings and updates to various groups throughout the process. A summary and chronology of all meetings held is provided in Exhibit 9).

South End Concept Plan Community Advisory Team (SECP-CAT)

Through a formal application process, the city received enthusiastic response from the community to form the 16-member South End Concept Plan Community Advisory Team (SECP-CAT).

As the project's public steering committee, the SECP-CAT is made up of energetic volunteers (both residents of the city and county) who represent a broad cross section of interests of the South End community, including city and county residents, youth, faith-based communities and business interests. SECP-CAT members applied for these positions and were appointed by Mayor Neeley. An overview explaining the role of the CAT is provided in Exhibit 14. The makeup of SECP-CAT membership is as follows:

- City At-Large (2)
- County At-Large (2)
- Leland Rd / New Era / Central Pt CPO
- Development/business (2)
- Faith-based organization (2)
- Hazel Grove Neighborhood Assn
- McLoughlin Elementary School
- OC Natural Resources Committee
- Parent Teacher Association
- OC Parks and Rec. Advisory Committee
- Planning Commission
- South End Neighborhood Assn
- OC Transportation Advisory Committee
- Youth/Student/Teen (2)

The SECP-CAT met formally seven times over the course of the project (See Community Engagement timeline, Exhibit 9), not including small group meetings that individual SECP-CAT members facilitated.

Community Conversations and Small Group Meetings

Oregon City staff and CAT members teamed up to present the project to the public at a wide variety of larger public meetings, smaller "community conversations", Citizen Involvement Council, Neighborhood Associations, and Planning Commission and City Commission updates.

Large Venue Meetings - Open Houses and Forums

(Please see Appendix J for detailed results of the open houses and forums)

1. Community Open House #1: Phase 1 Kickoff Meeting.
2. Community Open House #2: December 13, 2012.
3. Forum on the Future Part 1: April 13, 2013.
4. Forum on the Future Part 2: June 1, 2013.

Website and Social Media

Website: Documentation produced with the South End Concept Plan has been posted on the project website www.southendconceptplan.org throughout the duration of the project and all comments have been integrated into the final draft.

Facebook: Staff made weekly regular facebook posts with news of meetings, website updates and project deliverables.

Twitter: Staff tweeted weekly updates with news of meetings, website updates and project deliverables.

On-line Interactive Maps and Surveys

Early and throughout the planning process the team used new ways to engage the public to complement the traditional format of attending meetings.

On-Line Interactive Forums (MetroQuest)

Sub-consultants MetroQuest (website <http://www.metroquest.com>), specialists in interactive online public involvement, developed two series of public interactive on-line forums to complement Phases 1 and 2 of the public involvement process. The on-line format consisted of a combination of place-based comments, graphic maps and surveys in one intuitive process, and allowed people to identify areas of importance and specific locations for development preference within the concept plan area.

Survey Monkey

27 on-line surveys were used to complement the process and gather feedback on the plan. The results of these surveys are integrated into the public engagement summary.

Email Distribution - “EBlasts”

Staff maintained an email distribution list and provided weekly “EBlasts”, or mass emailings to inform the public and plan participants about the process, summarizing and directing people to the website for the most recent news and updates about the planning process.

Public Notices

Once the final draft plan was ready for formal public review, staff opened the legislative file for the adoption of the South End Concept Plan opened on October 16, 2013. The formal draft plan is required to be adopted by Ordinance as an amendment to the City Comprehensive Plan through the Legislative approval process. This began a process of formal public notices as detailed in the public notice section earlier in this report.

Mail and Paper Surveys

Paper Surveys were circulated the Phase 1 and Phase 2 meetings ask targeted questions about the plan. 40 surveys were completed.

Section 2: Land Use

Goal 2.1 Efficient Use of Land

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

Policy 2.5.6

Develop a concept plan for South End that includes commercial designations in an amount sufficient to serve the needs of the South End neighborhood. The area designated as “Future Urban Holding” on South End Road lacks sufficient commercial services.

Finding: Complies. The proposed concept plan includes two areas for neighborhood commercial use to serve the adjacent area. These areas will be designated as Mixed Use Corridor on the Oregon City Comprehensive Plan, however the final zoning of NC – Neighborhood Commercial to implement these areas would not change until annexation.

The comprehensive plan draft indicates approximately 16 acres of land on both sides of South End Road would be designated as Mixed Use Corridor. These locations have been scaled back considerably from earlier drafts in response to public comment, but will still assure that the development of well-designed retail amenities within easy walking distance of adjacent residential land use can be achieved.

The plan draft recommendations that help inform a market-supportable development program for housing, commercial, and office development in the South End over the long-term planning period.

Section 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality - Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: Complies. Amendments to the Oregon City Transportation System Plan were recently adopted and went into effect on August 16, 2013. The concurrent timing of the TSP update with the South End Concept Plan process was advantageous, since it allowed for coordination of planning level assumptions for buildout of the UGB and proposed improvements. As shown in the TSP, the share of improvements recommended in the TSP update that result in more significant levels of pollution has dramatically decreased since the 2001 TSP. As shown in Figure 24 of the TSP (Volume 1), projects related to walking, biking, and taking transit have increased from approximately 51% of the projects in the 2001 TSP to approximately 74% of the projects in the TSP update, represented by over 260 projects. This set of projects combined with projected employment growth within the city over the next 20 years results in an approximately 13% reduction in vehicle miles traveled (VMT) in the evening peak period through 2035, more than the 10% reduction set as a climate change target (TSP Volume 1, Table 25).

Many of the transportation recommendations within the SECP were already implemented with the recent TSP update and comply with the Regional Transportation Function Plan (RTFP) to include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle accessways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking (TSP Volume 2, Section K).

The concept plan calls for a transportation network that provides greater pedestrian and bicycle mobility, improved transit opportunities, and improved street connectivity as the area develops at higher, urban densities.

The land use portion of the concept plan includes two neighborhood scale commercial areas within easy walking distance to adjacent abutting residential development. The intent of these areas is to provide appropriately scaled and well-designed commercial amenities to serve the immediate South End Area and reduce the dependence on the automobile to get basic amenities.

The above plan provisions are consistent with the goal and policy of promoting air quality.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

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

Finding: Complies. The South End Concept Plan is necessary to maintain compliance with Statewide Planning Goal 11, Public Facilities. Goal 11 requires that public facilities and services be provided in a timely, orderly and efficient manner. The goal's central concept is that local governments should plan public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. As shown in the findings below, the proposed update of the TSP is consistent with Goal 11.1.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

Finding: Complies. The SECP includes "planning level" estimates for proposed public facilities, including preliminary cost expenditures and financing tools expected to fund needed water, sewer, storm water and transportation improvements as the concept plan area develops. The Funding and Finance section of the plan, starting on Page 45, identifies, summarizes and describes the needed improvements and described variety of potential funding and financing resources (See Exhibit 18). It should be stated that pursuant to Metro Title 11, these estimates are preliminary, and further refinements should be made as additional resources are available. A more detailed description of these costs is provided in Appendices C, F, and G to the concept plan. The preliminary costs do not include extraordinary costs for right-of-way acquisition, permitting, or geotechnical soils work. Such costs may include special environmental mitigation, subsurface soil enhancements, structural engineering, and business/residential relocation assistance.

The recently adopted Transportation System Plan, which dovetailed with the SECP process, establishes both a financially constrained set of proposed transportation improvements that can be funded by expected revenues, as well as a planned set of transportation improvements that are not reasonably expected to be funded by 2035, but many of which are important to making progress on the goals and performance targets for the transportation system. The recommended projects are projected to meet performance targets throughout the city, with exceptions. Some intersections on the state highway system cannot be brought into compliance with current ODOT and proposed TSP mobility standards without unreasonably expensive projects for which there is no identified funding. As the City is not required to assure compliance with mobility standards for permitted and conditional uses on state facilities beyond what is identified in the Regional Transportation System Plan, the City proposed to temporarily exempt permitted and conditional uses from complying with the current mobility standards for the interchanges of I-205/99E, I-205/213 and OR 213/Beavercreek Road and all state facilities within or adjacent to the Regional Center. With no reasonable solution resulting in compliance with mobility standards for these locations, the City will continue to work with regional partners to pursue special studies and alternate mobility standards for these locations. Minor improvements are anticipated for a majority of the three intersections until the solutions are adopted, likely one to two years after adoption of the Transportation System Plan. The proposed TSP is consistent with this policy.

Policy 11.1.2

Provide public facilities and services consistent with the goals, policies and implementing measures of the Comprehensive Plan, if feasible.

Finding: Complies. The proposed concept plan provides guidance for the timely, efficient and economic provision of transportation facilities within the existing city and to new development areas within the UGB consistent with the relevant goals, policies and implementing measures of the Comprehensive Plan.

Policy 11.1.4

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

Finding: Complies. The proposed improvements in the concept plan respond to the housing demand that is estimated to be generated through 2035. The projected growth is based on land use inventories and plans from Metro and the City, and in accordance with Metro Title 11 goals for new residential growth.

Policy 11.1.5

Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Finding: Complies. The concept plan includes a transportation and public infrastructure component that addresses this policy. Appendix C: Transportation Element provides refinements of the 2013 Transportation System Plan based on the growth estimates and goals for the concept plan. Appendix D: Public Infrastructure Element provides preliminary estimates for the proposed water, sewer and stormwater system expansions that will be necessary to serve the concept plan area.

These estimates, in accordance with Metro Title 11, are preliminary recommendations and it is recommended that further refinements be made to analyze the South End area, particularly with respect to sewer capacity.

The City has adopted development code and engineering standards to ensure concurrent provision of public facilities and services at uniform levels. Pursuant to these requirements, the full range of public improvements is typically required to be extended to a new development area at the same time (roads, city sewer, storm drainage, water, and emergency services). The proposed concept plan is consistent with this policy.

Policy 11.1.7

Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

Finding: Complies. The South End Concept Plan, consistent with OAR Chapter 660, Division 11, includes preliminary cost estimates and funding strategies for the necessary improvements, including likely financing approaches.

Total capital costs for major roads, sewer, water, stormwater and parks/trails systems have been estimated for build-out of the South End area and are summarized in the Funding and Finance section of the plan. A more detailed description of these costs is provided in Appendices C, F and G. Unit costs were prepared based on local and regional experience with a variety of capital projects.

The draft plan estimates are preliminary and serve for the purposes of concept planning. The plan includes implementation actions to refine and prioritize these estimates. Key steps to be undertaken over the next four years include:

- Adopt the South End Concept Plan.
- Prepare and adopt recommended local ordinance amendments.
- Document potential fiscal impacts to the city, county and service districts, including potential tax and fee revenues and service costs that are associated with South End annexation.
- Perform value engineering to scale down costs for green streets, parks and stormwater improvements.
- Consider public-private partnerships for providing community park facilities; and work with local citizens, property owners and service providers to further evaluate and adopt new funding sources that have been identified in this plan document.
- Prepare a detailed Public Facility Plan that refines project capital cost estimates, and identifies short-term public facilities and their funding sources.
- Revisit inter-local urban service agreements with Clackamas County and utility service providers to ensure that the roles and responsibilities for advance financing required public infrastructure and providing adequate operations and maintenance service levels are clarified.

Policy 11.6.1

Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.

Finding: Complies. Please refer to the concept plan document on pages 20-29, and Appendix C, Transportation Element.

The South End Concept Plan envisions an interconnected network of multi-modal streets, one that takes advantage of the relatively flat terrain at the top of the bluff, yet builds upon and connects with the existing streets in the area. The design of the streets will represent the context of the neighborhood, reinforcing its rural nature while accommodating all modes of travel for users of all ages and abilities. The streets will be more than just places for automobile travel, recognizing that they are also where people gather, walk, bike, access transit, and park their vehicles. They will be designed to safely connect people to where they need to go, giving residents, and visitors more travel choices to destinations.

As a major street connection through the Concept Plan area, South End Road will continue to connect residents, commuters, and visitors to the regional transportation system. It will be designed in a manner to serve the through travel demand, while still being viewed as an asset to the neighborhood rather than a barrier. Bicyclists will be accommodated with an exclusive on-street bike facility that is physically separated from motor vehicle traffic with a parking lane and/or a buffer. Where on-street parking is allowed, the cycle track will be located to the curb-side of the parking (in contrast to bike lanes). Those walking will be accommodated with sidewalks buffered from the street with landscaping and/or street furnishings. Safe and comfortable pedestrian and bicycle crossings will be provided where facilities cross South End Road.

To the east and west of South End Road will be a connected network of streets and shared-use paths providing on and off street connections to schools, parks, housing and shopping. Primary street connections to South End Road for those driving in the Concept Plan area will be via Deer Lane-Madrona Drive, Beutel-Parrish Road, and Rose Road. These streets will employ design techniques to create safe,

slow streets without significantly changing vehicle capacity, mitigating the impacts of the traffic on the adjacent housing and providing greater balance between safety and mobility.

Those walking and biking in the Concept Plan area will be accommodated primarily through street side sidewalks or pathways, or on-street shared-roadways. Off the main street system will be a network of comfortable, low-stress walking and biking routes between neighborhoods and local parks, schools, and shopping areas. It is intended to attract less experienced walkers and bikers, acting like a linear park system linking parks, schools, jobs and other destinations in the Concept Plan area to other parts of the City.

Section 12: Transportation

Goal 12.1 Land Use-Transportation Connection

Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.1 - Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Policy 12.1.5

Investigate the possibility of a new street connection between South End Road and Highway 99E between Downtown and New Era.

Finding: Complies. The South End Concept Plan provides opportunities to facilitate increased travel options for vehicles, pedestrians and bicyclists by identifying new locations for the complete hierarchy of street designs, and identifies prioritized projects within the city-wide Transportation System Plan. Implementation of these projects will result in a more complete transportation system with a variety of multi-modal travel opportunities.

Goal 12.2 Local and Regional Transit

Promote regional mass transit (South Corridor bus, Bus Rapid Transit, and light rail) that will serve Oregon City.

Finding: Complies. The proposed concept plan includes a detailed discussion of transit options within and adjacent to the concept plan area and supports mass transit by providing a more complete community which include walkable amenities, mixed uses and higher density residential land uses along arterial roads, and a transportation facility which will allow safe access for mass transit users, pedestrians and bicyclists.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.

Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.

Policy 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.

Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.

Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.

Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.

Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.

Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: Complies. The concept plan provides opportunities to facilitate increased mobility for vehicles, pedestrians and bicyclists by identifying insufficient facilities and associated prioritized projects within and outside of the concept plan area. Implementation of the projects and the associated amendments to the Oregon City Municipal Code will result in a more complete transportation system with a variety of connected multi-modal travel options and a truck route network which support one another. The plan was created in conjunction with input from transportation specialists from Clackamas County, ODOT and Metro.

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1 -Identify improvements that are needed to increase the safety of the transportation system for all users.

Policy 12.5.2 -Identify and implement ways to minimize conflict points between different modes of travel.

Policy 12.5.3 -Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Finding: Complies. Please refer to Findings above under Policy 11.6.1.

Goal 12.6 Capacity

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

Policy 12.6.1 - Provide a transportation system that serves existing and projected travel demand.

Policy 12.6.2 - Identify transportation system improvements that mitigate existing and projected areas of congestion.

Policy 12.6.3 - Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.

Policy 12.6.4 - Identify and prioritize improved connectivity throughout the city street system.

Finding: Complies. Please refer to Findings above under Policy 11.6.1. Transportation policy and projects in the South End area are proposed to serve existing and planned uses within the urban growth boundary along South End Road as detailed in Appendix C: Transportation Element. The recommended projects within the planning area are projected to meet performance targets within the planning area and identify and prioritize improved connectivity throughout the concept plan area. The concept plan details specific enhancements to the transportation system that will be required as condition of future land use approval within the concept plan area, if and when any such areas are annexed to Oregon City. These improvements will ensure that travel mode options and travel routes (parallel systems) are required. There are identified deficiencies outside the planning area that are exceptions, as discussed during the prior TSP adoption process. Outside of the concept plan area, the city-wide TSP identifies a list of funded and non-funded projects that if funded and implemented in the future, will mitigate existing and projected areas of congestion.

Goal 12.7 Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.

Finding: Complies. Please refer to Findings above under Policy 11.6.1. The proposed concept plan and associated amendments to the Oregon City Municipal Code allow for a complete transportation network for all modes of transportation.

Comprehensive Plan Goal 14.3 - Urbanization - Orderly Provision of Services to Growth Areas

Plan for public services to lands within the Urban Growth Boundary through adoption of a concept plan and related Capital Improvement Program, as amendments to the Comprehensive Plan.

Finding: Complies. Adoption of the proposed comprehensive plan amendments, zoning code amendments and subsequent amendments to the capital improvements plan will ensure that public services within the Urban Growth Boundary will be made available at or prior to the time of development.

Comprehensive Plan Goal 14.1 Urban Growth Boundary

Establish, and amend when appropriate, the Urban Growth Boundary in the unincorporated area around the city that contains sufficient land to accommodate growth during the planning period for a full range of city land uses, including residential, commercial, industrial, and institutional.

Finding: Complies. The Urban Growth Boundary along South End was expanded in 1980 and again in 2002 to accommodate residential growth projections for the region through 2035.

Policy 14.1.1

The Urban Growth Boundary shall conform to Title 11 of the Code of the Metropolitan Service District and will provide sufficient land to accommodate 20-year urban land needs, resulting in efficient urban growth and a distinction between urban uses and surrounding rural lands, and promoting appropriate infill and redevelopment in the city.

Finding: Complies. Findings for compliance with Title 11 are provided in Exhibit 10. The concept plan will provide a long range plan to guide future land use and result in an efficient growth pattern, promoting in-fill and redevelopment and preserving land outside the Urban Growth Boundary for rural land uses.

Goal 14.3 Orderly Provision of Services to Growth Areas

Plan for public services to lands within the Urban Growth Boundary through adoption of a concept plan and related Capital Improvement Program, as amendments to the Comprehensive Plan.

Finding: Complies. The plan includes a detailed preliminary public infrastructure plan with estimated costs for public sewer, water, storm water, parks and trails, schools, fire and emergency service provision and includes financing and funding strategies. The plan includes recommendations for updates to the Capital Improvement Program.

Comprehensive Plan Goal 14.3 - Goal 14.4 Annexation of Lands to the City

Urbanization - Policy 14.4.2

Include an assessment of the fiscal impacts of providing public services to unincorporated areas upon annexation, including the costs and benefits to the city as a whole as a requirement for concept plans.

Policy 14.1.2

Concept plans that provide more detail than the city's Comprehensive Plan will be required prior to development of lands within the Urban Growth Boundary.

Finding: Complies. The South End Concept Plan details the funding and financing necessary to provide public services to the area upon annexation and subsequent development. Planning level estimates have been provided for all necessary infrastructure components including the transportation, water, sewer and storm water improvements.

While further refinements may be necessary to assess these costs prior to or at the time of annexation, these preliminary fiscal impact assessments provide an adequate basis for initial analysis and reliable recommendations for more detailed study where needed.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1: CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: Complies. The concept plan included an innovative, robust, two-phased public involvement approach, which was discussed earlier in this report. This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. An overview of the public involvement process is provided within this report and demonstrated in the Community Engagement Summary (Appendix I of Plan, See Exhibit 18I). Staff finds that the concept plan process is consistent with Statewide Planning Goal 1.

STATEWIDE PLANNING GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: Complies. The Draft Concept Plan includes identification of facts, issues, and problems in the "Background" discussion for each element. Updated and market relevant documentation in the technical report provided the basis for the Land Use, Schools, Parks, Transportation, Water, Stormwater, Sanitary Sewer and Natural Resources elements, helping assure the proper factual basis for decisions in updating the maps, goals, policies, action items, and implementation measures. Inventories, such as for housing, economic development, and natural resources, have been provided either in the technical appendices to the plan or in other ancillary documents, such as the Parks and Recreation Master Plan and the new water and sewer master plans. Implementation measures proposed as part of the plan update are provided.

STATEWIDE PLANNING GOAL 3: AGRICULTURAL LANDS AND GOAL 4 FOREST LANDS

Finding: Complies. By definition, Oregon City does not have rural resource lands such as for agricultural or forest use within its city limits or UGB and therefore those goals are not strictly applicable. However, the land use element discusses these lands within an urban and rural-to-urban transitional context. Lands within the UGB have low density residential and future urban land use designations. Some existing farm and forest uses can and do exist in the concept plan area, and may continue as pre-existing lawful non-conforming uses unless the owner seeks to change the use. Once annexed, most single

family residential zones already permit commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area, including retail sales of materials grown on site, is permitted by right. Additionally, community gardens may be considered an appropriate use option for private developments, including multi-family and senior living residential uses.

STATEWIDE PLANNING GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: Complies. Goal 5 resources are addressed in detail in the Existing Conditions report (Appendix A, pages ____). The South End buildable lands methodology aggregates all of the vacant and developable land in the area and removes land that have slopes greater than 25%, a “high” or “moderate” Habitat Conservation Area rating includes designated wetlands and essential riparian habitat), established easements, or a registered historic building. Additionally, new development will be required to comply with the City’s Environmental Overlay Zoning in compliance with this goal. Wildlife habitat and natural areas are identified on Metro’s Goal 5 resource inventory and Oregon City. The HCA Map in the Concept Plan illustrates the areas in the region that are subject to the performance standards and best management practices described in Section 4 of Title 13 “Nature in Neighborhoods.” Highly ranked riparian habitat areas within the current urban growth boundary were identified as “habitat conservation areas” and will be subject to high, moderate, and low levels of conservation based on habitat value or quality.

Historic buildings within the planning area will fall under the jurisdiction of the City’s Historic Overlay Code. The Parks and Recreation Master Plan inventories open spaces with other recreation facilities in the city. The element lists the City’s four open space areas.

Concept Plan goals and policies for preserving open space and tree cover, protecting scenic views, preserving and rehabilitating historic buildings, conserving natural resources and water quality are updated with the attached code and comprehensive plan amendments.

STATEWIDE PLANNING GOAL 6 AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

Finding: Complies. Existing Comprehensive Plan policies that apply to the Concept Plan require development practices to comply with regional, state, and federal standards for air and water quality, to protect water quality from erosion and sediment, to minimize the effects of noise, and to protect mineral resources. These goals and policies are implemented through the City’s grading and erosion control ordinances, water quality resource protection regulations, development standards, and nuisance laws. DEQ regulates air quality but Oregon City’s TSP recognizes the link between air quality and transportation (through vehicle emissions) and works to reduce impacts from single-occupancy vehicles. The TSP and Capital Improvements Fund will be updated to reflect transportation improvements recommended in the plan.

Minimum lighting standards already exist in Chapter 12.24 for Pedestrian/Bicycle Access ways to limit glare and light pollution at night.

Finding: Complies

STATEWIDE PLANNING GOAL 7 AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect life and property from natural disasters and hazards.

Finding: Complies. Limited areas (less than 5% of the planning area) at the southern and western edge of the concept plan fall within areas identified as having potential for geologic hazards and which would be regulated under OCMC Chapter 17.44 – Geologic Hazard Overlay District following annexation to Oregon City. Land Use review of development within the overlay district is required to provide additional site specific studies, subsurface investigations, documentation and mitigation of any known hazards or hazards that may exist, with the following additions;

- Reference most recent geologic maps and reports, including new LIDAR mapping of Oregon City,
- Require geotechnical evaluation for new construction and future development in areas
- Within 50 feet of 25% slopes or steeper, and
- Within 200 ft of the crest and toe of slopes, and areas previously mapped with landslides.
- Require development-specific investigation and report by a Professional Engineer (PE) and Certified Engineer Geologist (CEG).
- Review of final grading, drainage, and foundation plans and specifications by geotechnical engineer.
- At the City’s discretion, peers review of the geotechnical report by city-selected reviewer.
- Special inspection during construction provided by the geotechnical engineer.

Approval of any new development within the geologic hazard overlay zone must show compliance with the application requirements and standards of OCMC 17.44.

STATEWIDE PLANNING GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors, and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: Complies. The Concept Plan provides for an interconnected series of trails, parks and open spaces areas throughout the study area to implement this Goal. Specific plan policies related to this Goal include amending the parks and recreation, open space and trail master plans to be consistent with the Concept Plan, partnering with the School District to provide shared community use of recreational facilities at schools, working with private property owners and others to develop a trails system, implementation of a hierarchy of connections (roads and trails of various types), partnering with Metro to enhance the public understanding of the regionally significant Canemah Bluffs habitat conservation area immediately abutting the planning area to the west, with future trail and facility planning proposed to provide access to resources, and regional and neighborhood parks located with easy access by trails and roads. Additionally the Concept Plan recognizes the opportunity for acquisition and/or dedication of sensitive areas for open space and habitat by private landowners.

STATEWIDE PLANNING GOAL 9: ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

Finding: Complies. As part of the Concept Plan process, Oregon City worked with a consultant to inventory and evaluate the local and regional market conditions within and adjacent to the Concept Planning area. This report details patterns in the community, the profile of local employment, the supply of commercial and office land, and potential for commercial development within the area. Although key to the design of the two neighborhoods envisioned in the plan, commercial development is not seen as

necessary for the economic success of the area, which is expected to be developed largely for residential use. The commercial needs of the planning area can be met outside of the concept planning area by existing and planned developments. However, neighborhood commercial development can serve to organize the concept plan by providing a “center” to the community. In addition, commercial development can meet some of the needs of the community, providing a marketable amenity for residential development while reducing trips out of the neighborhood.

