CITY OF OREGON CITY
PLANNING COMMISSION
AGENDA

Commission Chambers, 625 Center Street, Oregon City
Monday, October 26, 2020 at 7:00 PM

This meeting will be held online via Zoom; please contact planning@orcity.org for the meeting link.

CALL TO ORDER

PUBLIC COMMENT

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the City Recorder. The Citizen Involvement Committee does not generally engage in dialog with those making comments but may refer the issue to the City Manager. Complaints shall first be addressed at the department level prior to addressing the Citizen Involvement Committee.

PUBLIC HEARING

1. GLUA 20-00033 LEG-20-00001 Public Works Code Amendments. Request for a continuance to November 9, 2020: Proposed code revisions to the Geologic Hazards Overlay District and other ancillary Public Works related development code & standards such as refinements to Public Utility Easements (PUE), requirements for undergrounding utilities, sanitary sewer standards, and the adoption of policies relating to sidewalk obstructions and undergrounding of utilities.

2. GLUA-20-00020: CU-20-00002 / SP-20-00043 - 182 Warner Parrott Road - Proposed 30-Bed Residential / Memory Care Facility

3. Determine if the Planning Commission will Provide Policy Advice and/or Project Requests to the City Commission for the Next Biennium Budget

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver 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. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the Planning Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Staff Member prior to the meeting. 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

Agenda Posted at City Hall, Pioneer Community Center, Library, City Web site.

Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at www.orcity.org and available on demand following the meeting. The meeting can be viewed live on Willamette Falls Television on channel 28 for Oregon City area residents. The meetings are also rebroadcast on WFMC. Please contact WFMC at 503 650 0275 for a programming schedule

CITY OF OREGON CITY

Staff Report

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

To: City Commission **Agenda Date:** 10/26/2020

From: Senior Planner Pete Walter

SUBJECT:

GLUA-20-00020: CU-20-00002 / SP-20-00043 - 182 Warner Parrott Road - Proposed 30-Bed Residential / Memory Care Facility

STAFF RECOMMENDATION:

Approval with Conditions

EXECUTIVE SUMMARY:

Staff recommends that the Planning Commission approve GLUA-20-00020: CU-20-00002 / SP-20-00043 with conditions. The Planning Commission may modify or add to the recommended conditions of approval.

This public hearing was continued from August 24, 2020 to allow the applicant to revise the original application in response to public comments. The applicant modified the proposal as follows:

- Reduced the size and overall mass of the building by opening the center courtyard.
- Addition of additional off-street parking to 8 spaces, including one delivery parking space. With 4 available on-street parking spaces abutting the property the total spaces is 12.
- Reduce lot coverage reduced slightly from 39% to 38%.
- Increased front window percentage.
- Revised landscaping due to increased off-street parking areas.

BACKGROUND:

This application consists of Conditional Use and Site Plan and Design Review approval for a 25-bed expansion of an existing 5-room adult care home into a 30-bed, 17,728 square foot residential care facility for elderly and memory care. The property is zoned R-10 Low-Density Residential, and the site is 23,886 square feet in area (0.5 acres).

Several public comments from adjacent neighbors were received, with concerns about the compatibility of the proposed building mass and height with the existing single-family neighborhood and character, impacts to parking, safe access to the street, general livability, setbacks, privacy, impacts to property values, traffic and road safety concerns, demolition and construction noise issues, tree and vegetation removal, and loss of visibility and light.

Three public comments were received in support of the application.

As of the date of this report, the revised proposal still fails to attain full compliance or seek modifications for a few important design review requirements. Within the recommended findings staff has included recommended conditions of approval to assure compliance with the following design review requirements of the Oregon City Municipal Code:

- 17.62.055.(D). Siting of Structures
- 17.62.055.(J). Windows
- 17.52.060.D. Parking Area / Building Buffer Landscaping

The applicant may choose to comply with the Conditions of Approval addressing these code sections, or may propose modifications that better meet design review criteria in accordance with the criteria in OCMC 17.62.015.

OPTIONS:

1. Approve the application with Conditions as Recommended.
2. Approve the application with Conditions as Modified by the Planning Commission.
3. Deny the application.
4. Continue the public hearing for this application if the applicant or the public requests

OREGON CITY

Community Development – Planning

698 Warner Parrott Road | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

TYPE III STAFF RECOMMENDATION
Report Date: 10/19/2020

PUBLIC HEARING DATE:	Planning Commission October 26, 2020 Continued from August 24, 2020
FILE NUMBER:	GLUA-20-00020: CU-20-00002 Conditional Use / SP-20-00043 Site Plan and Design Review
APPLICANT:	Eddie Radulescu, EPR Design 919 NE 19th Ave. Ste 155, Portland, OR 97232s
OWNER:	Petronella and Daniel Donovan 182 Warner Parrott Rd, Oregon City, OR 97045
REQUEST:	Conditional Use and Site Plan and Design Review approval for a 25-bed expansion of an existing 5-room adult care home into a 30-bed, 17,728 square foot residential care facility for elderly and memory care. The property is zoned R-10 Low-Density Residential, and the site is 23,886 square feet in area (0.5 acres)