STATEWIDE PLANNING GOAL 10: HOUSING

To provide for the housing needs of citizens of the state.

Finding: Complies. This goal corresponds with Metro Title 11 subsection D (See Exhibit 10b) and the City’s comprehensive plan goals in Chapter 10. As part of the Concept Planning process, an inventory was done of existing housing units in Oregon City, vacant residential land, and the potential for redevelopment of existing development. The housing report evaluated existing population by income and distribution of available housing units by cost, vacancy rates, expected housing demand, including by housing type. The buildable lands inventory indicates that the developable land area of the plan can accommodate between 2,300 and 2,8860 units in compliance with Metro Title 11 housing requirements. The Concept Plan recommends and provides for a mix of different Comprehensive Plan and zoning designations (Low, Medium, High and Mixed Use Corridor) that allow and/or require different densities and housing types, including low, medium and high densities, single-family homes on a range of lot sizes, townhouses, duplexes, multi-family units, transitional living for seniors, and mixed commercial/residential uses. The South End Concept Plan will provide for housing affordable to a range of incomes. As noted above, the Concept Plan provides or allows for a range of housing types and densities, including those that are most likely to be affordable to households or families with lower incomes, including single-family homes on small lots, cottage housing, townhouses, duplexes and multi-family units. The concept plan also identifies potential zoning or development code strategies for distributing less expensive housing units among different areas rather than concentrating them all in one place. Please refer to the Addendum Report entitled “South End Concept Plan Affordable Housing Program (revised 11/22/13)” in Exhibit 10b for additional support of this finding.

STATEWIDE PLANNING GOAL 11: PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: Complies. Urban development shall be guided and supported by types and levels of public facilities and services appropriate for, but limited to, the needs and requirements of the urban and urbanizable areas to be served. A provision for key facilities is included in the plan.

This goal applies to urban areas within the city limits of Oregon City and to urbanizable areas within the city’s UGB. “Urban Facilities and Services” means appropriate types and levels of, at a minimum, the following: police protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services.

Chapters 2, 3, 4, 6, and Appendix A address the following public facilities and services: wastewater, water distribution, stormwater management, transportation infrastructure, police protection, fire protection, parks and recreation, health services, and other civic facilities.

STATEWIDE PLANNING GOAL 12: TRANSPORTATION

To provide and encourage a safe, convenient, and economic transportation system.

Finding: Complies. Please refer to Findings above under Policy 11.6.1. The Concept Plan forecasts future travel and provides a horizon year study of 2035. The transportation analysis indicates that existing road system will need significant improvements to preserve safety and capacity, and regional solutions are required outside the planning study area to relieve congestion, including greater use of transit and reduced reliance on single-occupancy vehicles. The Concept Plan is responsible for resolving problems caused by its growth. The plan describes solutions and provides methods of funding to accomplish this task. Elements of the transportation system plan include recognition of regional improvements outside the planning area such as improvements to the 99-E corridor,

Regardless of the impacts of regional traffic, local improvements are necessary within the concept plan area when development occurs. Table 2 from Appendix J provides an overview of these improvements and their corresponding project reference within the TSP.

Table 2: Funded Street System Improvements

Project	Location	Project Source
Install a traffic signal at the South End Road/ Warner Parrott Road intersection with dedicated left turn lanes for the South End Road approaches to Warner Parrott Road	Outside of the Concept Plan area	2013 Oregon City TSP Project D32
Install a roundabout at the South End Road/ Lafayette Avenue-Partlow Road intersection	Inside the Concept Plan area	2013 Oregon City TSP Project D33
Install a roundabout at the South End Road/ Beutel Road-Parrish Road intersection	Outside of the Concept Plan area	2013 Oregon City TSP Project D41
Install a roundabout at the South End Road/ Deer Lane extension intersection	Inside the Concept Plan area	2013 Oregon City TSP Project D42
Extend Deer Lane from Rose Road to Buetel Road as a Residential Collector	Inside the Concept Plan area	2013 Oregon City TSP Project D51
Extend Deer Lane east from Buetel Road to Central Point Road as a Residential Collector	Inside the Concept Plan area	2013 Oregon City TSP Project D52
Extend Madrona Drive to Deer Lane as a Family Friendly Collector	Inside the Concept Plan area	Modified version of 2013 Oregon City TSP Project D53 (Change from Residential Collector to Family Friendly Collector)
Complete the gap between Parrish Road as a Residential Collector	Inside the Concept Plan area	2013 Oregon City TSP Project D65
Improve South End Road from Partlow Road to south of South End Court to a Residential Minor Arterial	Inside the Concept Plan area	Modified version of 2013 Oregon City TSP Project D89 (Street type changes for two segments from Residential to Mixed-Use)
Improve South End Road from south of South End Court to north of Fandango Drive to a Mixed-Use Minor Arterial		
Improve South End Road from north of Fandango Drive to north of Navajo Way as a Residential Minor Arterial		
Improve South End Road from north of Navajo Way to north of the Deer Lane extension as a Mixed-Use Minor Arterial		
Improve South End Road from north of the Deer Lane extension south to the UGB as a Residential Minor Arterial		
Improve Beutel Road north of South End Road as a Residential Collector*	Inside the Concept Plan area	2013 Oregon City TSP Project D93

* The Beutel Road improvement project (Project D93) included on the "Not Likely to be Funded" list of the TSP was also assumed since it is a collector street within the South End Concept Plan area. It would need to be improved before development could occur.

Alternative modes of transportation have also been discussed and addressed as part of the transportation element of the concept plan. Implementation strategies and financing tools for these improvements have been identified at a preliminary level and will be further defined as part of the TSP and Capital Improvement Plan updates.

Rezoning of property after adoption of the South End Concept Plan is subject to Oregon's Transportation Planning Rule (OAR 660-012-0060). In order to meet the requirements of this regulation, needed improvements and funding mechanisms have been identified for properties within the Concept Plan area. The proposed transportation infrastructure improvements, financing and funding estimates, along with future amendments to the Transportation System Plan and Capital Improvement Plan provide adequate basis to show compliance with this rule. Compliance with OAR 660-012-0060 will also be required to be addressed at the time of annexation and zoning of parcels within the Concept Plan area.

Please refer to the TPR compliance analysis prepared by DKS Engineering in Exhibit 5.

STATEWIDE PLANNING GOAL 13: ENERGY CONSERVATION

To conserve energy.

Finding: Complies. Goals and policies in the concept plan aim to conserve energy through efficient use of land, green streets, encouragement of construction practices and materials that result in energy conservation, implementing energy conservation measures in City activities and facilities, and supporting the concepts of sustainability.

STATEWIDE PLANNING GOAL 14 URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use.

Finding: Complies. This goal essentially defines the purpose of the Concept Plan. Oregon City's Urban Growth Boundary was expanded in December 2002 through Metro's regional review process to include more residential land. This was the result of a demonstrated need for additional land to accommodate projected population growth. The revised element of the updated plan calls for implementing Metro's "concept plan" requirements under Title 11 of the Functional Plan that will result in subarea planning of new areas added to the UGB. Metro requires the concept plan to be adopted by Oregon City by December of 2006. The concept plan establishes policies to convert rural to urban land within the UGB while monitoring the supply of land to ensure its adequacy to accommodate growth. Oregon City coordinates with Clackamas County through an intergovernmental agreement that guides land uses and extension of public services in the unincorporated UGB. In addition, the transportation, parks, trails, water, and sewer master plans address orderly extension of services to accommodate growth. To ensure consistency and orderly transition of rural plan and zoning designations to urban designations, Oregon City zoning designations will be applied to areas annexed to Oregon City upon voter approval of the annexation of such areas to the city.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure

that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Complies. Findings demonstrating compliance with the TPR are located Exhibit 5.

Regional Transportation Plan

The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

The conceptual transportation plan is presented on Pages 20-29 of the concept plan and in Appendix C, Transportation Element.

The plan provides detailed street design cross-sections and functional classifications, as well as a detailed “grid” which shows conceptually how new local streets can be extended to re-development areas to improved connectivity.

The plan is consistent with the applicable provisions of the Regional Transportation Plan. The South End Concept Planning process was coordinated with the city’s recently adopted Transportation System Plan (August 2013), which is consistent with the RTP.

The TSP requirements were codified in OCMC 12.04 (Street Standards), OCMC 16.12 (Land Division), OCMC 17.52 (Parking), OCMC 17.62 (Site Plan and Design Review) codes in August 2013. These include complete street design standards, full sections for all functional classifications, maximum block lengths, driveway intersection spacing, alley requirements, pedestrian and bicycle accessway standards, and vehicle access and connectivity requirements, many of which already existed in the Oregon City code prior to 2013 but which have been revised to reflect the new TSP update.

Consistent with RTP, the TSP assumed urbanization of the South End Concept Plan area. Street standards and improvements were identified in the TSP for its urbanization, in a manner consistent with the Metro RTFP. No new regional transportation improvements were identified in the South End Concept Plan area beyond what had been adopted in the TSP.

The South End Concept Plan provides greater detail than the TSP and will provide extensive guidance to improve future local street connectivity throughout the planning area.

A detailed analysis of compliance with the statewide Transportation Planning Rule is provided in a separate memorandum from DKS Engineering (attached).

METRO TITLE 11: URBAN GROWTH FUNCTIONAL PLAN: PLANNING FOR NEW URBAN AREAS.

Findings: Substantially Complies. Staff has prepared a separate report in Exhibit 10, which details how the South End Concept Plan substantially complies with Metro Title 11 and Metro Ordinance 02-9698 Conditions of Approval.

RECOMMENDATION

For the reasons set forth above, 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.

EXHIBITS TO THIS STAFF REPORT

*Documents noted as “On File” are hereby made a permanent part of the record for this file and are available for viewing at the Planning Division office.

- 1) Ordinance No. 13-1016 Draft
- 2) Ordinance No. 13-1017 Draft
- 3) South End Concept Plan Study Area Map
- 4) Proposed Oregon City Comprehensive Plan Designations (Revised)
- 5) TPR Compliance Memo, DKS Engineering.
- 6) Public Notices – *On File**
 - a) M56 Postcard
 - b) DLCD Notice – Proposed Plan Amendment
 - c) Clackamas Review / Portland Tribune Newspaper Notice and Affidavit
 - d) Clackamas Review / Portland Tribune Newspaper Notice and Affidavit – Revised Notice
- 7) Public Comments received via Project Website
- 8) Written and Emailed Public Comments
- 9) Public Involvement Timeline (to be submitted at December 9 Public Hearing)
- 10) Draft Title 11 Findings of Substantial Compliance with Metro Urban Growth Management Functional Plan - *Planning For New Urban Areas*; and Metro Ord. 02-9698B *UGB Conditions of Approval*.
 - a) Response to Title 11 Section C: Housing Density Analysis
 - b) Response to Title 11 Section E: Section South End Concept Plan Affordable Housing Program (revised 12/01/13)
- 11) Best Management Practices for Non-Habitat Conservation Areas (HCAs)
- 12) Clackamas County / Oregon City Urban Growth Management Agreement (UGMA), 1991
- 13) Updates to the Ancillary Documents (i.e. Public Facility Plans) to the Oregon City Comprehensive Plans – *Each update consists of 1-2 page summaries with tables of projected costs and cross-references to the applicable section of the South End Concept Plan, each to be inserted into the front of each Ancillary Document.*
 - a) Water Master Plan (2010)
 - b) Sanitary Sewer Master Plan
 - c) Stormwater Master Plan
 - d) Parks and Recreation Master Plan
 - e) Trails Master Plan
- 14) Community Advisory Team Documents - *On File**

This includes CAT meeting agendas, sign-in-sheets, materials and summaries (Numerous documents which are summarized in *Appendix I – Community Engagement Summary*).

*Documents noted as “On File” are hereby made a permanent part of the record for this file and are available for viewing at the Planning Division office.

EXHIBITS ENTERED INTO RECORD PRIOR TO NOVEMBER 25 PUBLIC HEARING

Please go to website (See <https://oregon-city.legistar.com/Calendar.aspx>)

- 15) Staff Report Cover
- 16) Memorandum to Planning Commission
- 17) City Engineer Comments
- 18) South End Concept Plan Final Draft Document
 - a) Final Draft Concept Plan – October 2013 Draft
 - b) Concept Plan Map
 - c) Appendix A. Existing Conditions Report
 - d) Appendix B. Land Use Evaluation
 - e) Appendix C. Transportation Element
 - f) Appendix D. Public Infrastructure Element
 - g) Appendix D. Zoning Code Amendment Recommendations
 - h) Appendix E. Standards for Building and Site Design
 - i) Appendix F. Public Facilities Future Costs
 - j) Appendix G. Parks Facilities Future Costs
 - k) Appendix H. Municipal Code Revisions
 - l) Appendix I. Community Engagement Summary
- 19) Concept Plan Map Draft
- 20) SECP - Draft Comprehensive Plan - 11x17P
- 21) SECP Code Worksession Draft
- 22) SECP Implementation Schedule 10.24.13
- 23) Public Comment - Levy
- 24) Public Comment - Toth
- 25) Public Comment - Greater Oregon City Watershed Council

EXHIBITS ENTERED INTO RECORD AT NOVEMBER 25 PUBLIC HEARING

- 26) 1. Comments of Robert Wendling
- 27) 2. Comments of Paul Edgar
- 28) 3. Comments of Paul Edgar
- 29) 4. Comments of Tom O'Brien
- 30) 5. Comments of Rachel Thompson and Andrea Schmierbach
- 31) Consultant/Staff Powerpoint Presentation

EXHIBITS FROM NOVEMBER 12 JOINT PC / CC WORK SESSION

- 32) Consultant/Staff Powerpoint Presentation

ORDINANCE NO. 13-1016

**AN ORDINANCE ADOPTING THE SOUTH END CONCEPT PLAN; ADOPTING
AMENDMENTS TO OREGON CITY COMPREHENSIVE PLAN, COMPREHENSIVE PLAN
MAP AND ITS ANCILLARY DOCUMENTS; (PLANNING FILE L 13-03)**

WHEREAS, the City has worked with Oregon City residents and public advisory groups to develop the overall vision, policies and goals for the future growth and development of the South End Concept Plan area; and

WHEREAS, the South End Concept Plan is intended to guide the growth and management of the South End Concept Plan Area, to support natural, recreational, and economic benefits for the community of Oregon City, and to provide a framework for implementation of identified goals and policies; and

WHEREAS, the South End Concept Plan complies and is consistent with Statewide Planning Goals, Metro Ordinance No. 02-969B, and the Metro Regional Framework Plan, specifically Title 11; and

WHEREAS, notice was mailed to all Oregon City property owners in conformance with Measure 56 requirements and notice was published in the local newspaper. Public meetings open houses, workshops and other media and web-based forums were held where the objectives and concepts of the South End Concept Plan were presented and discussed; and

WHEREAS, the Planning Commission and the City Commission both held publicly noticed work sessions on the proposed Concept Plan; and

WHEREAS, in a project of this size and scope, additional editing and refinement will inevitably be necessary after adoption; and

WHEREAS, adopting the South End Concept Plan, and Amendments to the Comprehensive Plan and its Ancillary Documents is in the best interest of Oregon City to ensure that the goals and policies of the City can be realized,

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The South End Concept Plan and appendices are hereby adopted as an amendments to the Oregon City Comprehensive Plan based on the findings contained in the Staff Report and Record for Planning File L 13-03.

Section 2. The Ancillary Documents to Oregon City Comprehensive Plan, as amended, included as Exhibit 13 to the Staff Report for L 13-03 are hereby adopted based on the findings contained in the Staff Report and Record for Planning File L 13-03.

Read for the first time at a regular meeting of the City Commission held on the 5th day of February 2014, and the foregoing ordinance was finally enacted by the Commission on this _____ day of _____, 2014.

Doug Neeley, Mayor

ATTESTED to this _____ day of _____ 2014

Nancy Ide
City Recorder

ORDINANCE NO. 13-1017

**AN ORDINANCE ADOPTING REVISIONS TO THE OREGON CITY ZONING AND LAND
DIVISION CODE TO IMPLEMENT THE SOUTH END CONCEPT PLAN;
(PLANNING FILE L 13-04)**

WHEREAS, Oregon City residents and public advisory groups have worked with the City to develop the South End Concept Plan to guide the future growth and development of Oregon City through the revisions to the City's Comprehensive Plan and implementing ordinances; and

WHEREAS, development code amendments are necessary to implement the South End Concept Plan; and

WHEREAS, the Oregon City Planning Commission and City Commission held a joint work session on November 12, 2013 to review proposed amendments to the Oregon City Zoning and Development Codes; and

WHEREAS, the Oregon City Planning Commission held public hearings on November 25, 2013 and December 9, 2013 to take testimony and evidence on the proposed comprehensive plan amendment and amendments to the Oregon City zoning and land division code; and

WHEREAS, the amended Zoning and Development Codes complies and is consistent with state statutes, Statewide Planning Goals, the Oregon City Comprehensive Plan and Ancillary Documents, Metro Urban Growth Management Functional Plan, the Oregon City Transportation System Plan, and the Oregon City Park and Recreation Master Plan; and

WHEREAS, adopting the revisions to the Zoning and Development Code is in the best interest of Oregon City to implement the South End Concept Plan and to ensure that the goals and policies of the City can be realized;

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The Oregon City Zoning and Development Codes are hereby amended, as provided in Exhibit 1, based on the findings contained in the Staff Report.

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

DOUG NEELEY, Mayor

ATTESTED to this _____ day of _____ 2014

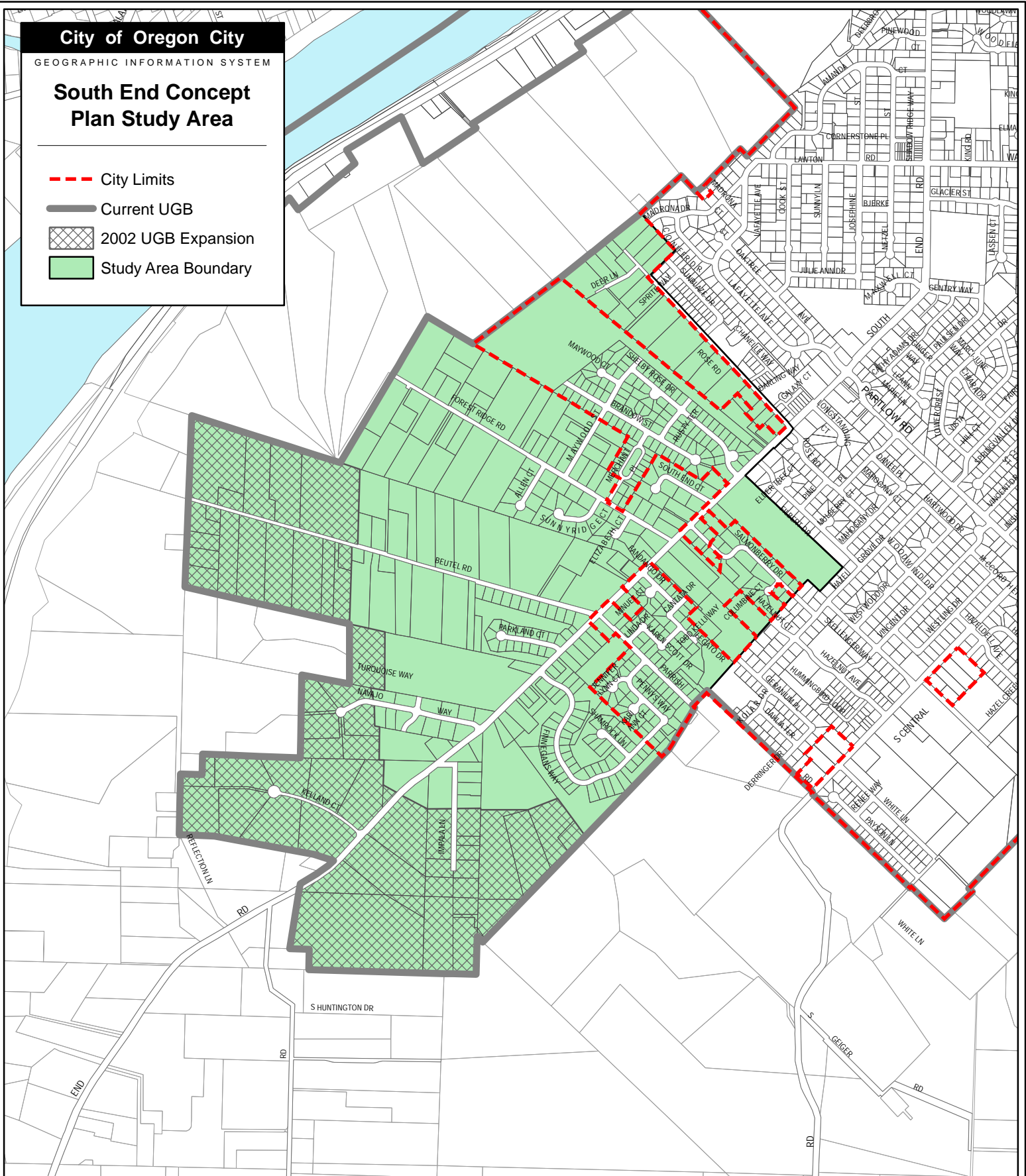
Nancy Ide
City Recorder

City of Oregon City

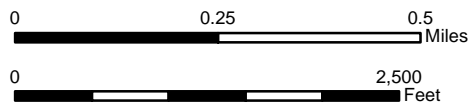
GEOGRAPHIC INFORMATION SYSTEM

South End Concept Plan Study Area

- City Limits
- Current UGB
- 2002 UGB Expansion
- Study Area Boundary



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, or surveying purposes. Notification of any errors is appreciated.



1 inch = 1,250 feet

www.southendconceptplan.org

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orecity.org



Plot date: February 10, 2012
Plot name: South End Concept Plan Map - 8_5x11P - 20110620.pdf
Map name: South End Concept Plan Map - 8_5x11P.mxd

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive
Plan Designations

-- Public Review Draft --
DECEMBER 9, 2013

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public Quasi Public
- City Limits
- UGB
- Study Area



South End
Concept
Plan



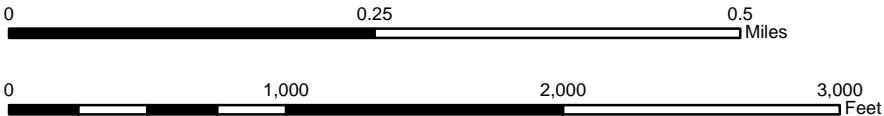
DRAFT

Gross Acres

LR: 375.40
MR: 186.76
HR: 18.88
MUC: 15.62
QP: 16.98

DRAFT

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, or surveying purposes. Notification of any errors is appreciated.



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Oregon City, OR 97045
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503-657-6629 fax
www.oregoncity.org



Plot date: November 22, 2013
Plot name: SECP - Proposed Comp Plan - 11x17P - 20131122.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Please recycle with colored office grade paper.



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

MEMORANDUM

DATE: December 02, 2013
TO: South End Concept Plan Team
FROM: Carl Springer, Kevin Chewuk
SUBJECT: TPR Compliance

P12125-000

The following table summarizes the South End Concept Plan's compliance with the Transportation Planning Rule (TPR).

TPR Requirement	TPR Compliant?
660-012-0060 Plan and Land Use Regulation Amendments	
(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:	Yes (see comments below)
(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);	All classifications of transportation facilities were recently updated with the TSP, which assumed urbanization of the South End Concept Plan area. No facility classifications were impacted with the Concept Plan.
(b) Change standards implementing a functional classification system; or	No facility standards were impacted with the Concept Plan.
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.	Yes (see comments below)
(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;	All classifications of transportation facilities were recently updated with the TSP, which assumed urbanization of the South End Concept Plan area.
(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or	All intersections would meet mobility targets with the planned improvements in the TSP (using the Beta Model).



	Mobility targets at the OR 99E/South End Road intersection are met with the new Gamma model.
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.	N/A. All intersections would be expected to meet mobility targets in the TSP after the planned improvements were assumed.
(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.	Yes- Since urbanization of the South End Concept Plan area was assumed in the TSP, no significant effects were identified.
(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:	Yes- Since urbanization of the South End Concept Plan area was assumed in the TSP, no significant effects were identified.
(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.	Yes (see comments below)
(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.	Only Funded TSP projects were assumed.
(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:	Only Funded TSP projects were assumed. No STIP or RTP improvements were assumed.
(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.	
(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.	
(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.	
(D) Improvements to state highways that are included as planned improvements in	



a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.	
(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.	
(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:	
(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or	N/A. The Concept Plan is outside of interstate interchange areas.
(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.	
(d) As used in this section and section (3):	N/A
(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.	N/A.
(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;	Yes- Since urbanization of the South End Concept Plan area was assumed in the TSP, the proposed land uses are consistent with all transportation facilities in the TSP. No reductions in motor vehicle trips were assumed.
(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):	Yes -The Concept Plan complies with the planned streets and regulations of the TSP. The Concept Plan streets also comply with the block spacing standards in the TSP.
(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:	N/A
(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.	Yes- Since urbanization of the South End Concept Plan area was assumed in the TSP, no significant effects were identified.
(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without	Yes- Since urbanization of the South End Concept Plan area was assumed in



applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.	the TSP, no significant effects were identified.
(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.	Yes- Since urbanization of the South End Concept Plan area was assumed in the TSP, no significant effects were identified.

PROPOSED: Oregon City Comprehensive Plan Amendment (South End Concept Plan)
Oregon City Municipal Code Amendments

**THIS IS TO NOTIFY YOU THAT OREGON CITY HAS PROPOSED LAND USE REGULATIONS THAT
MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES, AND
MAY CHANGE THE VALUE OF YOUR PROPERTY.**

On November 12, 2013, at 5:30 pm the City of Oregon City Planning Commission will hold a joint public Work Session with the City Commission regarding the adoption of Ordinance Numbers 13-1016 and 13-1017 (Planning File LE-13-03 and LE-13-04). On November 25, 2013, at 7:00 p.m. the City of Oregon City Planning Commission will hold a public hearing, and on January 15, 2014, at 7:00 p.m., the City Commission will hold a public hearing regarding the adoption of the ordinances. These ordinances will adopt the South End Concept Plan, amend the Oregon City Comprehensive Plan and adopt associated changes to the Oregon City Municipal Code. The city has determined that adoption of these ordinances may affect the permissible uses of your property, and other properties, and may change the value of your property. All work sessions and hearings will be held at Oregon City City Hall, 625 Center Street, Oregon City. These ordinances are available for inspection at Oregon City City Hall located at 625 Center Street, Oregon City, OR for purchase at a reasonable cost and are available on the city's website (www.oregoncity.org) at no cost. Any interested party may testify at the hearings or submit written comments at or prior to the public hearings. An electronic version of the South End Concept Plan and associated Oregon City Municipal Code amendments will be available on the city's website (www.oregoncity.org) seven (7) days prior to the November 25, 2013, Planning Commission hearing on these items. For additional information, contact Oregon City Planning Division at 503.722.3789.

**NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF
YOU RECEIVE THIS NOTICE, IT MUST PROMPTLY BE FORWARDED TO THE PURCHASER.**



City of Oregon City

Planning Division

PO BOX 3040

221 Molalla Avenue, Suite 200

Oregon City, OR 97045

PRSRT STD
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OREGON CITY OR
PERMIT NO 23

COPI
We will add addresses here.

☒ **DLCD Notice of Proposed Amendment or**
☐ **Periodic Review work Task Proposed Hearing or**
☐ **Urban Growth Boundary or Urban Reserve Area**

THIS COMPLETED FORM, including the text of the amendment and any supplemental information, **must be submitted to DLCD's Salem office at least 35 DAYS PRIOR TO THE FIRST EVIDENTIARY HEARING** ORS 197.610, OAR 660-018-0020 and OAR 660-025-0080

Jurisdiction: **CITY OF OREGON CITY**

Date of First Evidentiary Hearing: **11/25/2013**

Local File Number: **L 13-03 & L 13-04**

Date of Final Hearing: **02/05/2014**

Is this a **REVISION** to a previously submitted proposal? ☒ No ☐ Yes Original submittal date:

☒ Comprehensive Plan Text Amendment(s)

☒ Comprehensive Plan Map Amendment(s)

☒ Land Use Regulation Amendment(s)

☐ Zoning Map Amendment(s)

☒ Transportation System Plan Amendment(s)

☐ Urban Growth Boundary Amendment(s)

☐ Periodic Review Work Task Number _____

☐ Urban Reserve Area Amendment(s)

☐ Other (please describe):

Briefly Summarize Proposal in plain language IN THIS SPACE (maximum 500 characters):

Amend Oregon City Comprehensive Plan to adopt the South End Concept Plan for approximately 478 acres of unincorporated land within the Oregon City Urban Growth Boundary. Pursuant to Metro Title 11 of the Metro 2040 Urban Growth Functional Management Plan, a plan must be adopted before any annexation may occur. Required elements of the South End Concept Plan include housing, transportation, natural resources, parks and trails, public facilities and services, schools and financing.

Has sufficient information been included to advise DLCD of the effect of proposal?

☒ Yes, text is included

Are Map changes included: minimum 8½"x11" color maps of Current and Proposed designations.

☐ Yes, Maps included

Plan map change from: **FU-10, LR**

To: **LR, MR, HR, MUC**

Zone map change from: **County FU-10, RRF-5**

To: **Varies**

Location of property (Site address and TRS):

Previous density range: **0.7 du / acre**

New density range: **8-10 du / acre**

Acres involved: **478.00**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is an exception to a statewide planning goal proposed? ☐ YES ☒ NO Goal(s):

Affected state or federal agencies, local governments or special districts (It is jurisdiction's responsibility to notify these agencies.

ODOT, Clackamas County, Metro, Clackamas River Water District, Tri-City Sewer Service District, Oregon City School District, Clack. Co. Fire District #1, Clack. Sheriff's Department, Tri-Met

Local Contact person (name and title): **Pete Walter, AICP, Associate Planner**

Phone: **503-496-1568**

Extension:

Address: **221 Molalla Ave, Ste. 200**

City: **Oregon City**

Zip: **97045-**

Fax Number: **503-722-3880**

E-mail Address: **pwalter@orccity.org**

- FOR DLCD internal use only -

DLCD File No _____

NOTICE OF PUBLIC HEARING

PLANNING COMMISSION HEARING DATE:

On **November 25, 2013** the ***City of Oregon City - Planning Commission*** will conduct a public hearing at 7:00 p.m. in the City Hall Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 to consider the following Type IV application:

CITY COMMISSION HEARING DATE:

On **January 15, 2014** the ***City of Oregon City - City Commission*** will conduct a public hearing at 7:00 p.m. in the City Hall Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 on the following Type IV application:

FILE NUMBER:	L 13-03 and L 13-04
APPLICANT:	City of Oregon City Planning Division 221 Molalla Ave, Ste. 200 Oregon City, OR 97045
REQUEST:	Adopt the South End Concept Plan, amend the Oregon City Comprehensive Plan and adopt associated changes to the Oregon City Municipal Code
LOCATION:	Within Oregon City Urban Growth Boundary (UGB)
CONTACT PERSON:	Pete Walter, Planner (503) 722-3789
NEIGHBORHOOD ASSN:	All - Citizen Involvement Committee
CRITERIA:	Administration and Procedures set forth in Chapter 17.50 and Zoning Changes and Amendments in Chapter 12, 16 and 17 of the Oregon City Municipal Code. An electronic version of the South End Concept Plan and associated Oregon City Municipal Code amendments will be available on the city's website (www.orcity.org) and the project webpage www.southendconceptplan.org

The application and all documents submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 221 Molalla Avenue, Suite 200, from 8:00AM-5:00PM. The staff report, with all the applicable approval criteria, will also be available for inspection **seven** days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance.

Any interested party may testify at the public hearing or submit written testimony at or prior to the hearing. **Written comments must be received at City Hall by November 18, 2013 to be included in the Planning Commission staff report.** Written comments received after this date will be forwarded to the Planning Commission at the hearing. **Written comments must be received at City Hall by January 8, 2014 to be included in the City Commission staff report.** Written comments received after this date will be forwarded to the City Commission at the hearing. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the hearing, in person or by letter, with sufficient specificity to afford the Planning Commission, the City Commission, and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Any appeal will be based on the record. Contact (503) 657-0891 for more information.

A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.



6605 SE Lake Road, Portland, OR 97222
PO Box 22109, Portland, OR 97269-2109
Phone: 503-684-0360 Fax: 503-620-3433
E-mail: legals@commnewspapers.com

AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS
I, Charlotte Allsop, being the first duly sworn,
depose and say that I am Accounting Manager of
*Clackamas Review/Oregon City News and
Estacada News*, a newspaper of general circulation,
published at Clackamas, in the aforesaid county
and state, as defined by ORS 193.010 and
193.020, that

City of Oregon City
Notice of Public Hearing/ L13-03; L13-04
CLK12938

a copy of which is hereto annexed, was published
in the entire issue of said newspaper for
1

week in the following issue:
October 30, 2013

Charlotte Allsop

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this
October 30, 2013

René R. Muller

NOTARY PUBLIC FOR OREGON

My commission expires

Sept. 11, 2016

PO # 61181

Acct #500291

Attn: Pete Walter

City of Oregon City

PO Box 3040

Oregon City, OR 97045-0304

Size: 2 x 7.5"

Amount Due: \$177.75*

*Please remit to address above.



NOTICE OF PUBLIC HEARING

PLANNING COMMISSION HEARING DATE:

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FILE NUMBER:

L 13-03 and L 13-04

APPLICANT:

City of Oregon City Planning Division
221 Molalla Ave, Ste. 200
Oregon City, OR 97045

REQUEST:

Adopt the South End Concept Plan, amend the Oregon City Comprehensive Plan and adopt associated changes to the Oregon City Municipal Code

LOCATION:

Within Oregon City Urban Growth Boundary (UGB)

CONTACT PERSON:

Pete Walter, Planner (503) 722-3789

NEIGHBORHOOD ASSN:

All - Citizen Involvement Committee

CRITERIA:

Administration and Procedures set forth in Chapter 17.50 and Zoning Changes and Amendments in Chapter 12, 16 and 17 of the Oregon City Municipal Code. An electronic version of the South End Concept Plan and associated Oregon City Municipal Code amendments will be available on the city's website (www.orcity.org) and the project webpage www.southendconceptplan.org

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A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.
Publish 10/30/2013.

CLK12938



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PO Box 22109, Portland, OR 97269-2109
Phone: 503-684-0360 Fax: 503-620-3433
E-mail: legals@commnewspapers.com

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State of Oregon, County of Clackamas, SS
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City of Oregon City
Amended Notice of Public Hearing/ L13-03; L13-04
CLK12945

a copy of which is hereto annexed, was published in the entire issue of said newspaper for

1

week in the following issue:

November 13, 2013

Charlotte Allsop

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this
November 13, 2013

Jerrin L. Sipe

NOTARY PUBLIC FOR OREGON

My commission expires *Sept 1, 2015*

PO: PETE WALTER

Acct #500291

Attn: Pete Walter

City of Oregon City

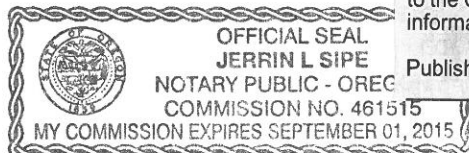
PO Box 3040

Oregon City, OR 97045-0304

Size: 2 x 6.5"

Amount Due: \$154.05*

*Please remit to address above.



AMENDED NOTICE OF PUBLIC HEARING

PLANNING COMMISSION HEARING DATES:

On **November 25, 2013** and on **December 9, 2013** the **City of Oregon City - Planning Commission** will conduct public hearings beginning at 7:00 p.m. in the City Hall Commission Chambers at City Hall, 625 Center Street, Oregon City 97045 to consider the following Type IV application:

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L 13-03 and L 13-04

APPLICANT:

City of Oregon City Planning Division
221 Molalla Ave, Ste. 200
Oregon City, OR 97045

REQUEST:

Adopt the South End Concept Plan, amend the Oregon City Comprehensive Plan and adopt associated changes to the Oregon City Municipal Code Within Oregon City Urban Growth Boundary (UGB)

LOCATION:

Pete Walter, Planner (503) 722-3789

CONTACT PERSON:

NEIGHBORHOOD ASSN:

All - Citizen Involvement Committee

CRITERIA:

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Publish 11/13/2013.

CLK12945

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SUBMITTAL INSTRUCTIONS

This form must be submitted to DLCD at least 35 days prior to the first evidentiary hearing.
per ORS 197.610, OAR Chapter 660, Division 18 and OAR Chapter 660, Division 25

1. This Form 1 must be submitted by a local jurisdiction. Individuals and organizations may not submit a comprehensive plan amendment for review or acknowledgment.
2. When submitting a plan amendment proposal, please print a completed copy of **Form 1** on light green paper if available.
3. **Text:** Submittal of a proposed amendment to the text of a comprehensive plan or land use regulation must **include the text** of the amendment and any other information necessary to advise DLCD of the effect of the proposal. "Text" means the specific language proposed to be amended, added to or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. **Please submit Form 1 with ALL supporting documentation.**
4. **Maps:** Submittal of a proposed map amendment must also include a map of the affected area showing existing and proposed plan and zone designations. The map must be legible, in color if applicable and printed on paper no smaller than 8½ x 11 inches. Please provide the specific location of property: include the site address (es) and Township/Range/Section/tax lot number. Include text regarding background, justification for the change, and the application if there was one accepted by the local government.
5. **Exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.
6. Unless exempt by ORS 197.610(2), proposed amendments must be submitted to DLCD's Salem office at least 35 days before the first evidentiary hearing on the proposal. The 35 days begins the day of the postmark, or, if submitted by means other than US Postal Service, on the day DLCD receives the proposal in the Salem Office. The first evidentiary hearing is typically the first public hearing held by the jurisdiction's planning commission on the proposal.
7. Submit **one paper copy** of the proposed amendment including the text of the amendment and any supplemental information and maps (for maps see # 4 above).
8. Please mail the proposed amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ x11 green paper if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail **plan.amendments@state.or.us**.

Discuss > How will MY property be affected?

November 16, 2013

I think that ever since those of us who received the orange post card have been wondering about this as much as I have. I live on Central Point Road, not South End Road. I propose that there be a way for a citizen to type in their address or at least their road and be able to look at-a-glance at what types of specific plans are in store for their particular property and neighborhood. The concept diagram is fairly meaningless as it does not have street names and I can only assume the main road running through the diagram is S. End Road. Can you please let me know why I got this card when I live on Central Point Road. Now I am more confused than ever! Thank you. Julia Truelove

[Julia Truelove](#)

November 20, 2013

Julia,

[Pete Walter](#)

thank you for your question. The orange landowner notification card is legally required to be sent to ALL taxpayers within the city limit regardless of whether you own land within the concept plan area or not. More information about this notification card can be found on the city website at the following web address (Please copy and paste the following address into your browser window):

<http://www.orcity.org/community/land-owner-notification-orange-postcards-public-notice-south-end-concept-plan>

The final adopted map will include the existing street names, and will also show the existing city limits and Urban Growth Boundary more clearly. We do want the plan to be as clear and legible as possible.

Once the map is adopted we will be able to incorporate it into the city's existing GIS (Geographic Information System) so that people can search on properties by tax lot or address.

In the meantime, please contact me via phone or email if you would like site specific information.

Thanks,

Pete Walter

Post a Reply

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Discuss > Dog Park Comment (from email)

(This comment was received via email)

September 13, 2012

"I don't want to miss an opportunity to try and work towards an off leash dog park within the 478 acres. Oregon City is the only city that doesn't have a decent off leash dog park. I would really like to try to work towards this as a part of the South End Concept plan...how can I help and what can I do?"

Pete Walter

Debbie

A dog park would be awesome wouldn't it? However, before the city can even begin to think about building a dog park out there, the concept plan has to be completed and adopted, then the property would need to be annexed, zoned, park land acquired, then the improvements funded and master planned. So...it may be a ways off, but it's never too early to tell us what you want.

September 13, 2012

Pete Walter

I'm glad to see others interested in a FENCED dog park for Oregon City residents. I attended a city parks and recreation board meeting a few years ago and asked why we didn't have one and was told Oregon City didn't have any properties amenable to making into dog parks. One major factor to consider is the noise a dog park generates. Dogs can be noisy when they play and not everyone enjoys barking dog noise.

October 3, 2012 |

Andy Holthouse

It seems to me a section of the City owned Clackamette Park could be fenced off for a dog park. There are some nice big trees and grassy areas in the north end of that park that could make an excellent dog park. All that's needed is adequate fencing, water service, a couple of picnic tables and you'd have a great dog park. And there are no houses nearby to generate noise complaints.

October 11, 2012 |

Pete Walter

Andy,

Thanks for your comment. I have forwarded your comment about a Dog Park at Clackamette Park to the Community Services Department Director, Scott Archer. Any new dog park will require significant planning and budgeting, with input from PRAC (Parks and Recreation Advisory Committee) and the community at large. Scott's small department manages existing and proposed City Parks.

Pete Walter

The nearest fenced dog parks are in Milwaukie and Lake Oswego, both of which are about a half hour drive from Oregon City. We need a dog park here in our town.

October 14, 2012 |

Andy Holthouse

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I agree 1000000% with the foregoing citizen comments.

January 13, 2013 | Kevin Hunt

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There is a small off-leash dog park in West Linn, at the Mary S. Young State Park. But it isn't fenced. I would like to see a large place here in Oregon City as well.

November 16, 2013 | Julia Truelove

Thank you Debbie for bringing this up.

Post a Reply

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- [August 2012](#)

Draft
South
End
Concept
Plan
available
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<http://t.co/6qkkgZlkml>.



@OCSouthEnd
about a
month
ago
The
Working
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review at:
<http://t.co/6qkkgZlkml>.



@OCSouthEnd
about a
month
ago
South

Discuss > 10 acre park must be moved

During the planning stages of the concept plan I have repeatedly brought up the fact that we were building a large home right where the 10 acre park is located. The house is now almost finished. Both my neighbor and myself have invested all of our life savings with plans to develop and sell the remainder of our property in the future as our retirement. The plans need to be updated and move the park to a different location.

November 1, 2013 |

[Jordan Nackos](#)

Thank you for your comment. Please contact the project manager so that we may look into this issue. The locations of all features shown on the concept plan, including future land uses, roads, parks and open spaces are for concept planning purposes. The final location of these features will be determined if a site specific development plan is proposed following annexation initiated by property owners. Existing land uses that are legally established may remain. The draft comprehensive plan designation for this area is shown as low density residential and would retain that designation. The city must follow state law regarding acquisition of property and may not take private property for public use without just compensation, including paying fair market value.

November 4, 2013 |

[Pete Walter](#)

Pete, I thought you were the project manager, at least that is what is says on the Team Contacts page. What is the name of the person I should contact?

November 5, 2013 |

[Jordan Nackos](#)

Jordan, yes it is me. Sorry! Call me at (503) 496-1568.

November 6, 2013 |

[Pete Walter](#)

Thanks,

Pete

[Post a Reply](#)

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Discuss > Old people

The new people in Oregon City do not realize that us old timers still live here. I agree with new growth and new Ideas, but my mother is almost 66 and now you want to turn our familys property into a park. This does not seem fair to me. The Lee's and McKinneys have existed on this land for over 100 years now you want to invade us.

December 7, 2012 |
[TODD McKinney](#)

My folks are 78 and 82.we had property before with a large yard,large trees and chickens.Our neighborhood was annexed and them and all the other retired people with beautiful yards were forced to sell or be condemned.Now it looks like its going to happen again.Is that right?

February 20, 2013 |
[leo mecham](#)

The concept plan is a long term plan for if and when land is brought into the city limits.

March 13, 2013 |
[Pete Walter](#)

Only willing property owners can determine what happens on their land. This includes deciding to annex and develop your own property.

Please review the FAQ's at www.southendconceptplan.org/faqs/project-purpose to help clarify what this planning process is about. Specifically, the following questions and answers may help:

15. How will property rights be respected as part of this process?

6. What is the process for annexation and who votes on annexation approval?

Thanks,

Pete Walter

Correct me if I'm wrong, but zoning will be changed with this concept plan. If the zoning changes so my property is only zoned for a park, high density housing, etc., how do I then determine what happens on my land? If it truly is up to the property owner to decide what happens to their land, what is the purpose of the concept plan?

November 1, 2013 |
[Jordan Nackos](#)

BTW - the link to the purpose FAQ above does not work.

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November 6, 2013 |
[Pete Walter](#)

That is incorrect. Adoption of the concept plan does not change the zoning of the property, but it does change the city Comprehensive Plan designation. If the property owner then annexes their land to the city in the future, the property owner will request to change the zoning at that time. The concept plan guides what the future zoning is. Until a future annexation happens, the property retains whatever county zoning is in place.

Thanks for the note about the link, we are looking into it. In the meantime I suggest just navigating to the FAQ section manually.

Pete Walter

Post a Reply

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@OCSouthEnd
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<http://t.co/6qkkgZlkml>.



@OCSouthEnd
about a
month
ago
South

Discuss > Welcome!

If you have time and want to play an important role in the development of this plan, please consider applying for a position on the Community Advisory Team. Click on the news post for more information! Thank you!

August 30, 2012 |

[Pete Walter](#)

My home is on the outside border of the project area. I don't know if becoming a resident of your city is to my advantage.

November 19, 2012 |

[Robert Resare](#)

Is it safe to assume that there will be a vote to approve this annexation?

If so do the people in the proposed annexation get to vote?

Why would I want to live in your city?

What is in it for me?

Great questions!

November 22, 2012 |

[Pete Walter](#)

The concept plan only affects land within the Urban Growth Boundary. Oregon City's charter requires that Oregon City voters approve all annexations in an election. This is not an annexation plan. Annexations are initiated by private property owners, not by the city. Before any land within the urban growth boundary can be proposed for annexation by a property owner or owners, the city must adopt a conceptual plan for the future development of the area to assure responsible growth.

Oregon has strong land use laws that protect farm and forest land outside of urban areas through growth management within Urban Growth Boundaries (UGBs). In general, the point of UGBs is to direct growth to land within cities through proactive and thoughtful planning, allowing land outside of the UGB to resist sprawl and preserve rural land use, farming and forestry. This allows for efficient use and conservation of land, our most valuable finite natural resource.

Land within the urban growth boundary, when it is eventually annexed and redeveloped (which could take several years, even decades) will become denser, provide a greater variety of transportation options, and provide urban services and amenities such as parks, places to shop, bike and gather, as well as provide a range of housing choices.

Residents living outside of the city and UGB will also benefit from access and proximity to those city amenities, although they will still be in the county and pay county taxes.

These are some of the factors that drive concept planning and land use planning.

Thanks,

Pete

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February 25, 2013 |

[Robert Resare](#)

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• [December 2012](#)

• [November 2012](#)

• [October 2012](#)

• [September 2012](#)

• [August 2012](#)

Pete,

Thank you for your fast reply. I do apologize that I was not able to reciprocate but I am back now.

I am glad you think they are "Great questions". I am sorry but I am disappointed with your answers

If I understand your response to my first question there will be a vote.

To my second question, City residents ONLY will be voting on whether to take us into your city, we who don't live in Oregon City, don't get a vote.

I notice you ignored my third and fourth questions. This confirms my initial presumption there no reason for me to want to become a part of your city.

This site seems to be all about why this is a good thing. I don't agree. Anyone of a like mind please contact me.

Sincerely,
bob

Post a Reply

Draft
South
End
Concept
Plan
available
for review
at:
<http://t.co/6qkkgZlkml>.



@OCSouthEnd
about a
month
ago
The
Working
Draft
South
End
Concept
Plan is
available
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<http://t.co/6qkkgZlkml>.



@OCSouthEnd
about a
month
ago
South

Discuss > Everyone loves the rural setting,why ruin it?

February 20, 2013 |

[leo mecham](#)

What advantage is there to losing your front yard,higher taxes,losing hundreds of beautiful ancient trees,having to take out a huge loan to pay for sewer hookup,losing your animals and having all the nice big lots chopped up so you can have dozens of new noisy neighbors?

Post a Reply

South End Concept Plan

- [Discuss](#)
- [Latest News](#)
- [Meetings](#)
- [Images](#)
- [Project Documents](#)
- [Project Info](#)
- [Faqs](#)

News

- [First Planning Commission Public Hearing - November 25, 2013](#)
- [Joint Planning / City Commission Worksession on November 12th](#)
- [Draft Comprehensive Plan Map and Zoning Code Amendments](#)
- [Draft South End Concept Plan Available for Review!](#)
- [Working Draft South End Concept Plan is Ready for Public Review!](#)

Discuss > City owned parks

I hope Oregon City doesn't create new public parks only to let them become overgrown and thereby unusable. A couple of weeks ago, we were approached to volunteer to help clear brush and overgrown weeds from Filbert Park at the southern end of Hazelgrove Drive. According to the event organizers, this park was built as part of the new housing development, but was simply left to become wild and overgrown due to lack of revenue. I have a hard time believing there isn't enough money to maintain all city parks when I see my property taxes have almost doubled in the past ten years.

October 3, 2012 |
[Andy Holthouse](#)

Hi Andy,

October 11, 2012 |
[Pete Walter](#)

Thank you for the comment. Your comment regarding improvement and maintenance of city parks is important and I have forwarded it to the Community Services Department. Part of the concept planning process will be to preliminarily plan for the proper location of parks in South End. The actual acquisition, planning, construction, operation and maintenance of city parks would occur after any annexation takes place, and will require much more detailed planning and budgeting. Since the second part of your comment deals specifically with an existing city park I have forwarded it to Scott Archer, Director of the Community Services Department, who manages the parks program.

Pete Walter

[Post a Reply](#)

South End Concept Plan

- [Discuss](#)
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- [Draft South End Concept Plan Available for Review!](#)
- [Working Draft South End Concept Plan is Ready for Public Review!](#)

From: Dave Sohm [aprazrdave@gmail.com]
Sent: Tuesday, January 08, 2013 10:20 AM
To: Pete Walter
Subject: South end plan

As I walk the neighborhood I see a lot of badly alligatored streets. How will the cost of repairing streets be addressed and who will pay?

Dave Sohm

Diana Milia

From: Diana Milia [dhm@pdxarttherapy.com]
Sent: Monday, January 07, 2013 11:30 PM
To: Pete Walter
Subject: Re: South End Concept Plan

Pete, thanks much for responding. I think that ideally UGBs should allow rural and urban living to exist side by side. However, I'm seeing the UGB expanding before filling in, obliterating small town centers and pushing suburban sprawl into rural areas because at the outer limits of the boundary people are dependent on cars for transportation. I think suburban living makes people alienated, unhappy and unhealthy and is destructive in many other ways, so I would prefer to see each town have an UGB with a dense city center, rather than a large "metro area" with an elite center. I think this would help create more tolerance and diversity overall.

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Pete
Sent from my iPhone

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> Diana Milia

Diana Milia

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>
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Diana Milia, LPC, LCAT, ATR-BC, ACS
Counseling and art therapy for self-acceptance and creative transformation
503 317-2245
www.pdxarttherapy.com

Dick Gross re Commercial Area Location and Powerlines
From: Pete Walter
Sent: Wednesday, June 19, 2013 2:59 PM
To: 'Dick Gross'
Subject: RE: Comments Re: South End Concept Plan

Hi Dick,

Thanks for the very thoughtful comments. I will be sure to forward them along to our consultants. We do have some changes that are going to be made to the map so this is timely.

Pete Walter

From: regross@gmail.com [mailto:regross@gmail.com] On Behalf Of Dick Gross
Sent: Wednesday, June 19, 2013 2:47 PM
To: Pete Walter
Subject: Comments Re: South End Concept Plan

Mr. Walter --

I have made verbal comments regarding the South End Concept Plan, but I feel that perhaps they have not been taken seriously, so I wanted to make sure that my recommended changes to the plan be presented in writing to assure that the rationale for the changes are as clear as it is possible for me to make them.

I have suggested that the planned commercial area on South End road be moved further south, to that area between the power line right-of-way easements.

There are several benefits to this location for the city:

1. Moving the commercial area to this location will provide more opportunities for housing in the area currently designed for commercial. It is my opinion that the land required for the commercial area would be better served as housing.
2. Moving the area further south gives easier access from 99E and improve access for those living south of Oregon City.
3. The easements for the power lines provide an excellent way to help the commercial areas separate visually from housing areas. Since there will not be development in the rights-of-way, these will border the commercial area making it serve the commerce there better.
4. The housing currently planned for that area is relatively "hemmed" in by the rights-of-way. The land required for these rights-of-way also prevent people from living under these power lines. This dedicated land not only protects the power lines from being encroached and allows the power company free access to their transmission lines for inspection and repair, it at the same time provides for public protection against the EMF radiation that is produced by the power lines. (Information about this EMF radiation can be obtained here:
<http://www.safespaceprotection.com/electrostress-from-power-lines.aspx>)

Dick Gross re Commercial Area Location and Powerlines

Discussion:

Occupancy rates for housing (i.e. the fraction of time someone is in a particular radiation zone) is taken as 100%, while commercial occupancy rates are determined to be something less, in order to protect the occupants of the living spaces. As the power companies increase the power levels in their transmission lines, the distances from the radiation source required to protect occupied areas must also increase. Commercial areas are less affected by these requirements.

Given current standards and the existing power levels in these power lines the current rights-of-way are probably adequate for the rural area they are in. However, there has been some lively discussion about whether or not current standards adequately protect the public. Additionally, it should also be noted that with new engineering methods, existing power lines are being utilized to carry higher power levels, so that increased power demands by the public can be met without having to acquire new land and similar infrastructure to meet the increased demand. However, the EMF levels at ground level are also increased meaning that current rights-of way become inadequate and must be widened along the path of the power lines.

Since the expectation is that this concept plan will not be implemented for a few decades at least, and since power levels in the current lines are likely to increase during that time, plus the potential for a revision of the public protection standards near power lines, it seems imprudent to suggest that housing might be fitted into the area between the two transmission line rights-of-way that cross South End Road. It would be more prudent to plan this area for a lower occupancy rate, such as a commercial area.

Therefore my recommendation is that the city should NOT consider the land between the two electrical power transmission lines as potential areas for housing development. The ultimate risks to those unfortunate enough to live there may face expensive remediation should power levels in the lines increase or safety standards change requiring remediation.

A lower risk exists for commercial occupancy and might more easily be accommodated in that area as power levels and standards change. This does not mean there is no risk to commercial development but that it may be less by an order of magnitude.

So, again I say, I think the commercial area should be located further south in that area between the power line right's-of-way, rather than the area currently described in the plan.

Thank you.

19376 S. South End Rd.
Oregon City, Or. 97045
Feb. 20, 2013

Dear Pete Walter,

I am writing to you regarding the South End Concept Plan.

I am a widow with questions and concerns regarding how this plan will impact my chances of selling my property to a developer.

I have lived in my home for 47 years and have lived on the land for over 60 years, seeing many changes take place through the years.

Other home-owners and property owners have been able to sell their land and their land developed. I would like the same opportunity as other home-owners with acreage. I realize I am just one person, but what's fair is fair.

I understand the surrounding home-owners wish to have walking trails and bike trails for their families. But couldn't a developer put those things in their plans without affecting my wishes or anyone else.

Another fear and concern I have is that the City will take my property by Immune Domain. This could impact me greatly and stop my chances of selling for a fair price and my ability to move on.

Sincerely,
Karen E. McAnnis

19376 S. South End Rd.
Oregon City, Or. 97045
April 29, 2012

To: Pete Walter,

When reviewing the City of Oregon Cities vision for the South End Area, I see my property is designated as a protected wetland. This is my home. The South End Concept plans make it impossible for me to obtain a desirable price for my property. If I am not able to get a good price, then I will be unable to move. I don't believe that it's fair for everyone else to sell, and I can't. Please reconsider your plan for my property. I understand the city plans on putting roads across wetlands. Then why can't I?

If you plan on proceeding with the concept plans as they stand, then I would wish for fair compensation for loss of property value.

Furthermore the concepts A, B, C's do not work for me, especially when they effect me in such a great way. I await your response.

Karen E. McKinney

What We've Heard

South End and Oregon City residents value South End for its:

- ☒ Great location, proximity to city
- ☒ Houses on large lots
- ☒ Lack of commercial activity
- ☒ Neighborhoods
- ☒ Neighborhood schools
- ☒ Quiet, livable, rural character
- ☒ Safety
- ☒ Scenery, terrain, open spaces
- ☒ Seclusion
- ☒ Sense of community
- ☒ Wide streets and sidewalks

What do you like best about South End?

- ☒ As it is
- ☒ No Changes

Changes people would like to see in the future include:

- ☒ Add retail services within walking distance; grocer, coffee shop, etc. NO
- ☒ Better connections to downtown NO
- ☒ Improve safety and walkability, especially near McLoughlin Elementary Leave As Is
- ☒ Infrastructure improvements - streets, sidewalks, lighting, water, sewer NO/NO
- ☒ More street trees NO
- ☒ New gathering places: parks, plazas, sports fields NO
- ☒ Preservation of open space (For wildlife)
- ☒ Public transportation NO
- ☒ Sidewalks, trails and paths NO
- ☒ Wider variety of housing NO

What changes would you like to see in the future?

- ☒ Leave As Is
- ☐ _____

What are Your Top Values?

Rank these preliminary values and add any you think are missing:

- ☒ Access to parks and recreation opportunities
- ☒ Access to shopping
- ☒ Access to trails
- ☒ Connections (streets, trails)
- ☒ Education and schools
- ☒ Family-friendly - Leave As Is
- ☒ Nature - Leave As Is
- ☒ Rural character, quality of life - Leave As Is
- ☒ Safe streets - Leave As Is
- ☒ Transportation choice (transit, bike, walk, auto) - Walk/Auto
- ☒ No Sidewalks/leave Roads As Is

Comments NO MORE HOUSES

What We've Learned: Parks and Natural Systems

- There are two wetlands in the northwest corner of the South End study area.
- Vegetation is primarily forest, found mainly along Canemah Bluff, and open grassy areas.
- There are no City-owned parks in South End.
- Nearby publicly-owned parks and open spaces include Madrona Open Space and McLoughlin Elementary School.
- Filbert Run Park is a planned 3.5 acre park site just outside the study area.
- Private open spaces augment the public parks network. *NO*
- Many residents use low-traffic roads for recreational purposes. *NO*
- Metro-owned Canemah Bluff Natural Area (CBNA) provides an opportunity for recreational activities that respect wildlife.
- South End does not have any designated walking or biking trails. *DONT NEED*
- The proposed Oregon City Loop Trail would run along the northern edge of South End.
- Trails in Canemah Bluffs Natural Area have not yet been planned.
- Proposed local trails include Finnegan's Trail and Parkland Trail.
- Another trail is proposed for the BPA Powerline right-of-way from the Willamette River to Highway 213.
- The area contains important viewpoints along the BPA Powerline.

What else should we consider about parks and natural systems?

*Leave AS IS / SENIORS & Retired People
Can not Afford the Price of Sewer / The Price of
Sidewalks / OR ANY thing else for improvement on
money especially if it has to be put onto PROPERTY
TAXES!!*

What We've Learned: Built Environment

- There appears to be approximately 300 net developable acres.
- Limited north-to-south travel options for local residents.
- Many roadways are disconnected and not constructed to urban standards.
- Only the Warner Parrot Road/Central Point Road intersection has excessive vehicle delays.
- An extension of Parrish Road is planned to connect South End Road and Central Point Road.
- The area lacks continuous sidewalks.
- Sidewalks and bike facilities are planned for South End Road, Beutel Road, Rose Road and Parrish Road. *DONT CHANGE*
- There is currently no transit service in the area. *GOOD*
- Stormwater is managed by roadside ditches, natural drainage channels and underground storm conveyance systems; areas within the city limits are served by detention ponds.
- A majority of the area is serviced by Clackamas River Water.
- Areas within city limits area are serviced by wastewater collection; areas outside city limits use septic systems.
- South End is served by Clackamas County Sheriff's department through their Enhanced Law Enforcement District.
- Fire and emergency services are provided by Clackamas County Fire District #1.
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Please turn to back side

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Please turn to back side

What else should we consider about housing, infrastructure and services?

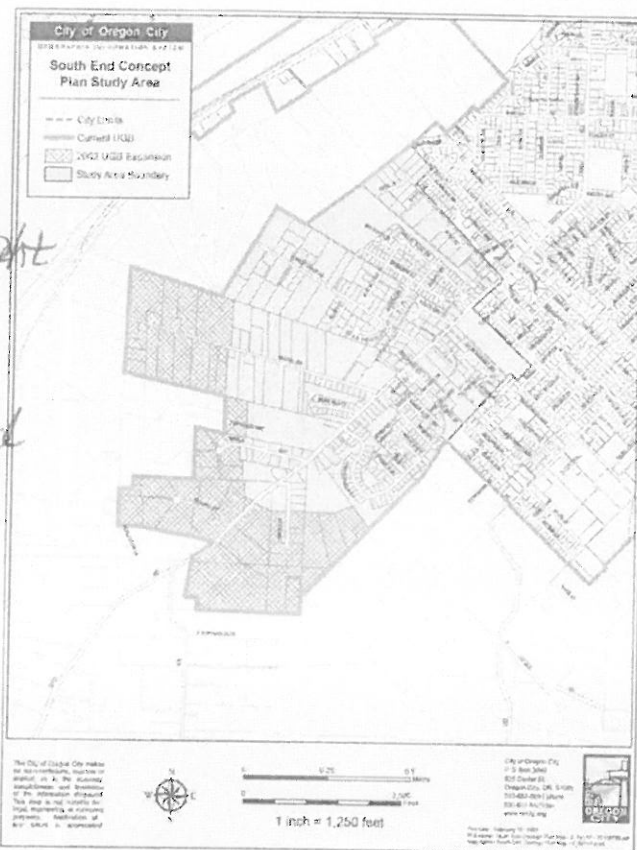
NO MORE HOUSES/LEAVE AS RURAL AREA FOR
Quiet & PEACEFULL SURROUNDINGS. LESS TRAFFIC
& LESS HOUSES MAKES THE AREA QUIET & PEACEFULL

What Else Should We Consider?

LEAVE AS IS

IT IS QUIET &
PEACEFULL TO SIT AT NIGHT
NO NOISE OF VEHICLES OR
OTHER NOISES - WE HAVE
DEER/SKUNKS/COYOTES &
RACCOONS THAT COME AROUND

LEAVE AS IS



If we are out of the city limits it is not FAIR THAT WE CAN'T VOTE ON THESE ITEMS & ANNEXATION - WE NEED TO BE ABLE TO VOTE!!

Please complete the comment form before you leave or return it by Friday, December 21 to:

Pete Walter, City of Oregon City
625 Center Street, Oregon City, OR 97045

For more information, please contact
Pete Walter, (503) 496-1568 or pwalter@orc.org, or visit the project website at
www.southendconceptplan.org.

Thank you!

What We've Heard

South End and Oregon City residents value South End for its:

- ☒ Great location, proximity to city
- ☒ Houses on large lots
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- ___ Education and schools
- ___ Family-friendly
- ___ Nature
- ___ Rural character, quality of life
- ___ Safe streets

☒ Transportation choice (transit, bike, walk, auto)

___ LIFT & BUSLINE ON SOUTH END RD.

___ _____

___ _____

Comments _____

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- ☒ Add retail services within walking distance; grocer, coffee shop, etc.
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- ☒ Preservation of open space
- ☒ Public transportation
- ☒ Sidewalks, trails and paths
- ☒ Wider variety of housing

What changes would you like to see in the future?

☒ BUSLINE RE-INSTATED ON SOUTH END RD.

☐ LIFT SERVICE HAS BEEN ELIMINATED

19 DISABLED AFFECTED IN CLACK CO. ~

NO ONE CAN TELL ME HOW

MANY SENIORS WERE IMPACTED.



**OREGON
CITY**

Community Development – Planning

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

May 2, 2013

Karen McKinney,

Dear Karen,

Thanks for your letter of April 29 outlining your concerns about your property.

If you would like to come to the planning department anytime and discuss your property in more detail, I think it would help clarify the city maps and regulations.

Our wetland maps are based on the best available information at the time (1999) and conditions do change.

I estimate that you own at least 2.5 acres of land outside the delineated wetland buffer that can be developed, if annexed, but it could vary based on better site information.

A concept plan only provides long range planning recommendations, it does not regulate.

Please call me or stop by the office soon. Thanks,
Pete.

Response to Diana Milia

From: Pete Walter
Sent: Tuesday, January 08, 2013 9:32 AM
To: 'Diana Milia'
Cc: Kirstin Greene; 'Steve Faust'
Subject: RE: South End Concept Plan

Diana,

These are very valid points of view and I hope you will continue to stay engaged!

I concur fully that we don't want a concept plan that perpetuates suburbanization outside the UGB.

The South End area today is by definition suburban, even ex-urban. A good concept, done right, will guide the development of future urban growth within the UGB, so that if and when annexation, zoning and development occurs (in that order) the South End area develops as a mutually supportive mix of land uses and open space that supports biking and walking and reduces reliance on the automobile for errand and daily trips. Yes, we will always drive, however, we should always be planning for the future of the community that develops within the UGB so that it is walkable, safe and provide a full range of urban services.

We are starting from a basic premise, that efficient use of land is good, and that regional planning is a good idea. The land in South End is topographically well suited for redevelopment and the bluff and slopes to the west and south represent a natural border for the future urbanized area. The City's Comprehensive Plan <http://www.orcity.org/planning/comprehensive-plan> talks about the need for planning in the South End (See page 28).

As Governor Kitzhaber once said: "there are 2 things Oregonians hate... sprawl... and density", a statement which sums up the on-going tension about planning within UGB's and the perception people have about it. I think your ideas will help to frame the discussion about timing and scale of development in the South End Area and help foster people's understanding of how the UGB works. I am copying our consultants on this email because I want to be sure we keep the dialog going.

People can debate about when and where UGB expansions occur, but even if they did not, we would still need a plan to assure that there is efficient use of land within the UGB. Otherwise, land outside the UGB would just keep on sprawling with ever more housing and inefficient land use patterns.

If we didn't have a UGB, I think one could safely argue that sprawl outside of the UGB would be much worse. That's what makes Oregon different from every other state.

As far as allowing rural and urban living to co-exist side by side, development of a concept plan will not force people to stop doing what they are doing. Property owners can continue rural, farm, forest and low-density land uses within the UGB as long as they want to. The process of

Response to Diana Milia

annexation and development is always driven by the property owner, not the city, but the city has to have a plan in place for when that process occurs.

The idea that all cities should develop from one central urban core works, however, Portland's Metro area consists of numerous cities with a variety of economic, topographic and transportation challenges and goals. Different cities grow at different rates for different reasons. The Metro Urban Growth Functional Management Plan (aka the 2040 plan <http://www.oregonmetro.gov/index.cfm/go/by.web/id=29882>) includes recommended design types for the entire Metro area. The plan designates 16 Regional Centers, of which Downtown Oregon City is one, and the zoning downtown in Oregon City is Mixed Use Downtown see to support the Regional Center designation including the eventual development of residential like you were discussing. Along with that zoning downtown comes the dense urban form design and parking standards to support a dense city center and transit supportive uses. The South End area is designated Outer Neighborhood, which is described as follows:
Neighborhoods
Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods, and outer neighborhoods, with slightly larger lots and fewer street connections. For more information about the UGFMP check out <http://www.oregonmetro.gov/index.cfm/go/by.web/id=274>

The kind of housing that is ultimately built downtown will attract a particular demographic and development, there is still demand for housing elsewhere within the city, and that can take a variety of forms.

We are developing a list of FAQs which will attempt to explain a lot of the points I am trying to make in this email which will be posted to the website www.southendconceptplan.org by next Monday.

Thanks again for your great points of view.

Pete

From: Diana Milia [mailto:dhm@pdxarttherapy.com]
Sent: Monday, January 07, 2013 11:30 PM
To: Pete Walter
Subject: Re: South End Concept Plan

Pete, thanks much for responding. I think that ideally UGBs should allow rural and urban living to exist side by side. However, I'm seeing the UGB expanding before filling in,

Response to Diana Milia

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Diana Milia, LPC, LCAT, ATR-BC, ACS
Counseling and art therapy for self-acceptance and creative transformation
503 317-2245
www.pdxarttherapy.com

South End Concept Plan
Findings of Compliance
(Exhibit 10 to Staff Report)

Metro Urban Growth Management Functional Plan

Title 11 – *Planning For New Urban Areas*; and

Metro Ord. 02-9698B Conditions.

This addendum addresses findings that are required in order to show compliance of the South End Concept Plan with the requirements of the *Metro Urban Growth Management Functional Plan - Title 11 – Planning for New Urban Areas*, and *Metro Ordinance No. 02-969B Conditions of Approval*. Metro Ordinance No. 02-969B places several conditions on Land Added to the Urban Growth Boundary (UGB), in addition to Title 11.

Staff recommends that these findings, along with the following addenda be adopted as an exhibit 10 to the South End Concept Plan:

- Exhibit 10a. Response to Title 11 Section C: Housing Density Analysis
- Exhibit 10b. Response to Title 11 Section E: Section South End Concept Plan Affordable Housing Program (revised 12/01/13)

Table 1: Findings of Compliance with Metro Title 11, “Planning for New Urban Areas”.

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
<p><u>3.07.1105 Purpose and Intent</u></p> <p>It is the purpose of Title 11 to require and guide planning for conversion from rural to urban use of areas brought into the UGB. It is the intent of Title 11 that development of areas brought into the UGB implement the Regional Framework Plan and 2040 Growth Concept. (Ordinance No. 99-818A, Sec. 3.02-969B, Sec. 11.)</p>	<p>Adoption of the South End Concept Plan as an amendment to the Oregon City Comprehensive Plan will guide the conversion of rural to urban land use for lands designated as Future Urban and Low Density Residential within the urban growth boundary, in accordance with the Regional Framework Plan and 2040 Growth Concept. The 2040 Growth Concept for the South End Area is Inner Neighborhood pursuant to Metro Ord. 02-9698.</p>
<p><u>3.07.1110 Interim Protection of Areas Brought into the Urban Growth Boundary</u></p> <p>Until the effective date of amendments to comprehensive plans and implementing land use regulations that comply with Section 3.07.1120, the city or county responsible for planning territory added to the UGB shall not approve:</p> <p>A. A land use regulation or zoning map amendment specific to the territory allowing higher residential density than allowed by acknowledged provisions in effect prior to the adoption of the UGB amendment;</p> <p>B. A land use regulation or zoning map amendment specific to the territory allowing commercial or industrial uses not allowed under acknowledged provisions in effect prior to the adoption of the UGB amendment;</p> <p>C. A land division or partition that would result in the creation of a new lot or parcel less than 20 acres in size, except to create lots or parcels for public facilities and services as defined in Metro Code Section 3.01.010 or a new public school;</p> <p>D. In an area identified by the Metro Council in the ordinance</p>	<p>Finding: Complies. Oregon City has not approved any of the actions (A) through (D). The interim protection measures are met through the Oregon City / Clackamas County Urban Growth Management Agreement (UGMA, 1990), the Clackamas County Comprehensive Plan and Zoning Code, and the Oregon City Comprehensive Plan and implementing Ordinances as described below.</p> <p>The Clackamas County Comprehensive Plan designates the South End Concept Plan area as LR – Low Density Residential and R – Rural. Clackamas County zoning within the UGB is FU-10 and RRF5. The Clackamas County FU-10 zone prohibits any division of land resulting in the creation of one or more parcels of less than 10 acres in size. The Clackamas County RRF5 zone prohibits a subdivision or partition within the Portland Metropolitan Urban Growth Boundary resulting in the creation of one or more lots or parcels of less than 20 acres in size; and subdivisions in areas defined as Future Urban.</p> <p>A 1990 Urban Growth Management Agreement (UGMA) between the City and Clackamas County guides land-use designations and the extension of public services to urbanizing areas. Under the agreement:</p> <ul style="list-style-type: none"> • Oregon City, rather than Clackamas County, provides public services in urbanizing areas. • Oregon City Comprehensive Plan designations apply within urbanizing areas. • The County zones properties inside the Urban Growth Boundary to the Future Urbanizable (FU-10) zone district until the City annexes the property and applies a city zone district. <p>Finally, the Oregon City Comprehensive Plan contains policies that require compliance with Title 11 prior</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
<p>adding the area to the UGB as a Regionally Significant Industrial Area:</p> <p>1. A commercial use that is not accessory to industrial uses in the area; and</p> <p>2. A school, church or other institutional or community service use intended to serve people who do not work or reside in the area. (Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 02-969B, Sec. 11; Ordinance No. 06-1110A, Sec. 1.)</p>	<p>to development of land within the UGB:</p> <p><i>Policy 14.1.1 - The Urban Growth Boundary shall conform to Title 11 of the Code of the Metropolitan Service District and will provide sufficient land to accommodate 20-year urban land needs, resulting in efficient urban growth and a distinction between urban uses and surrounding rural lands, and promoting appropriate infill and redevelopment in the city.</i></p> <p><i>Policy 14.1.2 - Concept plans that provide more detail than the city's Comprehensive Plan will be required prior to development of lands within the Urban Growth Boundary.</i></p>
<p><u>3.07.1120 Planning for Territory Added to the UGB</u></p> <p>All territory added to the UGB as either a major amendment or a legislative amendment pursuant to Metro Code Chapter 3.01 shall be subject to adopted comprehensive plan provisions consistent with the requirements of all applicable titles of the Metro Urban Growth Management Functional Plan and in particular this Title 11. The comprehensive plan provisions shall be fully coordinated with all other applicable plans. The Comprehensive plan provisions shall contain an urban growth plan diagram and policies that demonstrate compliance with the RUGGO, including the Metro Council adopted 2040 Growth Concept design types.</p>	<p>The comprehensive plan amendments include amendments to Oregon City's other public facilities plans for water, sewer, storm water, transportation, parks, trails and open space. The following adopted plans are ancillary documents to the Oregon City Comprehensive Plan:</p> <ul style="list-style-type: none"> • Transportation System Plan • Sewer Master Plan • Water Master Plan • Stormwater Master Plan • Parks and Recreation Master Plan • Trails Master Plan <p>The timing of the plan process coincided with updates to the city Transportation System Plan and used the same growth projections and assumptions.</p> <p>The South End Concept Plan is in accordance with the Oregon City TSP, which is in conformance with the Metro Regional Transportation Plan (RTP), as documented separately in Appendix C to the concept plan and in Exhibit 5 of the Staff Report.</p> <p>The South End Concept Plan contains a general urban growth diagram indicating the general locations of land uses, major roads, open space and parks, and storm water facilities, as well as separate, more detailed development maps and diagrams to facilitate public facility planning and transportation</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance											
	<p>improvements.</p> <p>The Metro “Inner Neighborhood” designation applies to the South End Concept Plan area. According to the RUGGO, “Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods, and outer neighborhoods, with slightly larger lots and fewer street connections.”</p> <p>The proposed comprehensive plan designations for the South End include a mix of low, medium and higher density residential uses, and two small neighborhood scale mixed use areas along South End Road to serve adjacent residential uses.</p> <p>The following table of proposed land use designations explains how future zoning provides for the desired housing diversity of the inner neighborhood design type:</p>											
	<table><tr><td>Comp. Plan Designation & Density Range</td><td>Zone Districts</td><td>Permitted Residential Uses</td></tr><tr><td>LR – Low Density 4-6 du / acre</td><td>R-10 Single-Family R-8 Single-Family R-6 Single-Family</td><td>Single Family Detached on minimum lot sizes of 6000, 8000 and 10,000 square feet. (including manufactured homes) Accessory Dwelling Units (ADUs) Residential and group homes Assisted Living, Nursing Homes and Residential Care Facilities Cottage housing</td></tr><tr><td>MR – Medium</td><td>R-5 Dwelling</td><td>Single-family detached residential units min. 5,000 square</td></tr></table>			Comp. Plan Designation & Density Range	Zone Districts	Permitted Residential Uses	LR – Low Density 4-6 du / acre	R-10 Single-Family R-8 Single-Family R-6 Single-Family	Single Family Detached on minimum lot sizes of 6000, 8000 and 10,000 square feet. (including manufactured homes) Accessory Dwelling Units (ADUs) Residential and group homes Assisted Living, Nursing Homes and Residential Care Facilities Cottage housing	MR – Medium	R-5 Dwelling	Single-family detached residential units min. 5,000 square
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I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance		
	Density 7-11 du / acre	District R-3.5 Dwelling District	foot lot. (including manufactured homes) Attached, Detached and Rowhouses on min. lot size of 3,500 sf per unit Accessory Dwelling Units (ADUs) Assisted Living, Nursing Homes and Residential Care Facilities Residential and group homes Cottage housing
	HR – High Density 12-20 du / acre	R-2 Multifamily	Multifamily Housing, defined as 3+ units per lot, min. 2000 sf / unit Residential care facility Live/work units. Assisted Living Facilities and Nursing Homes
	MUC – Mixed Use Corridor	NC – Neighborhood Commercial	Live/work units. Multi-family, single-family attached or two-family residential, not exceeding 50% of total commercial building square feet Assisted living facilities; nursing homes and group homes for over fifteen patients; Residential care facilities

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
<p>Comprehensive plan amendments shall include:</p> <p>A. Specific plan designation boundaries derived from the general boundaries of design type designations assigned by the Council in the ordinance adding the territory to the UGB.</p>	<p>Finding: Complies. See above. The Metro “Inner Neighborhood” designation applies to the South End Concept Plan area. According to the RUGGO, “Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods, and outer neighborhoods, with slightly larger lots and fewer street connections.”</p> <p>The proposed comprehensive plan designations for the South End include a mix of low, medium and higher density residential uses, and two small neighborhood scale mixed use areas along South End Road to serve adjacent residential uses.</p>
<p>B. Provision for annexation to the district and to a city or any necessary service districts prior to urbanization of the territory or incorporation of a city or necessary service districts to provide all required urban services.</p>	<p>Finding: Complies. The South End Concept Plan establishes a framework of policies and implementing ordinances before annexation can take place and urban-level development can occur.</p> <p>Applications for annexation, whether initiated by the City or by individuals, are based on specific criteria contained in Chapter 14 of the City of Oregon City Municipal Code.</p> <p>Annexation to the City of Oregon City is required as a condition of extension of city services properties within the Urban Growth Boundary, including sewer, water, and stormwater utilities.</p> <p>As a general policy the city does not extend services to properties outside the city limit. In situations where the timing of extension of a particular city service may not be practicable until a greater level of urbanization occurs, such as sewer connections farther than 300’ from city sewer, exceptions may be made in accordance with law or based on intergovernmental agreements.</p> <p>Concept plans are an important tool that identifies where and when areas might be considered for annexation in order to control the expansion of the city limits and services to help avoid conflicts and provide predictability for residents and developers. Other considerations are consistency with the provisions of the Comprehensive Plan and the City’s public facility plans, with any plans and agreements of urban service providers, and with regional annexation criteria.</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<p><u><i>Oregon City Comprehensive Plan Policies</i></u></p> <p><i>Policy 14.3.3 - Oppose the formation of new urban services districts and oppose the formation of new utility districts that may conflict with efficient delivery of city utilities within the Urban Growth Boundary.</i></p> <p><i>Policy 14.4.1 - Promote compact urban form and support efficient delivery of public services by ensuring that lands to be annexed are within the City’s Urban Growth Boundary, and contiguous with the city limits. Do not consider long linear extensions, such as cherry stems and flag lots, to be contiguous with the city limits.</i></p> <p>Additionally, the 1990 Urban Growth Management Agreement (UGMA) between the City and Clackamas County guides land-use designations and the extension of public services to urbanizing areas. Under the agreement:</p> <p>Oregon City, rather than Clackamas County, will provide public services in urbanizing areas.</p> <p>Oregon City Comprehensive Plan designations will be applied, following concept planning within urbanizing areas.</p> <p>The County zones properties inside the Urban Growth Boundary to the Future Urbanizable (FU-10) zone district until the City annexes the property and applies a city zone district.</p> <p>Because the City, under City land-development regulations, cannot provide sewer and water services to properties within the Urban Growth Boundary until the properties have been annexed or the property owners have agreed to annexation, urban-level development can occur only within city limits.</p>
C. Provision for average residential densities of at least 10 dwelling units per net developable residential acre or such other densities that the Council specifies pursuant to section 3.01.040 of the Urban Growth Management Functional Plan.	Finding: The South End Concept Plan seeks to substantially comply with this requirement. Please refer to the separate memorandum entitled “South End Concept Plan Density Analysis” for details.
D. Demonstrable measures that will provide a diversity of housing stock that will fulfill needed housing requirements as	Finding: The South End Concept Plan seeks to substantially comply with this requirement. Please refer to the separate document entitled “ <i>South End Concept Plan Affordable Housing Program (revised</i>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
<p>defined by ORS 197.303. Measures may include, but are not limited to, implementation of recommendations in Title 7 of the Urban Growth Management Functional Plan.</p>	<p>11/22/13)", Exhibit 10b to the Staff Report, and also to the South End Concept Plan on pages 16 and 17. Please also see zoning and permitted residential types chart on pages 5 and 6.</p> <p>The plan will provide for needed housing without public subsidy through a diversity of zoning districts. ORS 197.303(1) defines needed housing as</p> <ul style="list-style-type: none"> (a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy; (b) Government assisted housing; (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 (Policy) to 197.490 (Restriction on establishment of park); (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and (e) Housing for farmworkers. <p>The majority of needed housing in South End will be accommodated in the small and medium density designations that allow attached housing, and which are implemented by the R-3.5 and R.2 (Multi-Family) zoning designations.</p> <p>Manufactured homes on their own are permitted in any zone where single-family detached housing units are permitted, which includes the low-density and medium density zones (R-10, R-8, R-6 / R-5, R-3.5).</p> <p>Group quarters including boarding and lodging houses, correctional facilities, and nursing homes are all permitted as conditional uses in Oregon City residential zones according Oregon City Municipal Code (OCMC) Section 17.56. Definitions of group quarters in Oregon Revised Statutes (ORS) 197.660 differentiate between residential homes and residential facilities as uses serving up to five residents versus six to 15 residents, respectively. Given this definition, residential homes are permitted/permitted conditionally in all Oregon City single-family residential zones (R-10, R-8, R-6, R-5, R-3.5,) and residential facilities in two-family and multi-family residential zones (R-3.5 and R-2).</p> <p>The South End Concept Plan includes land use designations that will provide the necessary diversity of</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	housing stock in order to comply with statutory housing requirements.
<p>E. Demonstration of how residential developments will include, without public subsidy, housing affordable to households with incomes at or below area median incomes for home ownership and at or below 80 percent of area median incomes for rental as defined by U.S. Department of Housing and Urban Development for the adjacent urban jurisdiction. Public subsidies shall not be interpreted to mean the following: density bonuses, streamlined permitting processes, extensions to the time at which systems development charges (SDCs) and other fees are collected, and other exercises of the regulatory and zoning powers.</p>	<p>Finding: Complies. The South End Concept Plan meets Metro Title 11, State Land Use Planning Goal 10, and MHR requirements, as described in the document entitled “<i>South End Concept Plan Affordable Housing Program (revised 11/22/13)</i>”. The following excerpts from that document are provided for reference:</p> <p>The housing market analysis and recommended land use classifications contained in the South End Concept Plan include a general approach to meeting the housing mix, density and affordability requirements, including:</p> <ul style="list-style-type: none"> • A market-driven approach to providing a wide mix of housing types though the development of market-rate homes at affordable price points. The housing market analysis concluded that the housing demand within the South End area (2035 midpoint forecast) should be comprised of approximately 44% single family detached dwellings, and 56% attached/townhome/multifamily units. This planned housing mix will improve Oregon City’s current mix of non-single family dwellings which currently account for 32.5 percent of the housing inventory (as of 2008-2011 American Community Survey). • The allowable mix of housing in the South End Concept Plan is weighted towards attached/townhome/multifamily/assisted living dwelling units; which will be more affordable (on average) per dwelling unit than single family detached housings. • The proposed mix of zoning (by lot size) in the South End Concept Plan include a range of comprehensive land use plan and zoning designations, which will result in an average density level of up to 8.0 dwelling units per acre (excluding the additional housing density) that may be achieved though the provision of accessory dwelling units and housing within mixed use commercial areas. • The South End Concept Plan identifies implementation strategies that are focused on ensuring that the overall public facility infrastructure development costs are affordable and will not become overly burdensome on future developers; thereby reducing total construction costs. The

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<p>South End Concept Plan analyzed the comparative cost of providing adequate public facilities in several urbanizing areas throughout the Metro region, and concluded that the South End Concept Plan has the lowest capital cost (per buildable square foot of land area) of all areas evaluated in the region.</p> <ul style="list-style-type: none"> The future development allowed in the South End Concept Plan area will also comply with Oregon City's stated housing policy objectives contained in the adopted Oregon City Comprehensive Plan (2004), <p>The South End Concept Plan and related Oregon City housing policy objectives address Metro and State of Oregon affordable housing requirements with respect to housing unit density, dwelling unit mix and affordability goals.</p>
<p>F. Provision for sufficient commercial and industrial development for the needs of the area to be developed consistent with 2040 Growth Concept design types. Commercial and industrial designations in nearby areas inside the Urban Growth Boundary shall be considered in comprehensive plans to maintain design type consistency.</p>	<p>Finding: Complies. The plan includes a market analysis of commercial, office and retail demand for the South End Concept Plan area which indicates the area experiences significant retail leakage. There is community support for increased amenities in the form of small scale neighborhood retail uses to serve the immediately adjacent residential areas within ¼ to ½ miles walking distance. This need along with the urban design type of inner neighborhood and recommendations for the plan to be a more walkable community resulted in the inclusion of two nodes of Mixed Use areas totaling approximately 16 acres on either side of South End Road. These areas are shown on the South End Concept Plan and the corresponding draft comprehensive plan map designations.</p>
<p>G. A conceptual transportation plan consistent with the applicable provision of the Regional Transportation Plan, Title 6 of the Urban Growth Management Functional Plan, and that is also consistent with the protection of natural resources, either identified in acknowledged comprehensive plan inventories or as required by Title 3 of the Urban Growth Management Functional Plan. The plan shall, consistent with OAR Chapter 660, Division 11, include preliminary cost estimates and funding strategies, including likely financing approaches.</p>	<p>Finding: Complies. The conceptual transportation plan is presented on Pages 20-29 of the plan and in Appendix C, Transportation Element.</p> <p>The plan provides detailed street design cross-sections and functional classifications, as well as a detailed "grid" which shows conceptually how new local streets can be extended to re-development areas to improved connectivity.</p> <p>The plan is consistent with the applicable provisions of the Regional Transportation Plan. The South End Concept Planning process was coordinated with the city's recently adopted Transportation System Plan</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<p>(August 2013), which is consistent with the RTP.</p> <p>The TSP requirements were codified in OCMC 12.04 (Street Standards), OCMC 16.12 (Land Division), OCMC 17.52 (Parking), OCMC 17.62 (Site Plan and Design Review) codes in August 2013. These include complete street design standards, full sections for all functional classifications, maximum block lengths, driveway intersection spacing, alley requirements, pedestrian and bicycle accessway standards, and vehicle access and connectivity requirements, many of which already existed in the Oregon City code prior to 2013 but which have been revised to reflect the new TSP update.</p> <p>Consistent with RTP, the TSP assumed urbanization of the South End Concept Plan area. Street standards and improvements were identified in the TSP for its urbanization, in a manner consistent with the Metro RTP. No new regional transportation improvements were identified in the South End Concept Plan area beyond what had been adopted in the TSP.</p> <p>The South End Concept Plan provides greater detail than the TSP and will provide extensive guidance to improve future local street connectivity throughout the planning area.</p> <p>A detailed analysis of compliance with the statewide Transportation Planning Rule is provided in a separate memorandum from DKS Engineering (attached).</p> <p>The plan includes a preliminary inventory of Goal 5 resources. Regarding protection of natural resources, the City's Natural Resource Overlay District maps and Metro HCA (habitat conservation area) GIS maps and other data were used to map known habitat and water resources within the UGB area. These maps match known county inventories for compliance with Metro Title 3 and 13. Development within the South End Concept Plan area is targeted outside most habitat conservation areas (HCA) except for needed infrastructure improvements, such as roads, to adequately serve the area. The transportation system indicated on the South End Concept Plan identifies areas where road connections may impact these resources, and further studies, including site-specific delineations, impact analyses, and mitigation plans will be required to be submitted and reviewed pursuant to a land use review at the time of future development proposals. Upon annexation Oregon City, habitat and water resources within the UGB will fall under the protection of the City's Natural Resource Overlay District (OCMC 17.49), which is in</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<p>substantial compliance with Metro Titles 3 and 13.</p> <p>Any infrastructure improvements in HCA areas will be compliant with Title 6 and Title 3 and Title 13 of the UGFMP, through OCMC Chapter 17.44 (Geologic Hazards Overlay District), and 17.49 (Natural Resource Overlay District). Voluntary best management practices, including the use of narrower rights-of-way, green streets, and options to avoid widening corridors in sensitive habitat areas, have been recommended help guide development in a manner that further protects existing natural resources within the study area. Preliminary cost estimates and likely financing approaches for the transportation system have been identified in the Funding and Finance section of the plan (Page 45-54), and in Appendices C and D.</p>
<p>H. Identification and mapping of areas to be protected from development due to fish and wildlife habitat protection, water quality enhancement and mitigation, and natural hazards mitigation, including, without limitation, all Habitat Conservation Areas, Water Quality Resource Areas, and Flood Management Areas. A natural resource protection plan to protect fish and wildlife habitat, water quality enhancement areas, and natural hazard areas shall be completed as part of the comprehensive plan and zoning for lands added to the Urban Growth Boundary prior to urban development. The plan shall include zoning strategies to avoid and minimize the conflicts between planned future development and the protection of Habitat Conservation Areas, Water Quality Resource Areas, Flood Management Areas, and other natural hazard areas. The plan shall also include a preliminary cost estimate and funding strategy, including likely financing approaches, for options such as mitigation, site acquisition, restoration, enhancement, and easement dedication to ensure that all significant natural resources are protected.</p>	<p>Finding: Complies. The South End Concept Plan identifies and protects these areas a follows</p> <ul style="list-style-type: none"> Regionally Significant Habitat areas regulated under Metro Title 13 have been inventoried on city and county maps. All of these areas coincide roughly with known water resource locations (streams, ditches and wetlands). The study area contains 102.5 acres of forested habitat, and 42.9 acres of grass/forb/open space dominant habitat. Upland habitat away from water resources and tree stands exist in addition to regionally significant habitat areas. These areas are designated as “Allow” and are not regulated by Metro Title 13. Metro owns large acreages of contiguous, regionally significant habitat directly adjacent to the study area to the west (Canemah Bluffs). Subsequent to annexation, these areas will fall under the protection of the city’s Natural Resources Overlay District (OCMC 17.49). Future annexation and development of land may trigger on-site field-level verification and delineation of natural resources that may reveal more complexity. Development best management practices will be adopted to assure minimal intrusion into these areas. <p>Goal 5 resources are addressed in detail in the Plan on Page 20 and in the Existing Conditions report (Appendix A, Chapter 5, pages 33-38). The South End buildable lands methodology aggregates all of the vacant and developable land in the area and removes land that have slopes greater than 25%, a “high” or</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<p>“moderate” Habitat Conservation Area rating includes designated wetlands and essential riparian habitat), established easements, or a registered historic building. Additionally, new development will be required to comply with the City’s Natural Resource Overlay District in compliance with this goal. Wildlife habitat and natural areas are identified on Metro’s Goal 5 resource inventory and Oregon City. The HCA Map in the South End Concept Plan illustrates the areas in the region that are subject to the performance standards and best management practices described in Section 4 of Title 13 “Nature in Neighborhoods.” Highly ranked riparian habitat areas within the current urban growth boundary were identified as “habitat conservation areas” and will be subject to high, moderate, and low levels of conservation based on habitat value or quality.</p> <p>South End Concept Plan goals and policies for preserving open space and tree cover, protecting scenic views, preserving and rehabilitating historic buildings, conserving natural resources and water quality are updated with the attached code and comprehensive plan amendments.</p>
<p>I. A conceptual public facilities and services plan for the provision of sanitary sewer, water, storm drainage, transportation, parks and police and fire protection. The plan shall, consistent with OAR Chapter 660, Division 11, include preliminary cost estimates and funding strategies, including likely financing approaches.</p>	<p>Finding: Complies. The SECP includes “planning level” estimates for proposed public facilities, including preliminary cost expenditures and financing tools expected to fund needed water, sewer, storm water and transportation improvements as the South End Concept Plan area develops. The Funding and Finance section of the plan, starting on Page 45, identifies, summarizes and describes the needed improvements and described variety of potential funding and financing resources (See Exhibit __). It should be stated that pursuant to Metro Title 11, these estimates are preliminary, and further refinements should be made as additional resources are available. A more detailed description of these costs is provided in Appendices C, F, and G to the South End Concept Plan. The preliminary costs do not include extraordinary costs for right-of-way acquisition, permitting, or geotechnical soils work. Such costs may include special environmental mitigation, subsurface soil enhancements, structural engineering, and business/residential relocation assistance.</p> <p>The results of the status quo funding analysis generally indicates that the City may need to consider additional funding sources to help cover the capital costs of transportation, parks and trails, and stormwater systems that are required to accommodate new development in the South End area. The facilities with the greatest funding challenge include:</p> <ul style="list-style-type: none"> • Transportation: funding gap of \$1.87 million

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<ul style="list-style-type: none"> • Parks and Trails: funding gap of \$2.2 to \$11.4 million • Stormwater System: funding gap of \$13.3 to \$20.3 million <p>While the analysis indicates that the SDCs for water and sanitary sewer should be adequate to cover capital costs, the issue of advance financing required system upsizing and new sewer lift stations will likely require some form of developer or city financing. Advance financing options are discussed further in the plan.</p>
<p>J. A conceptual school plan that provides for the amount of land and improvements needed, if any, for school facilities on new or existing sites that will serve the territory added to the UGB. The estimate of need shall be coordinated with affected local governments and special districts.</p>	<p>Finding: Complies. See Page 37 of plan.</p> <p>The Oregon City School District indicates John McLoughlin Elementary School, located within the South End Plan area, currently enrolls 560 students and can accommodate 30 more for a total capacity of 590 students. If future enrollment exceeds the capacity at McLoughlin Elementary, the School District plans to reopen King Elementary School, located less than one mile north on South End Road. King Elementary provides an initial capacity of 400 students with a plan to add capacity if necessary.</p> <p>The nearest middle and high schools are Gardiner Middle School and Oregon City High School, two and four miles away respectively. Current enrollment at Gardiner is 777 students for grades 6-8. Total capacity for the school is 930 students. Ogden Middle School currently has 890 students and has a capacity for 960 grade 6-8 students. Oregon City High School has a capacity of 2,510 students based on an average of 25 students per classroom. Maximum capacity is 2,800 with current enrollment at slightly more than 2,300 students.</p> <p>Based on the methodology used by the School District and Portland State University's Population Research Center, development in the study area at buildout will result in the addition of approximately 988 students: 456 elementary school, 228 middle school and 304 high school students. These increases in enrollment are expected to occur gradually over the next thirty or more years, depending on the pace of annexation and development in the planning area. Moreover, future enrollment for these elementary schools is projected to remain relatively flat, as new households in their service area are projected to include fewer young children. Therefore, no new school sites are identified in the South End Concept Plan. The City and School District will continue to coordinate as the South End area develops.</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
K. An urban growth diagram for the designated planning area showing, at least, the following, when applicable:	Finding: Complies: The plan includes both general (page 13) and detailed (Page 44) urban growth diagrams. The locations of the features shown on the urban growth diagram, 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 use and structures within the UGB are regulated by Clackamas County, and may remain when property owners decide to annex to Oregon City and develop their property subject to Oregon City zoning and development regulations.
1. General locations of arterial, collector and essential local streets and connections and necessary public facilities such as sanitary sewer, storm sewer and water to demonstrate that the area can be served;	Finding: Complies: The plan includes the following diagrams indicating the general locations of public facilities: <ul style="list-style-type: none"> • Multi-modal Street System, Page 21 • Street Design Types, Page 24 • Walking and Biking Network, Page 27 • Transit Options, Page 29 • Proposed Water System Improvements, Page 34 • Proposed Stormwater Improvements, Page 35 • Proposed Sanitary Sewer Improvements, Page 36 • The Existing Conditions Appendix A include maps of existing public facilities.
2. Location of steep slopes and unbuildable lands including but not limited to wetlands, floodplains and riparian areas;	Finding: Complies: The plan includes the following diagrams indicating the general locations of these features: <p><u>Plan:</u></p> <ul style="list-style-type: none"> • Opportunities and Constraints, Page 10 • Proposed Parks and Open Space, Page 19 <p><u>Existing Conditions Report (Appendix A):</u></p> <ul style="list-style-type: none"> • Slope Analysis, Page 9

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	<ul style="list-style-type: none"> • Buildable Land Analysis, Page 11 • Vegetation Classifications, Page 36 • Soils, Page 39 • Existing Trails, Parks and Open Space, Page 44 • Viewsheds, Pages 50 and 51 • Streams and Buffers, Page 71
3. Location of Habitat Conservation Areas;	Finding: Complies. The city's existing GIS system includes the Metro HCA's for the current UGB.
4. General locations for mixed use areas, commercial and industrial lands;	Finding: Complies. The concept map includes 2 future mixed use areas on South End Road near the intersections of Navajo Way and Forest Ridge Road.
5. General locations for single and multi-family housing;	Finding: Complies. The concept map includes general locations for single-family and multi-family housing.
6. General locations for public open space, plazas and neighborhood centers; and	Finding: Complies. The concept map implementation map on Page 44 includes general locations for civic uses, while the parks and open space map indicates locations of public and private gathering areas, parks and open space.
7. General locations or alternative locations for any needed school, park or fire hall sites.	Finding: Complies. Additional facilities within the South End Concept Plan area have not been indicated at this time. Clackamas County Fire District #1 continues to provide fire protection services to the South End area from Fire Station 17, located 0.2 miles to the north on South End Road.
L. A determination of the zoned dwelling unit capacity of zoning districts that allow housing.	Finding: Complies. Please refer to the separate memorandum entitled "South End Concept Plan Density Analysis" for details.
<p>M. The plan amendments shall be coordinated among the city, county, school district and other service districts.</p> <p>(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 01-929A, Sec. 8; Ordinance No. 02-964, Sec. 5; Ordinance No. 05-1077C, Sec. 6; Ordinance No. 05-1089A, Sec. 2; Ordinance No. 07-1137A,</p>	<p>Finding: Complies. The City coordinated with the following jurisdictions, service districts and providers during the planning process through the Technical Advisory Team (TAT) and these groups have been provided with required public notices during the City's adoption process.</p> <p><u>Water, Wastewater and Stormwater Agencies and Groups</u></p> <ul style="list-style-type: none"> • Clackamas River Water (CRW)

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
<p>Sec. 3.)</p>	<ul style="list-style-type: none"> • Water Environmental Services (WES) • Tri-City Service District • South Fork Water Board • Oregon City Public Works <p><u>Schools, Parks, and Public Safety Agencies and Groups</u></p> <ul style="list-style-type: none"> • Oregon City School District • Clackamas Fire District #1 • Oregon City Public Safety Director • City of Oregon City Parks and Recreation <p><u>Housing, Land Use, Transportation and Other Groups</u></p> <ul style="list-style-type: none"> • Oregon City Building Official • Metro • Tri-Met • Department of Land Conservation and Development • Clackamas County Long Range Planning • Clackamas County Transportation Planning
<p><u>3.07.1130 Implementation of Urban Growth Boundary Amendment Requirements</u></p> <p>A. On or before 60 days prior to the adoption of any comprehensive plan amendment subject to this Title 11, the local government shall transmit to Metro the following:</p> <p>1. A copy of the comprehensive plan amendment proposed for adoption;</p>	<p>Finding: Oregon City will provide the required comprehensive plan amendments, evaluations and findings of compliance to Metro prior to adoption of the comprehensive plan by the City Commission.</p> <p>The City understands that it may request an extension if required in order to better refine the following specific implementation recommendations made in the plan, including the following identified steps.</p> <ul style="list-style-type: none"> • Adoption of specific capital improvement plan for South End sewer, water and stormwater improvements based on updates to the Oregon City sewer, water and stormwater plans by the Oregon City Public Works Department • Adoption of financing and funding recommendations, including possible use of reimbursement districts specific to the South End Concept Plan area, and updated system development charges, for sewer, water, stormwater, parks, open space and trails. • Adoption of specific code provisions to require dedication of trail corridors and open space,

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
	including a detailed discussion of possible financial incentives for dedication such as SDC offsets, conservation easements and other methods. Since these code provisions would have affects beyond the South End Concept Plan area, additional time will be necessary for input from the Parks and Recreation Department.
<p>2. An evaluation of the comprehensive plan amendment for compliance with the Functional Plan and 2040 Growth Concept design types requirements and any additional conditions of approval of the urban growth boundary amendment. This evaluation shall include an explanation of how the plan implements the 2040 Growth Concept;</p> <p>3. Copies of all applicable comprehensive plan provisions and implementing ordinances as proposed to be amended.</p> <p>B. The Council may grant an extension of time for adoption of the required Comprehensive Plan Amendment if the local government has demonstrated substantial progress or good cause for failing to adopt the amendment on time. Requests for extensions of time may accompany the transmittal under subsection A of this section. (Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3.)</p>	<p>Finding: This report and its addenda provides an evaluation of the South End Concept Plan for compliance with Functional Plan, the Inner Neighborhood Design Type and the Conditions of Approval of the urban growth boundary amendment.</p>
<p><u>3.07.1140 Effective Date and Notification Requirements</u></p> <p>The provisions of this Title 11 are effective immediately. Prior to making any amendment to any comprehensive plan or implementing ordinance for any territory that has been added to the Urban Growth Boundary after the effective date of this code amendment, a city or county shall comply with the notice requirements of Section 3.07.830 and include in the required staff report an explanation of how the proposed amendment complies with the requirements of this Title 11 in addition to</p>	<p>Finding: Complies. This report is included as Exhibit 10 to the required staff report with findings for plan adoption. The staff report provides recommended findings for compliance with Metro Title 11 and the Oregon City Comprehensive Plan as well as code amendments necessary to implement the South End Concept Plan. The staff report will be finalized prior to final adoption of the South End Concept Plan as an amendment to the Oregon City Comprehensive Plan by the Oregon City City Commission.</p>

I. METRO TITLE 11 REQUIREMENTS	Finding of Compliance
<p>the other requirements of this functional plan.</p> <p>(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3.)</p>	

II. COMPLIANCE WITH METRO ORDINANCE NO. 02-969B CONDITIONS OF APPROVAL	Finding of Compliance
<u>II A. General conditions applicable to all land added to UGB</u>	
<p>A. The city or county with land use planning responsibility for a study area included in the UGB shall complete the planning required by Metro Code Title 11, Urban Growth Management Functional Plan (“UGMFP”), section 3.07.1120 (“Title 11 planning”) for the area. Unless otherwise stated in specific conditions below, the city or county shall complete Title 11 planning within two years. Specific conditions below identify the city or county responsible for each study area.</p>	<p>Finding: The Intergovernmental Agreement with Metro to complete the concept plan for South End was signed by Metro Council in early 2013. Adoption of the South End Concept Plan will conclude three separate concept planning efforts for the 2002 UGB Expansion Areas by the City of Oregon City. The Park Place Concept Plan was adopted in March 2008. The Beaver Creek Road Concept Plan has been completed and is awaiting adoption pending outstanding legal appeals. The City accepts its responsibility for concept planning for the UGB and fully intends to complete its concept planning responsibilities in coordination with Metro.</p>
<p>B. The city or county with land use planning responsibility for a study area included in the UGB, as specified below, shall apply the 2040 Growth Concept design types shown on Exhibit N of this ordinance to the planning required by Title 11 for the study area.</p>	<p>Finding: Complies. Metro’s Ordinance No. 02-969B, adopted in December 2002, designated the UGB expansion area as Inner Neighborhood. The planned land use types in the South End Concept Plan are consistent with the Inner Neighborhood designation.</p> <ul style="list-style-type: none"> The plan implements Metro’s Inner Neighborhood through comprehensive plan and zoning designations that are primarily residential with two neighborhood centers to support the residential uses. The plan provides for small lot sizes and higher residential densities adjacent to existing arterial roads with a transition to lower density residential areas at the outer edges of the planning

II. COMPLIANCE WITH METRO ORDINANCE NO. 02-969B CONDITIONS OF APPROVAL	Finding of Compliance
	<p>boundary. These areas along with two small neighborhood commercial nodes at key intersections within walking distance to the adjacent residential areas, will substantially meet the housing requirements of Title 11. The residential densities proposed for the plan are consistent with the Inner Neighborhood design type.</p> <ul style="list-style-type: none"> • The Canemah Bluff natural area abuts the South End Concept Plan boundary to the west. This area is owned by Metro as a regionally significant habitat conservation area. These are considered constrained land of high habitat value. The sensitive nature of these areas limits development opportunities however provides potential opportunities for passive recreational use and trail corridors.
<p>C. The city or county with land use planning responsibility for a study area included in the UGB shall apply interim protection standards in Metro Code Title 11, UGMFP, section 3.07.1110, to the study area.</p>	<p>Finding: Complies. A 1990 Urban Growth Management Agreement (UGMA) between the City and Clackamas County guides land-use designations and the extension of public services to urbanizing areas. Under the terms of the UGMA, any amendments to the Metro UGB will automatically be reflected in the Urban Growth Management Boundary. Under the agreement:</p> <ul style="list-style-type: none"> • Oregon City, rather than Clackamas County, provides public services in urbanizing areas. • Oregon City Comprehensive Plan designations apply within urbanizing areas. • The County zones properties inside the Urban Growth Boundary to the Future Urbanizable (FU-10) zone district until the City annexes the property and applies a city zone district. • Because the City, under City land-development regulations, cannot provide sewer and water services to properties within the Urban Growth Boundary until the properties have been annexed or the property owners have agreed to annexation, urban-level development can occur only within city limits. The

II. COMPLIANCE WITH METRO ORDINANCE NO. 02-969B CONDITIONS OF APPROVAL	Finding of Compliance
	<p>UGMA appears to be working well, in that urban-level development has not occurred outside the city limits.</p> <ul style="list-style-type: none"> • Additionally, section UGMFP, section 3.07.1110(B) provides that: B. A land use regulation or zoning map amendment specific to the territory allowing higher residential density than allowed by acknowledged provisions in effect prior to the adoption of the UGB amendment; • Because of the UGMA, Oregon City cannot rezone territory designated FU-10 at a higher density until the passage of specific zoning amendments which were publicly noticed on October 10th, 2007, have been adopted, however, • Nothing within the City/County UGMA precludes a petition for rezoning to a higher density following annexation and initial rezoning.
<p>D. In Title 11 planning, each city or county with land use planning responsibility for a study area included in the UGB shall recommend appropriate long-range boundaries for consideration by the Council in future expansion of the UGB or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21.</p>	<p>Finding: Complies. The city participated in the process of designated urban and rural reserves which were adopted by the Council in 2011. Both urban and rural designations about the Urban Growth Boundary and have been identified on the South End Concept Plan map.</p>
<p>E. Each city or county with land use planning responsibility for a study area included in the UGB shall adopt provisions in its comprehensive plan and zoning regulations – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery - to ensure compatibility between urban uses in an included study area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.</p>	<p>Finding: Complies. Adjacent parcels of land outside the UGB to the east and south do have existing farm and forest uses, including EFU and TBR zones, RRF5 and FF10 zoning.</p> <p>Use of area roads by slow-moving farm vehicles is already permitted where these uses occur and are pre-existing. The county has jurisdiction of the roads outside the city limits in these areas, not Oregon City. Within Oregon City along South End Road there are opportunities for cars to bypass any slow moving farm machinery that may from time-to-time use these roads, including wider shoulders. Specifically designated lanes for the movement of slow moving farm machinery are neither required in the city's Transportation System Plan nor appropriate within the South End</p>

II. COMPLIANCE WITH METRO ORDINANCE NO. 02-969B CONDITIONS OF APPROVAL	Finding of Compliance
	Concept Plan area.
<p>F. Each city or county with land use planning responsibility for a study area included in the UGB shall apply Title 4 of the UGMFP to those portions of the study area designated Regionally Significant Industrial Area (“RSIA”), Industrial Area or Employment Area on the 2040 Growth Concept Map (Exhibit N). If the Council places a specific condition on a RSIA below, the city or county shall apply the more restrictive condition.</p>	<p>Finding: Not applicable. None of the study areas included in this concept plan was designated RSIA or industrial or employment lands on the 2040 Concept Map.</p>
<p>G. In the application of statewide planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) to Title 11 planning, each city and county with land use planning responsibility for a study area included in the UGB shall comply with those provisions of Title 3 of the UGMFP acknowledged by the Land Conservation and Development Commission (“LCDC”) to comply with Goal 5. If LCDC has not acknowledged those provisions of Title 3 intended to comply with Goal 5 by the deadline for completion of Title 11 planning, the city or county shall consider any inventory of regionally significant Goal 5 resources adopted by resolution of the Metro Council in the city or county’s application of Goal 5 to its Title 11 planning.</p>	<p>Finding: Complies. The natural resources planning for the South End Concept Plan included Metro’s adopted regionally significant Goal 5 resources as indicated in the Existing Conditions report and as discussed in the plan. The South End Concept Plan for natural resources began with an existing conditions analysis based on adopted Metro maps for regionally significant habitat, stream corridors and wetlands. The basis for this mapping was the citys’ existing NROD (Natural Resource Overlay Zone), which includes identified Title 3 Water Quality and Flood Management maps and the Habitat Conservation Area maps, both adopted as part of the UGMFP for the pre-2002 UGB, and Metro and County identified HCA’s for the 2002 Expansion Area. The analysis is described in detail in Appendix A – Existing Conditions Report. The resulting NROD maps were used during the buildable lands inventory to identify and prioritize habitat areas for protection.</p> <ul style="list-style-type: none"> • Regionally significant habitats have been inventoried and regulated Habitat Conservation Areas identified were removed from the buildable lands inventory for the study area. • The plan will include and recommend the use of Low Impact Development (LID) techniques and best management practices (BMPs), in accordance with Metro’s Nature in the Neighborhoods

II. COMPLIANCE WITH METRO ORDINANCE NO. 02-969B CONDITIONS OF APPROVAL	Finding of Compliance
	<p>Program, for the entire study area.</p> <ul style="list-style-type: none"> • Development applications shall be required to verify and document existing natural resources, geologic hazards and HCA's as part of the Land Use review process.
<p>H. Each city and county with land use planning responsibility for a study area included in the UGB shall provide, in the conceptual transportation plan required by Title 11, subsection 3.07.1120F, for bicycle and pedestrian access to and within school sites from surrounding area designated to allow residential use.</p>	<p>Finding: Complies. The South End Concept Plan provides several plan diagrams and a conceptual layout for new local streets that will for improved bicycle and pedestrian access to McLoughlin Elementary School.</p> <p>The existing school site in the study area is McLoughlin Elementary School, located on the south side of South End Road at the northern boundary of the planning area.</p> <p>The street section adjacent to the school currently does not meet city street standards for a minor arterial street.</p> <p>South End Road is designated as a Residential Minor Arterial street in the South End Concept Plan and as a Minor Arterial Street in the Oregon City TSP. This street section requires the following improvements:</p> <ul style="list-style-type: none"> • 5' walkway • 5' landscape buffer • 5' bike lane with 2' buffer • 7' on-street parking lane • 11' through lane • 6' median / pedestrian refuge with mid-block medians. <p>Appendix B, the Transportation Element of the South End Concept Plan, includes an analysis of on-street bicycle and pedestrian</p>

II. COMPLIANCE WITH METRO ORDINANCE NO. 02-969B CONDITIONS OF APPROVAL	Finding of Compliance
	<p>connectivity which includes a review of existing sidewalk conditions and recommendations for areas needing sidewalk / bicycle facility improvements. Sidewalks will be required with new development, and significant redevelopment of existing development on both sides of South End Road. An On-street cycle track is anticipated for South End Road.</p> <p>Conceptual off-street trail corridors are proposed in the plan to provide additional connectivity and recreational opportunities within the vicinity of McLoughlin Elementary School.</p>
<p><u>II b. SPECIFIC CONDITIONS FOR PARTICULAR AREAS</u></p> <p><i>B. Study Areas 24 (partial), 25 (partial), 26 (partial) and 32 (partial)</i></p> <p><i>Clackamas County or, upon annexation of the area to the City of Oregon City, the city shall complete Title 11 planning for the portions of Study Areas 24, 25, 26 and 32 shown on Exhibit N within four years following the effective date of Ordinance No. 02-969B.</i></p>	<p>Finding: Not Applicable. This condition requires that if the land within the UGB is annexed to Oregon City, the city must complete the South End Concept Plan within the stated time frame. None of the land within the study area has been annexed to Oregon City, therefore the timeframe is inapplicable. The city's comprehensive plan requires that the concept plan be adopted before any annexation may occur.</p>

South End Concept Plan Density Analysis
Addendum to Metro Title 11 Compliance Report
(Staff Report Exhibit 10a)

December 3, 2013

C. Provision for average residential densities of at least 10 dwelling units per net developable residential acre or such other densities that the Council specifies pursuant to section 3.01.040 of the Urban Growth Management Functional Plan.

Finding: Substantially Complies. State and Metro requirements indicate that UGB expansion areas within the Metro region must provide for average densities of 8 units per acre for areas added prior to 2002 and 10 units per acre for areas added in 2002 or later. The net developable area of the pre-2002 expansion area is 196 acres, resulting in a need to provide for approximately 1,568 dwelling units at 8 units per acre. The net developable area of the 2002 expansion area is 133 acres, resulting in the need to provide for 1,330 dwelling units at 10 units per acre. Therefore the Metro target for the provision of total units in South End is approximately 2,898 units.

The plan will provide for an average residential density of 6.7 dwelling units per acre, and a high estimate of residential density of 8 units per acre for the entire concept plan area (both pre-2002 expansion area and 2002 expansion area). The average number of units proposed is 2,192 with a high estimate of total housing unit of 2,637 units. This leaves a 261 to 706 housing unit shortfall in the number of houses needed to satisfy this Title 11 standard. .

Notwithstanding this shortfall, substantial compliance with the Title 11 requirements is satisfied after considering the following factors, discussed in greater detail below:

- Vision and Values of the Concept Plan
- Transportation Constraints
- Initial Metro UGB Expansion Projections
- Housing Development Forecast
- Consistent efficiency (100%) and utilization of zoned residential land
- Mixed Use Areas allow for 50% housing –
- Adjacent Rural Reserve Considerations

Vision and Values of the Concept Plan

As an integral part of the South End Concept Plan process, the City of Oregon City has conducted extensive outreach to the South End and greater Oregon City community. The purpose of this outreach is to help establish a community vision and values to guide the Concept Plan process.

The community engagement process consisted of two phases. Phase 1 (Community Vision and Values) was designed to 1) provide South End community members with information about the project, including the history of the Urban Growth Boundary, land use planning in Oregon, and reason for concept planning; and 2) engage residents in a discussion about community values, preferred methods of participation, and desired outcomes including potential benefits of concept planning and eventual urbanization.

The effort began with eight in depth interviews with residents and key stakeholders to better understand the unique qualities of South End and refine the community engagement approach. The other primary tool for achieving the Phase 1 goals was a series of Community Conversations. The CAT, with support from the City, hosted 17

Community Conversations with various community and civic organizations throughout the city of Oregon City and in the South End area. Participants were asked to respond to these questions:

- 1. *What do you like best about South End?***
- 2. *Is there anything you would change about South End to make it better?***

An online survey was used to augment the interviews and provide an for expanded engagement. The City received 40 responses to the same questions of what people like about South End and what they would change to make it better.

Phase 1 results were used to establish a preliminary community vision and values to guide the Concept Plan process. The vision and values were used to develop evaluation criteria for the draft and final Plan. The vision and values were reviewed during a public open house on December 13, 2012. This was one of four community meetings to engage the broader Oregon City and South End communities. The open house also was used to identify opportunities for future enhancements to preserve South End's key attributes of the natural and built environments. An interactive online forum or "virtual open house" was launched in conjunction with open house and allowed participants to answer the same questions asked at that event. In total, more than 300 people participated in the open house and online forum.

The purpose of Phase 2 (Concept Plan Development) of the community engagement process was to translate the vision and values into a Concept Plan for South End. The City invited community participation through a video hosted on the project website (www.southendconceptplan.org). The first activity of Phase 2 was the February 27, 2013 community workshop where approximately 100 participants learned about best practices in planning and urban design then took part in a land use planning game to envision their ideal land use patterns for the future of South End, including parks,

trails, roads, housing, retail and civic uses. The 18 community design maps were used to develop three design alternatives for the future of South End.

The community engagement process involved the following activities:

- 7 meetings and participation of 18-member Community Advisory Team
- 8 personal interviews
- 18 person-to-person small group “Community Conversations”
- Phase I – two Community Open Houses /Workshops – consistently with 100+ people attending
- Phase 2 – two Forums on the Future (Part 1 and 2) – consistently with 100+ people attending
- 2 online interactive forums with each open house
- Survey Monkey on-line surveys
- Mailed Surveys
- Email weekly “e-blasts”
- On-line discussions through project website
- Weekly Twitter, Facebook and Email postings

The information gathered through community engagement efforts was used to draft the South End Community Vision and Values. The Values guided development of the South End Concept Plan and are used to evaluate the final plan.

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.

The detailed summary of the community engagement process in Appendix D clearly emphasizes that preservation of rural character was the primary value among community members. In phase 1 residents frequently and consistently expressed a preference for preservation of the rural character of South End, with a preference for larger lot sizes, access to nature, and open space. In Phase 2, a strong theme emerged (see page 8 of Appendix J) to scale back the intensity of development, both in terms of residential density and the number of mixed-use areas. There was also a preference for medium and large lot development. The final draft concept plan reflects these themes. Also, Community Advisory Team members are supportive of the current plan since it strikes the right balance between the need to accommodate urban growth within the logical framework provided by Metro Title 11 and the existing desires of county and city residents.

Transportation Constraints

The concept plan proposes a level of residential growth that will help preserve the capacity of the primary transportation corridor, South End Road.

South End Road will continue to be the primary arterial road serving the concept plan area due to geographic, environmental, geologic and fiscal constraints that preclude additional connections to 99-E and to points eastwards, until full buildout of the area occurs and greater connectivity can be built into the transportation system.

The additional connectivity of a secondary collector road is required to serve the area and to provide additional east-west connectivity. This collector road will not be built immediately but will be built in sections as re-development occurs.

Development is expected to occur as individual property owners decide to petition the city for annexation, and if the Oregon City voters approve their annexations, eventually develop their land. An annexation plan for the area has not been prepared. These future developers will be responsible for making the improvements identified in the concept plan.

Currently, a funding gap of \$1.87 million is projected for transportation improvements, and therefore existing congestion at intersections due to additional vehicle trips will be worsened until funding can be secured and these improvements are made.

A detailed Transportation Analysis of the concept plan has been prepared to assess the full impacts of development within the concept plan area. The transportation analysis assumes 2,886 housing units, 2,886 housing units and two neighborhood commercial/mixed-use areas with approximately 340,000 square feet.

A comparison of the previously adopted TSP and the proposed concept plan indicates the following:

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

Scenario	Housing Units	Retail Employees	Other Employees	PM Peak Hour Vehicle Trips Ends
2013 TSP Update*	2,580	0	163	1,565
South End Concept Plan	2,886	204	163	1,991

Source: *2013 Oregon City Transportation System Plan

The analysis contained within the concept plan identifies the needed improvements to the Transportation System necessary to serve the area after buildout (See Table 2 of Transportation Element – Appendix C). These improvements are further categorized into “Funded” and “Not Likely to be Funded” improvements.

After assuming the street system improvement projects with expected funding contained in the recently adopted Oregon City Transportation System Plan and the Draft Clackamas County Transportation System Plan, three intersections, including the McLoughlin Boulevard/ South End Road, South End Road/ South 2nd Street and Warner Parrott Road/ Central Point Road intersections, are expected to exceed mobility targets. Each of these intersections were previously forecasted to exceed standards in the 2013 Oregon City TSP and Clackamas County TSP, however the latest modeling indicates that with the identified improvements contained in the plan, these intersections will function acceptably.

While the concept plan proposes a detailed list of vehicle, pedestrian, and bicycle improvements to serve the area, and traffic modeling indicates that a completed transportation system can serve the ultimate buildout of the area at 2,886 units, which will be required when development triggering improvements are made, no funded, short-term solution to the existing congestion at the above identified intersections has been identified.

A concept plan with 400 fewer housing units will help to preserve the capacity of the transportation system.

UGB Expansion Projections

The initial study area for the UGB Expansion Area 32 in Metro Ord. 02-969B for South End Road was for 696 acres with a gross vacant buildable area of 528 acres and a dwelling unit capacity of 2,242, or approximately 4 dwelling units per acre. The actual 2002 UGB expansion area within Area 32 included only 190 acres of the initial 696-acre study area. The total average number of units proposed in the concept plan is more than double this project and is consistent with this study area's recommendations for an area which borders timber and farm use zones with a constrained transportation system.

Clackamas County's Comprehensive Plan for the pre-2002 UGB expansion area assumed a maximum density of 6 units per acre, lower than 8 units per acre currently proposed. The county designation was Low Density Residential even before they adopted the city's Plan designations in 1991 pursuant to the Urban Growth Management Agreement. The County's Low Density Residential designation assumed maximum density of 6 units per acre in 1980 and still does today. While the County has indicated they are counting on higher density residential designations to achieve overall densities at higher levels elsewhere, those designations do not and did not exist in the South End area for the initial UGB expansion area on the County's Comprehensive Plan (Email 11/06/2013 – Jennifer Hughes, County Planner).

The proposed housing density within the current draft of the concept plan is consistent with and in fact it is significantly higher than Metro's initial projections for the 2002 expansion area. The density is also consistent with the County's low density residential designation for the pre-2002 expansion area.

Housing Development Forecast

The plan includes a market analysis that estimates that the highest projected South End Housing Demand for 2015-2035 (See Existing Conditions Report – Appendix A, Page 80), is 1,796 total new dwellings, with an assumption of 50% single Family Detached (898 units), 20% Townhomes (359 units), 24% Multifamily (431 units), and 108 units of Assisted Living.

According to the market study, the overall development forecast for the South End assumes an overall capture rate of the Portland Metro Area that ranges from 26 to 34 percent of total housing development within Oregon City over the 2010-2035 timeframe. The preliminary market forecast for housing assumes that the South End area has adequate roads, sewer, water and stormwater and other necessary infrastructure conditions to serve new growth, and that market conditions improve measurably by year 2015, the first year when planned development is anticipated.

Taken annually, the City of Oregon City would need to approve construction of 90 dwelling units a year for twenty years for the period 2015-2035 in order to meet the highest housing demand. Also annexations would need to process in an orderly and timely fashion, with approval of Oregon City voters if the city determines that the timely and efficient provision of public infrastructure can be made to serve annexed areas.

Consistent Provision for 100% of Zoned Capacity

The land use evaluation (Appendix B. provides estimates for the total number of housing units within the large lot, medium lot and small lot residential land use designations on the plan. These designations are consistent with the Oregon City Comprehensive Plan designations and their corresponding implementing zoning designations as follows:

<u>Comp. Plan</u>	<u>Zoning</u>	<u>Min Lot Size (sf)</u>	<u>Density - Units / Acre (gross)</u>
<u>LR</u>	<u>R-10, R-8, R-6</u>	<u>10,000 / 8,000 / 6,000</u>	<u>4-7</u>
<u>MR</u>	<u>R-5, R-3.5</u>	<u>5,000 / 3,500</u>	<u>8-12</u>
<u>HR</u>	<u>R-2</u>	<u>2,000</u>	<u>21</u>

The evaluation makes the following assumptions:

1. The Gross Area calculation within the plan includes the developable areas of the plan which are located outside of the City's limits. This figure excludes previously identified resource corridors and existing rights-of-way. This figure also excludes future collectors and arterials within the plan area.
2. The Net Developable Area has been calculated by reducing the Gross Area by 20% to account for both new and existing local roads and infrastructure necessary to serve the development area.
3. Per Metro standards, the high density calculation assumes development at 80% of the units available within the highest density zone within the range of zoning districts shown.
4. The low density calculation assumes development at 80% of the lowest density zoning available within the range of zoning districts shown.
5. Density Range assumes a 5% increase for Accessory Dwelling Units (ADU).
6. No ADU's have been assumed within the lower range of the small lot residential category. This omission accounts for the fact that ADU's are not permitted within the R-2 zoning district

Assumptions (3) and (4) represent an “underbuild” factor which Metro has requested the calculation include to provide for the contingency that land developments will not develop at 100 % of their zoned capacity.

The “underbuild” factor should not necessarily be applied in Oregon City’s case. Analysis of recently approved subdivisions for the last five years (2008-2013) indicates that subdivisions have consistently achieved close to 100% (97.8%) of the maximum allowable density for the zone district they are in. In many cases zoning to the highest density within the land use designation was approved concurrently with the subdivision approval. See attached table below for details. This approach is consistent with Metro Title 1, section 120.B.

DENSITY OF APPROVED SUBDIVISIONS IN OREGON CITY: 2009-2013

Planning File	Zoning	Net sf	No. Units	Max. Units	DU / net	% of Max
2013						
TP 13-01	R-10	81,139	8	8	4	100
TP 13-02 / ZC 13-01	R-6	67,762	10	11	6	91
TP 13-03	R-8	221,625	27	27	5	100
TP 13-04	R-6	210,002	35	35	7	100
TP 13-05						
2012						
TP 12-01	R-3.5	130,031	30	37	10	81
TP 12-02	R-8	52,658	6	6	5	100
TP 12-03	R-6	79,713	13	13	7	100
TP 12-04/ ZC 12-01	R-6	71,511	11	11	7	100
2011						
SP 11-15 (Apts)	R-2	NA	117	117	NA	100
TP 11-01	R-6	113,238	18	19	7	95
TP 11-02	R-8	152,627	19	19	5	100
2010						
TP 10-01	R-3.5	281,601	68	68	10	100
TP 10-02 (not platted)	R-8	33,636	4	4	5	100
2009						
TP 09-01 / ZC 09-01	R-2	8,257	4	4	21	100
TP 09-02	R-10	35,337	4	4	5	100
Average						97.8

The Oregon City “minimum density” code provision requires that all land divisions achieve at least 80% the maximum allowable units for the net developable area. Consistent with the goals and policies of the Oregon City’s Comprehensive Plan to utilize available land within the city, support efficient use of land through a wide range of lot sizes, and provide a diversity of housing choices, the city has can reliably demonstrate that it far exceeds Metro 80% “underbuild” factor. Further, the City’s comprehensive plan includes policies that support “upzoning” within each land use category when the approval criteria for adequacy of public facilities are met, transportation system safety and capacity is proven to be acceptable, and any impacts on adjacent neighborhood impacts are mitigated for.

Mixed Use Areas allow for 50% housing

The neighborhood commercial zone which would implement the two mixed use areas designated on the plan allows for limited (50% of building area) live-work and multi-family residential use. Although Metro Title 11 does not allow this residential capacity to be counted for housing density calculations, market demand exists for such uses, and the concept has clear community support.

Adjacent Rural Reserve Designation

Approximately 3.4 miles (80%) of the current South End UGB directly abuts areas designated Rural Reserve, known as area 3-H. The remaining twenty percent of the UGB, approximately ¾ mile on the southeast side, is designated Urban Reserve, known as area 3-G. The UGB in this area therefore not only represents the UGB but also the realistic extent of the developable land adjacent to the city. The rural reserve designation applies to lands that are designated as resource and timber overlay, farm and forest use, and other rural designations on the Clackamas County Comprehensive Plan. The rural reserve designation also applies to the Canemah Bluffs habitat area abutting the planning area to the northwest.

The small 3-G urban reserve land represents the last flat land abutting the UGB to the south of the city before the land drops away to the Beaver Creek Drainage, and both the South End Concept Plan and the adopted Transportation System Plan call for a secondary collector road in this area in the future to provide additional east-west connectivity. No other options for secondary access to the concept plan area exist within the scope of this concept plan.

Reducing plan density adjacent to the rural reserves will help reduce land use and transportation impacts on these important areas. The concept plan buffers the highest intensity land uses in the UGB from these areas by gradual transition via a ring of low density, large lots at the outer edges of the planning area. This will help to provide a necessary transition from the protected rural reserves.

Canemah Bluffs

Also designated as rural reserve, the 330-acre Canemah Bluffs Natural Area directly abuts the concept plan area to the west.

Metro purchased land on Canemah Bluff piece by piece as opportunities arose, using funds from natural areas bond measures approved by the region's voters in 1995 and 2006. The bond measures were designed to protect water quality, wildlife habitat and opportunities to enjoy nature. Metro, while supportive of the concept planning effort has expressed concern about the potential impact of roads, trails and other intense development both adjacent to the site on the long term ecology of the area. Today, this ecology represents an important and unfragmented habitat area supporting a variety of plant and animal habitat important to the city, county and larger region.

The plan proposes low-density residential use in the area within the UGB adjacent to Canemah Bluffs as a buffer between higher intensity development closer to South End Road and the natural area, since area contains valuable natural habitat.

County Improvements on South End Road

The Clackamas County Transportation System Plan indicates that smoothing of curves and paving shoulders is a long-term capital improvement for South End Road from 99-E to the Oregon City limits. South End Road is classified as a Minor Arterial Road on the County's TSP. Beyond these improvements, however, Clackamas County will not expend limited transportation dollars to urbanize roads in rural reserve areas. Speed limits on South End Road outside the city are significantly higher than within the city (45 mph vs. 20-30 mph), therefore, it is necessary to provide a gradual transition of land use intensity abutting South End Road for safety and neighborhood compatibility, as proposed in the plan.

CONCLUSION

Given the above factors and conditions, the proposed residential densities for the South End Concept Plan are appropriate and in substantial compliance with Title 11.

South End Concept Plan Affordable Housing Program (revised 12/01/13)

Title 11, Metro Affordable Housing Requirements

The South End Concept Plan complies with the applicable Metro affordable housing requirements contained in Section 3.07.1120 of Title 11, particularly:

“Demonstration of how residential developments will include, without public subsidy, housing affordable to households with incomes at or below area median incomes for home ownership and at or below 80 percent of area median incomes for rental as defined by U.S. Department of Housing and Urban Development for the adjacent urban jurisdiction. Public subsidies shall not be interpreted to mean the following: density bonuses, streamlined permitting processes, extensions to the time at which systems development charges (SDCs) and other fees are collected, and other exercises of the regulatory and zoning powers.”

Title 11 requires Oregon City to demonstrate how residential developments will include without public subsidy, housing that is affordable to households with incomes at or below area median incomes for home ownership, and at or 80 percent of the area median incomes for rental as defined by U.S. Department of Housing and Urban Development for the urban jurisdiction.

Oregon Land Use Planning Goal 10 and Division 7, Metropolitan Housing Rule (if applicable)

The South End Concept Plan is also intended to comply with the requirements of Goal 10 (OAR 660-008), and its implementing/guiding measure: Division 7 Metropolitan Housing Rule (OAR 660-007).

In short, the Metropolitan Housing Rule (MHR) requires that Oregon City adopt local Comprehensive Land Use Plan amendments that provide the opportunity for meeting the minimum density and dwelling mix, tenure and affordability considerations. According to the MHR, new residential construction in the City of Oregon City is to consist of at least 50% attached single family housing or multifamily housing; and the City must provide “clear and objective” zoning and development code standards that provide an overall density of eight or more dwelling units per net buildable acre.

Findings:

The South End Concept Plan meets Metro Title 11, State Land Use Planning Goal 10, and MHR requirements. The development program contained in the South End Concept Plan is based upon a current housing market analysis that was reviewed by Metro staff as part of the South End Market Study, and reviewed by a technical advisory committee and a local stakeholder workgroup. The housing market analysis identified trends in Oregon City households by income level, housing mix, tenancy, home sales median prices, gross rents, median home value, and approved permitted dwelling units by housing type. The South End Market Study indicated that the existing median home sales price (and rent levels) within Oregon City are already below comparative cities in the Metro region; and recommended a mix of future housing and mixed-use development that would be attractive to households at a wide range in income levels.

The South End Concept Plan takes into account housing affordability guidelines consistent with Metro Title 11 and Housing and Urban Development (HUD) guidelines. A summary analysis of housing

affordability price points is provided in **Exhibit 1**. The findings indicate that at the current FY 2013 median household income (MHI) level for the region (\$68,300), homes priced at \$123,887 or less (monthly payment of \$1,366 or less) would qualify as being “affordable” to households earning 80% of the median household income. Hence homes priced at or below \$123,887 and apartments that rent less than \$1,366 are assumed to be “affordable” in the South End/Oregon City area per Metro Code Section 3.07.1120.D.

Using Fannie Mae’s Oregon Partnership Office guidelines, the percentage of household income devoted to housing-related payments often ranges from 26-33 percent. Given the regional MHI level, homes priced at \$67,106 would be affordable to those at the 50% MHI and homes priced at \$123,887 to \$170,345 would be affordable to households at 80% to 100% of MHI.

While affordable housing at 50% of the MHI is not currently targeted in the South End Concept Plan area, housing at 80% to 100% (or higher) of the MHI is expected. For example, there are several new townhome developments cited in the South End Concept Plan housing market study that offer homes priced below \$170,000 (see attached).

Exhibit 1

Analysis of Housing Affordability, South End Concept Plan

FY 2013 HUD Portland Region Median Household Income ¹ :				\$68,300	
HUD Guideline	Percent of MHI	Percent of Home Mortgage & Other Debt Desired ²	Annual Dollars of Mortgage & Other Debt Desired	Affordable Gross Monthly Housing Payment	Homes Sales Price ⁴
Very Affordable	50%	26%	\$8,879	\$740	\$67,106
Affordable ³	80%	30%	\$16,392	\$1,366	\$123,887
Somewhat Affordable	100%	33%	\$22,539	\$1,878	\$170,345

¹ based on HUD user guide income thresholds for Portland-Vancouver-Hillsboro MSA.

² consistent with Fannie Mae's Oregon Partnership Office guidelines.

³ based on Metro Code, Section 3.07.1120.D guidelines.

⁴ assumes 30-year fixed rate mortgage with 5% down payment at 6.5% interest.

The South End Concept Plan will provide for a high estimate of 2,637 dwelling units (at permitted density levels and full build-out) on land to be residentially zoned (see **Exhibit 2**). It should be noted that additional housing could also be accommodated in commercial mixed-use areas and though the provision of accessory dwelling units. Approximately 56 percent of the housing types proposed in the South End area are in “medium” and “high” density comprehensive plan designations. These would include approximately 336 apartments and 1,106 townhomes, small-lot cottage homes and duplex units priced at or below \$275,000 with rents as low as \$900/month for studio apartment units. New multifamily and townhome dwelling units are likely to be “affordable” to households earning between 80-100% of the regional MHI.

A range of single-family detached housing (up to 1,195 dwellings) would also be expected on land proposed in R-6, R-8 and R-10 categories with density levels of 5-9 units per acre. Single-family detached dwellings would appeal to young-families, middle-class and upper-middle class homeowners with starting prices of approximately \$375,000 (FY 2013 dollars).

For rental housing, it should be noted that the current median rent level in Oregon City (\$907/month in Oregon City per the American Community Survey 2008-2011) meets affordable housing guidelines contained in Metro Title 11 (based on the analysis of MHI in the area shown in Exhibit 1). New apartment units within the South End Concept Plan area are expected to be constructed at density levels ranging from 18-24 units per acre. Based on the South End Housing Market Analysis (attached) and the findings shown in Exhibits 1 and 2, it is expected that the majority of new apartment units provided in the South End area would have rents that would comply with Metro Title 11 affordable housing price points (with units offered at median rents at or below \$1,366/month).

If we assume an average size of 850 square feet per new apartment dwelling, a developer would be able to charge up to \$1.60 per square foot per month to abide by the MHI affordability levels that meet affordable housing guidelines contained in Metro Title 11 (based on the analysis of MHI in the area shown in Exhibit 1). A recent housing rental market survey by the Metro Multifamily Housing Association indicated that average monthly rents in the Oregon City/Gladstone area are only \$0.87 per square foot and vacancy rates are only 5 percent.¹ Hence, it is very likely that South End developers can provide new apartments in the South End area at a price point that is above the median rate (\$0.87/sf) and below the “affordable” price level of \$1.60/sf (which is 1.8 times the median rent level in the area).

Exhibit 2
South End Housing Units Allowed by Zoning

Suggested Housing Types	Permitted Dwellings	Net Acres	Expected Density (units per acre)	Expected Monthly Rent	Expected Sales Price
Apartments	336	18.4	18 to 24	\$900 to \$1,650	n/a
Townhomes/plexes/cottages	1,106	105.9	6 to 16	varies	\$145,000 to \$275,000
Single family detached	1,195	195.8	5 to 9	varies	\$375,000 and up
Total	2,637	320.1			

The housing market analysis and recommended land use classifications contained in the South End Concept Plan include a general approach to meeting the housing mix, density and affordability requirements, including:

1. A market-driven approach to providing a wide mix of housing types through the development of market-rate homes at affordable price points. The housing market analysis concluded that the housing demand within the South End area (2035 midpoint forecast) should be comprised of

¹ Findings based on the Metro Multifamily Housing Association rental housing survey, 2012 report.

approximately 44% single family detached dwellings, and 56% attached/townhome/multifamily units. This planned housing mix will improve Oregon City's current mix of non-single family dwellings which currently account for 32.5 percent of the housing inventory (as of 2008-2011 American Community Survey).

2. The allowable mix of housing in the South End Concept Plan is weighted towards attached/townhome/multifamily/assisted living dwelling units; which will be more affordable (on average) per dwelling unit than single family detached housings.
3. The proposed mix of zoning (by lot size) in the South End Concept Plan includes a range of comprehensive land use plan and zoning designations, which will result in an average density level of up to 8.0 dwelling units per acre (excluding the additional housing density) that may be achieved through the provision of accessory dwelling units and housing within mixed use commercial areas.
4. The South End Concept Plan identifies implementation strategies that are focused on ensuring that the overall public facility infrastructure development costs are affordable and will not become overly burdensome on future developers; thereby reducing total construction costs. The South End Concept Plan analyzed the comparative cost of providing adequate public facilities in several urbanizing areas throughout the Metro region, and concluded that the South End Concept Plan has the lowest capital cost (per buildable square foot of land area) of all areas evaluated in the region.
5. The future development allowed in the South End Concept Plan area will also comply with Oregon City's stated housing policy objectives contained in the adopted Oregon City Comprehensive Plan (2004), which includes the following goals and policies:

Goal 10.1 Diverse Housing Opportunities

Provide for the planning, development and preservation of a variety of housing types and lot sizes.

Policy 10.1.1 - Maintain the existing residential housing stock in established older neighborhoods by maintaining existing Comprehensive Plan and zoning designations where appropriate.

Policy 10.1.2 - Ensure active enforcement of the City of Oregon City Municipal Code regulations to ensure maintenance of housing stock in good condition and to protect neighborhood character and livability.

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

Policy 10.1.4 - Aim to reduce the isolation of income groups within communities by encouraging diversity in housing types within neighborhoods consistent with the Clackamas County Consolidated Plan, while ensuring that needed affordable housing is provided.

Policy 10.1.5 - Allow Accessory Dwelling Units under specified conditions in single-family residential designations with the purpose of adding affordable units to the housing inventory and

providing flexibility for homeowners to supplement income and obtain companionship and security.

Policy 10.1.6 - Allow site-built manufactured housing on individual lots in single-family residential zones to meet the requirements of state and federal law. (Pursuant to state law, this policy does not apply to land within designated historic districts or residential land immediately adjacent to a historic landmark.)

Policy 10.1.7 - Use a combination of incentives and development standards to promote and encourage well-designed single-family subdivisions and multi-family developments that result in neighborhood livability and stability.

Goal 10.2 Supply of Affordable Housing

Provide and maintain an adequate supply of affordable housing.

Policy 10.2.1- Retain affordable housing potential by evaluating and restricting the loss of land reserved or committed to residential use. When considering amendments to the Comprehensive Plan Land-Use Map, ensure that potential loss of affordable housing is replaced.

Policy 10.2.2 - Allow increases in residential density (density bonuses) for housing development that would be affordable to Oregon City residents earning less than 50 percent of the median income for Oregon City.

Policy 10.2.3 - Support the provision of Metro's Title 7 Voluntary Affordable Housing Production Goals.

Policy 10.2.4 - Provide incentives that encourage the location of affordable housing developments near public transportation routes. Incentives could include reduction of development-related fees and/or increases in residential density (density bonuses).

In summary, the South End Concept Plan and related Oregon City housing policy objectives address Metro and State of Oregon affordable housing requirements with respect to housing unit density, dwelling unit mix and affordability goals. Oregon City staff intends to continue to monitor its progress with regard to meeting goals stated in the Oregon City Comprehensive Land Use Plan and related Metro and State of Oregon affordable housing requirements periodically, as required by applicable Metro and the State of Oregon laws and regulations.

Best Management Practices for Non-HCA Areas

A key part of protecting existing natural resources is to use the best development practices available in and adjacent to identified Habitat Conservation Areas (HCAs). HCA's have been identified for the South End Concept Plan and will be subject to protection under the city's Natural Resources Overlay District regulations, *OCMC 17.49* following annexation. For future development outside of the identified HCAs within the South End Concept Plan, the following guidelines, though voluntary, will augment the environmental protection goals of the South End Concept Plan. As the concept plan develops, the following list of recommended best development practices should be considered.

Part (a): Design and Construction Practices to Minimize Hydrologic Impacts

1. Amend disturbed soils to original or higher level of porosity to regain infiltration and stormwater storage capacity.
2. Use pervious paving materials for residential driveways, parking lots, walkways, and within centers of cul-de-sacs.
3. Incorporate stormwater management in road right-of-ways.
4. Landscape with rain gardens to provide on-lot detention, filtering of rainwater, and groundwater recharge.
5. Use green roofs for runoff reduction, energy savings, improved air quality, and enhanced aesthetics.
6. Disconnect downspouts from roofs and direct the flow to vegetated infiltration/filtration areas such as rain gardens.
7. Retain rooftop runoff in a rain barrel for later on-lot use in lawn and garden watering.
8. Use multi-functional open drainage systems in lieu of more conventional curb-and-gutter systems.
9. Use bioretention cells as rain gardens in landscaped parking lot islands to reduce runoff volume and filter pollutants.
10. Apply a treatment train approach to provide multiple opportunities for storm water treatment and reduce the possibility of system failure.
11. Reduce sidewalk width and grade them such that they drain to the front yard of a residential lot or retention area.
12. Reduce impervious impacts of residential driveways by narrowing widths and moving access to the rear of the site.
13. Use shared driveways.
14. Reduce width of residential streets, depending on traffic and parking needs.
15. Reduce street length, primarily in residential areas, by encouraging clustering and using curvilinear designs.



16. Reduce cul-de-sac radii and use pervious vegetated islands in center to minimize impervious effects, and allow them to be utilized for truck maneuvering/loading to reduce need for wide loading areas on site.
17. Eliminate redundant non-ADA sidewalks within a site (i.e., sidewalk to all entryways and/or to truck loading areas may be unnecessary for industrial developments).
18. Minimize car spaces and stall dimensions, reduce parking ratios, and use shared parking facilities and structured parking.
19. Minimize the number of stream crossings and place crossing perpendicular to stream channel if possible.
20. Allow narrow street right-of-ways through stream corridors whenever possible to reduce adverse impacts of transportation corridors.

Part (b): Design and Construction Practices to Minimize Impacts on Wildlife Corridors and Fish Passage

21. Carefully integrate fencing into the landscape to guide animals toward animal crossings under, over, or around transportation corridors.
22. Use bridge crossings rather than culverts wherever possible.
23. If culverts are utilized, install slab, arch or box type culverts, preferably using bottomless designs that more closely mimic stream bottom habitat.
24. Design stream crossings for fish passage with shelves and other design features to facilitate terrestrial wildlife passage.
25. Extend vegetative cover through the wildlife crossing in the migratory route, along with sheltering areas.

Part (c): Miscellaneous Other Habitat-Friendly Design and Construction Practices

26. Use native plants throughout the development (not just in HCA).
27. Locate landscaping (required by other sections of the code) adjacent to HCA.
28. Reduce light-spill off into HCAs from development.
29. Preserve and maintain existing trees and tree canopy coverage, and plant trees, where appropriate, to maximize future tree canopy coverage.



Refer to Ordinance No. 70-1020

CLACKAMAS COUNTY - CITY OF OREGON CITY
URBAN GROWTH MANAGEMENT AGREEMENT

This Agreement, made and entered into this 25 day of October, 1990, by and between the CITY OF OREGON CITY (CITY), a municipal corporation of the State of Oregon, and CLACKAMAS COUNTY (COUNTY), a political subdivision of the State of Oregon.

WHEREAS, ORS 190.003 to 190.030 allows units of local government to enter into agreements for performance of any or all functions and activities which such units have authority to perform; and

WHEREAS, Statewide Planning Goal 2, Land Use Planning, requires that City, County, State and Federal agency and special district plans and actions shall be consistent with the comprehensive plans of the cities and counties and regional plans adopted under ORS Chapter 197; and

WHEREAS, the Oregon Land Conservation and Development Commission (LCDC) requires each jurisdiction requesting acknowledgment of compliance to submit an agreement setting forth the means by which comprehensive planning coordination within the Regional Urban Growth Boundary will be implemented; and

WHEREAS, OAR 660-11-015 requires the responsibility for the preparation, adoption and amendment of the public facility plan to be specified within an urban growth management agreement; and

WHEREAS, CITY and COUNTY have a mutual interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban services and facilities; and

WHEREAS, CITY and COUNTY, to ensure coordination and consistent comprehensive plans, consider it mutually advantageous to establish:

1. A site-specific Urban Growth Management Boundary (UGMB) within the Regional Urban Growth Boundary (UGB) within which both CITY and COUNTY maintain an interest in comprehensive planning and development; and
2. A process for coordinating land use planning and development within the UGMB; and
3. Policies regarding comprehensive planning and development proposals within the UGMB; and
4. A process for amending the Urban Growth Management Agreement; and

WHEREAS, it is anticipated that presently unincorporated areas within the UGMB will, in the future, be annexed to CITY, and CITY and COUNTY both desire that such annexations not result in any nonconforming uses or structures.

NOW, THEREFORE, CITY AND COUNTY AGREE AS FOLLOWS:

1. Boundary

A. The Urban Growth Management Boundary (UGMB) shall include unincorporated land within the Urban Growth Boundary (UGB) and adjacent to the CITY as shown on map Attachment "A" to this Agreement. Any amendments to the Metro UGB in the area south of the Clackamas River and east of the Willamette River will automatically be reflected in the UGMB. Any such changes shall be coordinated with existing service providers.

2. Comprehensive Planning, Plan Amendments and Public Facilities Planning

A. The development of a comprehensive plan and comprehensive plan changes for the area within the UGMB shall be a coordinated CITY-COUNTY planning effort. CITY shall be responsible for preparing all legislative comprehensive plan amendments in the UGMB. COUNTY shall adopt CITY land use plan designations for all unincorporated lands within the UGMB. All quasi-judicial comprehensive plan amendments for lands zoned FU-10 within the unincorporated UGMB shall be approved by CITY prior to COUNTY adoption.

B. CITY shall be responsible for the preparation, adoption, and amendment of the public facility plan within the UGMB required by OAR Chapter 660, Division 11, Public Facilities Planning. Preparation and amendment of such public facility plan shall provide for coordination with and participation by COUNTY, County service and other special districts within the UGMB.

3. Development Proposals in Unincorporated Area

A. COUNTY's zoning shall apply to all unincorporated lands within the UGMB. COUNTY shall zone all unincorporated lands within the UGMB as Future Urbanizable (FU-10), except as otherwise provided in the Country Village Addendum attached to and made part of this Agreement. Subject to the terms of this Agreement, COUNTY shall retain responsibility and authority for all implementing regulations and land use actions on all unincorporated lands within the UGMB.

B. The provision of public facilities and services shall be consistent with the adopted public facility plan for the unincorporated UGMB. For areas zoned FU-10 within the UGMB, COUNTY shall issue no permits or otherwise authorize extension or connection of public facilities and services in violation of the FU-10 zone. Any proposed amendment to the FU-10 zone within the UGMB shall be approved by CITY prior to COUNTY adoption.

C. COUNTY shall not form any new County service districts or support the annexation of land within the unincorporated UGMB to such districts or to other service districts without CITY approval.

4. City and County Notice and Coordination

A. The COUNTY shall provide notification to the CITY, and an opportunity to participate, review and comment, within 35 days prior to the first scheduled public hearing on all land use actions, quasi-judicial actions, proposed legislative changes to the COUNTY comprehensive plan or its implementing ordinances affecting land within the UGMB.

B. The COUNTY shall provide notification to the CITY, and an opportunity to participate, review and comment, at least 15 days prior to staff decision on applications for administrative actions as provided in the COUNTY's Zoning and Development Ordinance for applications within the UGMB.

C. The COUNTY shall notify and invite CITY staff to participate and comment in pre-application meetings on conditional use proposals or Design Review Committee meetings on development proposals within the unincorporated areas of the UGMB. These meetings shall be scheduled by the COUNTY after consultation with CITY staff. If CITY chooses to attend a pre-application meeting, the meeting shall occur at a mutually agreeable time within 10 working days following notification to CITY. In the event that a mutually agreement time cannot be achieved, or in the event CITY informs COUNTY that it does not wish to attend a pre-application meeting, such meeting shall occur at COUNTY's convenience.

D. The CITY shall provide notification to the COUNTY, and an opportunity to participate, review and comment, at least 20 days prior to the first public hearing on all proposed annexations, capital improvement plans or extraterritorial service extensions into unincorporated areas.

E. The CITY shall provide notification to the COUNTY, and an opportunity to participate, review and comment, at least

20 days prior to the first public hearing on all land use actions, proposed legislative changes to the CITY comprehensive plan or quasi-judicial actions adjacent to or in close proximity to unincorporated areas.

F. Any amendments proposed by the COUNTY or CITY to the UGMB as shown on Attachment "A" shall be reviewed by CITY and COUNTY prior to submission to METRO. If and when CITY and COUNTY find it necessary to undertake a change of the UGB, the parties shall follow the procedures and requirements set forth in state statutes and Oregon administrative rules.

G. The COUNTY shall enter all written comments of the CITY into the public record and shall consider the same in the exercise of its planning and plan implementation responsibilities. The CITY shall enter all written comments of the COUNTY into the public record and shall consider the same in its exercise of its planning and plan implementation responsibilities.

5. City Annexations

A. CITY may undertake annexations in the manner provided for by law within the UGMB. CITY annexation proposals shall include adjacent road right-of-way to properties proposed for annexation. COUNTY shall not oppose such annexations.

B. Upon annexation, CITY shall assume jurisdiction of COUNTY roads and local access roads that are within the area annexed. As a condition of jurisdiction transfer for roads not built to CITY street standards on the date of the final decision on the annexation, COUNTY agrees to pay to CITY a sum of money equal to the cost of a two-inch asphaltic concrete overlay over the width of the then-existing pavement; however, if the width of pavement is less than 20 feet, the sum shall be calculated for an overlay 20 feet wide. The cost of asphaltic concrete overlay to be used in the calculation shall be the average of the most current asphaltic concrete overlay projects performed by each of CITY and COUNTY. Arterial roads will be considered for transfer on a case-by-case basis. Terms of transfer for arterial roads will be negotiated and agreed to by both jurisdictions.

C. Public sewer and water shall be provided to lands within the UGMB in the manner provided in the public facility plan. In the event the appropriate authority determines a health hazard exists within the unincorporated UGMB, needed services shall be provided to health hazard areas by service districts if determined by the Health Division that annexation to and service by CITY is not feasible.

6. Amendments to the Urban Growth Management Agreement

A. The terms of this Agreement may be amended or supplemented by mutual agreement of the parties. Any amendments or supplements shall be in writing, shall refer specifically to this Agreement, and shall be executed by the parties. The parties shall review this Agreement at each periodic review and make any necessary amendments.

7. Concurrent Adoption

A. The adoption of this Agreement shall occur concurrently with the adoption of the public facility plan referred to in Paragraph 2(B) of this Agreement and the amendments to the FU-10 zone agreed to by the parties.

IN WITNESS WHEREOF, the parties have executed this Urban Growth Management Agreement, including the Country Village Addendum attached hereto, on the date set opposite their signatures.

CITY OF OREGON CITY

By David R. Spear Date 11-7-90
Mayor
Attest: Stan H. Elliott Date 11-7-90

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

By Darlene Hooley Date 10-25-90
Chair
By [Signature] Date 10-25-90
Commissioner
By Judy Hammestad Date 10-25-90
Commissioner

[Signature]
County Counsel

APPROVED:

Winston W. Kuntz
Director, Department of
Transportation and Development

CLACKAMAS COUNTY - CITY OF OREGON CITY
URBAN GROWTH MANAGEMENT AGREEMENT
COUNTRY VILLAGE ADDENDUM

This Addendum, known as the Country Village Addendum, shall be and is hereby made a part of the Clackamas County - City of Oregon City Urban Growth Management Agreement. All provisions of that Agreement that are not inconsistent with the terms of this Addendum shall apply with equal force to the property which is the subject of this Addendum.

WHEREAS, CITY and COUNTY have previously entered into urban growth management agreements and amendments to coordinate land use planning for the unincorporated area adjacent to the CITY and inside the Metropolitan Service District's urban growth boundary; and

WHEREAS, in 1987, COUNTY approved a 600-unit mobile home development on the Country Village property, portions of which have been developed; and

WHEREAS, in 1988, CITY initiated annexation of Country Village, which was approved by the Portland Metropolitan Area Local Government Boundary Commission but overturned following remonstrations by the resident electors; and

WHEREAS, in response to the vote against annexation to Oregon City, CITY, in keeping with its responsibilities under CITY's Public Facilities Plan, desires to clarify the provision of public facilities and services to the Country Village property; and

WHEREAS, CITY and COUNTY wish to resolve this issue in a cooperative manner.

NOW, THEREFORE, CITY AND COUNTY AGREE AS FOLLOWS:

1. Comprehensive Planning, Zoning, and Plan and Zoning Amendments.

A. The existing COUNTY zoning designations applied to the Country Village property shall continue. Any legislative or quasi-judicial zone change amendments for the Country Village property shall be approved by CITY prior to COUNTY adoption.

2. Development Proposals for the Country Village Property.

A. Subject to the terms of the COUNTY-CITY Urban Growth Management Agreement and this Addendum, COUNTY shall retain

responsibility and authority for development permitted within the Country Village property prior to its annexation to CITY.

B. Any major modification (as defined by the Clackamas County Zoning and Development Ordinance) of the development approval granted by COUNTY for provision of up to 600 mobile home units on the Country Village property, shall be approved by CITY prior to COUNTY adoption.

3. Annexation and Extraterritorial Extension of Services.

A. COUNTY and CITY agree that CITY shall be the ultimate provider of public facilities and services to the Country Village property. COUNTY shall not oppose annexation or the extraterritorial extension of services by CITY to the Country Village property.

Community Development Department, 221 Molalla Avenue, Suite 200, P.O. Box 3040, Oregon City, OR 97045, (503) 722.3789
www.orcity.org

Nov. 25, 2013

To whom it May Concern:

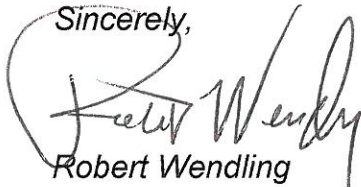
Re: Comments on Southend Concept Plan

I know there is nothing I can say which will change the "bulldozer" direction of this plan. You're having a meeting because it's required, but your plans are set in concrete.

I am sad to see the undemocratic process unfolding where those being affected have no vote in what is being imposed on them. A change in the community that they don't want and the levying of fees and charges that they can't pay or don't want to pay. When planners dream they try to build utopia with out regard to fiscal restraint or the people being affected.

My wife and I live here because we enjoy the peace and tranquility of the area. We live on a fixed income and cannot afford surprise charges and additional fees. I guess the good thing about your timeline is that I'll be 100 years old by the time everything is implement.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert Wendling", written over a circular stamp or mark.

Robert Wendling
10905 S. Forest Ridge Rd./Lane
Oregon City, OR

Oregon City Planning Commission

Hearing Date: 11-25-13

File Number: L13-03 + L13-04

Exhibit: 1

From: Paul Edgar

To: Ethan Selzer, Ph.D., PSU Urban Planning, Christopher M Monsere, Ph.D., P.E. PSU

Submission to South End Concept Hearing, November 25, 2013

Hi, I have not been in contact with you guy's or your PSU Departments for sometime. I have a capacity in Oregon City with one of my hat's, as the Land Use Chair of the Oregon City "Citizens Involvement Council" and me and some of my team have been reviewing this enclosed South End Concept Plan, that will go before the Oregon City Planning Commission for its first read, this coming Monday.

We believe that the density being advanced with this concept plan is far to high, for what is available in transportation capacity that serves this area. On top of that, no one foresees Tri-Met Bus Transit into this area most anytime in the future. (note large Tri-Met Buses would be "Weight Restricted from using South End Road").

We need advise on some of our assumptions, to determine if they will stand up and are defend-able/correct.

In round numbers, with this concept plan they want to put in approximately 2,500-new Dwelling Units and we are estimating that each of these Dwelling Units will be generating on average, 10-incidents of new travel/trips per day, per the Institute of Transportation Engineers Handbook

This would generate approximately 25,000-daily new trips that will flow to South End Road with maybe 10% to 15% with some of these new trips might getting absorbed - going to a nearby grade school or within the neighborhood, with some heading further south on South End Road toward a intersection with Highway-99, going to New Era and Canby. South End Road in this area going south goes down a very windy hill and it is very substandard and dangerous including the intersection with Highway-99.

If someone goes north, the first intersection and place where they can go east or continue to go north is at a intersection of South End Road - Warner Parrot. We currently have approximately 10,500-vehicle trips per day going through this South End Road - Warner Parrot intersection, which then takes traffic to the major hillside shopping areas and places of possible employment to the north and east like Fred Meyer, Safeway and Clackamas County Administrative offices. **(A 3-hour extended AM Peak Period should experience approximately 30% to 35% of the daily trips generated by these new Dwelling Units going through it. There should be also a 4-hour afternoon extended PM Peak Period, that is extended out by the parents going to and from schools, activities, shopping and returning from places of employment, going through this same South End Road - Warner Parrot intersection, with those trips counts approximating 40% of the daily trips generated by**

Oregon City Planning Commission

Hearing Date: 11-25-13

File Number: L13-03, L13-04

Exhibit: 2

PM

these new Dwelling Units.)

Most of these new dwelling units will be approximately 2-miles from virtually any jobs or significant shopping opportunities. There is very limited potential for Bike and PED opportunities to connect up with employment and shopping as this area is urban - remote. This Concept Plan area will be a Car - Vehicle oriented site, for most everything.

Approximately 80% of the new people who come into Oregon City and buy one of our new houses have historically had jobs that are from outside the immediate area of Oregon City and on average they will be commuting 20-to 30-miles round-trip, for their employment.

The High School and Middle School are on average 3-to 4-miles away, with the High School east on Warner Parrot across Highway-213 on to Beavercreek Road.

AM and PM Peak Periods, will find over 5,000 new trips from this Concept Plan, just attempting to go north and down a narrow - winding South End Road to an substandard intersection of 2nd Street and High Street. South End Road currently has between 9,000-and 10,000 trips per day in this section, between this intersection of South End Road - Warner Parrot and the intersection of 2nd Street and High Street. 90% of the trips down South End Road, turn left at this intersection and go one block to connect with Highway-99 to go to employment and shopping opportunities north, to Milwaukie or the 205-corridor Clackamas Town Center - Portland - PDX and/or west to West Linn - Tigard - Beaverton - Hillsboro .

Most of these intersections are at LOS "D" and/or LOS "F" conditions right now, within the Peak Periods lasting 2-plus hours per day. When the new TSP becomes effective we will be moving to V/C criteria determination of congestion. How do we best quantify the failure of these intersections?

I have been using as reference the ITE trip generation hand book to determine incidents of travel rates.

In attempting to see how the City and DKS Consultants could massage these trip counts and make their assumptions work, I pulled up this Thesis of Kristian Marie Currans.

I just got through reading this Master in Science, Thesis advance by Ms. Currans for her Master's in Civil and Environmental Engineering. On page #31 Suburban City Centers and Corridors, the last sentence seems to apply to this Concept Plan Area, where it states "Only most suburban and vehicle-oriented sites are estimated accurately, with the ITE methods".

As you can read and see with the maps of this concept plan area, it is remote and about a couple miles away from virtually any employment opportunities or areas. This area is almost like a Cult-a-Sac, as there are NO east and west abilities for incidents of travel/trips to

go. It has virtually NO Transit opportunities. It is virtually isolated from the rest of Oregon City, to the most part by topology, distance and one road. The key way into this area is from north on South End Road, which is **Weight Restricted and in an Active Land-Side Area**. South End Road is the only direct route and it is a narrow arterial that runs up a steep hill along the Canemah Bluff with virtually no safe walking or biking capabilities and no-ability to expand it. You can virtually only get to this Concept Plan Area from north on South End Road or if you want to bring freight into this area you loop into it from Highway-213 - Beaver Creek Road - Warner Milne - Warner Parrot - South End Road.

We will be asking DKS for their detail of their transportation studies for this concept plan. My initial view is that the densities for this concept plan should be cut in half as there are just NO solutions to improve transportation capacity in and out of this concept plan area.

On 11/25/2013 1:39 PM, Paul Edgar wrote:

From Hwy-99 & 2nd Street, via South End Road to Beutel Road = 2.3-Miles

From Hwy-99 & 2nd Street, via Hwy-99 south loop to South End Road and back to Beutel Road = 7.1-Miles

From Hwy-99 & 2nd Street, via Hwy-99 south to Metro's Canemah Bluff Fire Road, to Beutel Road, to South End Road = 3.5-Miles

From I-205 & Hwy-213, via I-205, Hwy-99, 2nd Street, South End Road to Beutel Road = 4.7-Miles

From I-205 & Hwy-213, via Hwy-213, Beaver Creek Road, Warner Milne, Warner Parrot, South End Road to Beutel Road = 6.8-Miles

From Beutel Road - South End Road to Warner Parrot = 1.1-Miles

From Beutel Road - South End Road to Linn Avenue = 2.0-Miles

From Beutel Road - South End Road to Beaver Creek Road - Molalla Avenue = 2.9-Miles

From Beutel Road - South End Road to Beaver Creek Road - Highway-213 = 3.7-Miles

From Beutel Road - South End Road to Oregon City High School on Beaver Creek Road - Meyers Road = 4.9-Miles

Oregon City Planning Commission

Hearing Date: 11-25-13

File Number: L13-03; L13-04

Exhibit: 3

November 25, 2013

I'd like to begin by complimenting Steve Faust, Kristin Greene, Laurence Qamar and the entire Cogan, Owens & Cogan team as well as our own Pete Walter. They have all done their best under very difficult circumstances, to attempt to satisfy both our citizens and Metro government.

The task has been almost impossible from the beginning. The area covered by the South End Concept Plan is an area that has two major physical constraints that unless resolved will not enable this plan to move forward. The main arterial, South End Road, is incapable of handling the projected volume of traffic in the area North of the Plan area. The hillside going down the side of the bluff to the point where it intersects with 2nd Street is barely able to handle current traffic volumes. It is a known slide area and thus there is not much chance that additional lanes can be provided. The pinch point to the South of the area leading to U.S. Highway 99 E can be resolved with adequate funding. Is the amount of funding needed to solve it, better spent elsewhere when the largest percentage of increased traffic will be heading Northbound rather than Southbound.

Secondly, Metro's partner in crime, Tri-Met, has eliminated the transit bus service they once provided. Even though all wage earners in Clackamas County pay a percentage of their income to Tri-Met, residents of the county receive extremely limited services.

The public outreach conducted as part of this plan was outstanding. It determined that the number one goal should be to retain the rural characteristic of the plan area. The leadership and the Citizen Advisory Team have done their best to deliver on that goal.

I have a serious concern as to whether the goal of maintaining the rural characteristic of the plan area will actually be achieved. A large portion of the area is designated "Low Density" single family homes. This designation allows for R-10, R-8 and R-6 development. Given the history of Oregon City Planning Department and Planning Commissions over the past several years, it would seem that this large area will most likely be developed into R-6 lots or even smaller R3.5 Planned Unit Development designations such as was done with the Filbert Run Development. All properties in this area of Oregon City that have originally been designated as R-10, upon application by any developer, have been routinely changed to R-6. I find it difficult to believe that this practice will not continue into the future.

Respectfully submitted by Tom O'Brien
SECP CAT Member representing the Hazel Grove Westling Farms Neighborhood Association

Oregon City Planning Commission

Hearing Date: 11/25/13

File Number: L13-03, L13-04

Exhibit: 4

November 25, 2013

Rachel Thompson
11182 Allen Court
Oregon City, OR 97045
rdethompson@hotmail.com
(503) 723-4282

Andrea Schmierbach
11245 S. Beutel Road
Oregon City, OR 97045
bulrae@aol.com
(503) 655-7736

Members of the Planning Commission,

My name is Rachel Thompson. I am a resident of the South End area as well as a member of the South End Concept Plan Community Advisory Team representing the interests of the County At Large. I am speaking on behalf of Andrea Schmierbach as well. Andrea is also a resident of the concept area and a member of the Community Advisory Team representing the interests of local businesses.

Andrea and I currently reside in the concept area but this area is especially significant to us as we also grew up here together on Beutel Road. We chose to buy our homes and continue to live in this area primarily for its rural charm, thus going into this project, neither of us found the idea of development desirable. After going through the concept planning process, we continue to feel the same. However, I recognize that today I am here to speak on the process itself and how our team, with input from the community, helped shape what is the proposed concept plan.

Andrea and I both feel strongly that despite the opposition by many of the residents in the area, including ourselves, our concerns, comments and ideas were heard and taken into great consideration. Once we understood and accepted that that this concept plan must be completed, we encouraged others in the community workshops to embrace the idea of change so that at the very least we could have an impact on the vision for the area. We felt comfortable and encouraged to raise concerns, ask questions, make objections, or to offer alternatives. We believe that the planners went above and beyond, hosting numerous community events in addition to the website, mailers and emails to ensure that residents were given ample opportunity to offer input and participate in the process. In the end, I truly believe that the plan meets the requirements we were charged with while representing the vision and values of the residents to the best of their ability.

We both really enjoyed the experience of being a part of this team but more importantly of being a voice for ourselves and that of our neighbors. This has been a very positive experience however if there is one piece of advice that I could offer for future planning projects, it would be to better define the process and where we are in that process, as well as clearly expressing the 'voluntary' aspect of annexation. Most of us are not educated in the planning process so the great unknown

Oregon City Planning Commission

Hearing Date: 11/25/2013

File Number: L13-03/L13-04

Exhibit: 5

can be quite frightening but with a little more clarity, I think some of the anxiety associated with the planning and developing of an occupied area can, at the very least, be reduced.

In closing, I ask that you accept this proposed plan with the confidence that this was created fairly and with the utmost respect for the residents of this concept area.

Thank you for your time.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rachel Thompson', with a stylized, cursive script.

Rachel Thompson

A handwritten signature in blue ink, appearing to read 'Andrea Schmierbach', with a stylized, cursive script.

Andrea Schmierbach

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

11/25/13

Item Number From Agenda

4

NAME:

Paul Heimowitz

ADDRESS:

Street:

10876 S. Beutel Rd

City, State, Zip:

Oregon City, OR 97045

PHONE NUMBER:

503-869-6005

E-MAIL ADDRESS:

pheimowitz@msn.com

SIGNATURE:

Paul Heimowitz

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 November 25, 2013

Item Number From Agenda 4

NAME: Rachel Thompson

ADDRESS: Street: 1182 Allen Ct.

City, State, Zip: Oregon City OR 97045

PHONE NUMBER: 503-723-4282

E-MAIL ADDRESS: rde.thompson@hotmail.com

SIGNATURE: Rachel Thompson

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

11/25

Item Number From Agenda

4

SE CAT Plan.

NAME:

GINGER REDLINGER

ADDRESS:

Street:

OC School District

City, State, Zip:

PHONE NUMBER:

803 320 5427

E-MAIL ADDRESS:

ginger.redlinger@occity.k12.or.us

SIGNATURE:

COMMENT FORM



PLEASE PRINT CLEARLY

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

Date of Meeting 11-25-13

Item Number From Agenda 4

NAME: BOB LA SALLE

ADDRESS: Street: 16298 S. Oaktree Ter

City, State, Zip: Oregon City, OR 97045

PHONE NUMBER: 503-318-7969

E-MAIL ADDRESS: jeanbob86@comcast.net

SIGNATURE: Bob La Salle

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

11/25/2013

Item Number From Agenda

— SOUTH END CONCEPT PLAN

NAME:

ZEB YAKLICH

ADDRESS:

Street: 15067 GLENDOWER CT.

City, State, Zip: OREGON CITY, OR 97045

PHONE NUMBER:

(503) 267-0524

E-MAIL ADDRESS:

ZEB@OFFTHEWALLMEDIA.COM

SIGNATURE:

Zeb Yalich

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 11/25/13

Item Number From Agenda 4 So. End Concept Plan

NAME:

Sheila Decker

ADDRESS:

Street: 215 miller st, O. city, 97045

City, State, Zip: _____

PHONE NUMBER:

503 - 490-4328

E-MAIL ADDRESS:

calicostg@comcast.net

SIGNATURE:

Sheila Decker

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 Nov. 25, 2013

Item Number From Agenda 4

NAME:

Erik & Holly McCarty

ADDRESS:

Street: 19310 Sonny ridge Court

City, State, Zip: Oregon City, OR 97045

PHONE NUMBER:

503-657-4017

E-MAIL ADDRESS:

erikmccarty@msn.com

SIGNATURE:

[Signature]

COMMENT FORM



PLEASE PRINT CLEARLY

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

Date of Meeting

11/23

Item Number From Agenda

4

PLANNING COM.

NAME:

PAUL EDGAR

ADDRESS:

Street:

211-5TH

City, State, Zip:

OREGON CITY

PHONE NUMBER:

503 656-6704

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM



PLEASE PRINT CLEARLY

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

Date of Meeting 25 NOV 2013

Item Number From Agenda 4

NAME: Tom O'Brien

ADDRESS: Street: 19364 HAZEL GROVE

City, State, Zip: OREGON CITY 97045

PHONE NUMBER: 503-723-3334

E-MAIL ADDRESS: tom.obrien4@comcast.net

SIGNATURE: Tom O'Brien

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

11/28/13

Item Number From Agenda

— South End Concept

NAME:

Robert Wendling

ADDRESS:

Street:

10905 S Forest Ridge Rd

City, State, Zip:

DC

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

Robert Wendling

South End Concept Plan

Sign-In Sheet

[illegible]



OREGON CITY PLANNING COMMISSION

Tally of Votes

1 of 3

Planning Commission Hearing Date: 11/25/13

Board Members Present

Kidwell
Espe
Geil
Henkin
Mahoney
Mabee
McGriff

Staff Present

Walter
Kunkol
Richter

Agenda Item: 4/22/13 minutes

Decision: Approve with Conditions Approve Deny Continue to _____

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner Groener <u>Geil</u>			✓			
Commissioner McGriff	✓		✓			
Commissioner Mabee		✓	✓			
Commissioner Henkin			✓			
Commissioner Espe			✓			
Chair Kidwell			✓			

Amend pg. 7 motion "subject to 2 recommendations". Amend to include the 2 recommended changes in the motion.

Agenda Item: 5/13/13 minutes

Decision: Approve with Conditions Approve Deny Continue to _____

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner Groener <u>Geil</u>			✓			
Commissioner McGriff			✓			
Commissioner Mabee	✓		✓			
Commissioner Henkin			✓			
Commissioner Espe		✓	✓			
Chair Kidwell			✓			

Comm. Mahoney



OREGON CITY PLANNING COMMISSION

Tally of Votes

2 of 3

Planning Commission Hearing Date: 11/25/13

Board Members Present

Kidwell
Espe
Geil
Henkin
Mahoney
Mabee
McGriff

Staff Present

Walter
Konkol
Richter

Agenda Item: 6/24/13 minutes

Decision: Approve with Conditions Approve Deny Continue to _____

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner <u>Geil</u> Groener		✓	✓			
Commissioner McGriff			✓			
Commissioner Mabee			✓			
Commissioner Henkin			✓			
Commissioner Espe	✓		✓			
Chair Kidwell			✓			

Comm. Mahoney ✓

Agenda Item: 7/22/13 minutes

Decision: Approve with Conditions Approve Deny Continue to _____

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner <u>Geil</u> Groener			✓			
Commissioner McGriff		✓	✓			
Commissioner Mabee			✓			
Commissioner Henkin	✓		✓			
Commissioner Espe			✓			
Chair Kidwell			✓			

Comm. Mahoney ✓



OREGON CITY PLANNING COMMISSION

Tally of Votes

3 of 3

Planning Commission Hearing Date: 11/25/2013

Board Members Present

Kidwell
Espe
Geil
Henkin
MAHONEY
MABEE
McGriff

Staff Present

Walter
Kunkol
Richter
Lewis

SOUTH END CONCEPT PLAN - L-03-03/L-03-04

Agenda Item: CONTINUE TO DECEMBER 9, 2013

Decision: Approve with Conditions

Approve

Deny

Continue to

12/9/13

with record open

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner <u>Geil</u> Groener			✓			
Commissioner McGriff	✓		✓			
Commissioner Mabee			✓			
Commissioner Henkin			✓			
Commissioner Espe		✓	✓			
Chair Kidwell			✓			

Comm. Mahoney

Agenda Item: _____

Decision: Approve with Conditions

Approve

Deny

Continue to _____

	Motion:	Second:	Aye:	Nay:	Abstain:	Comments:
Commissioner Groener						
Commissioner McGriff						
Commissioner Mabee						
Commissioner Henkin						
Commissioner Espe						
Chair Kidwell						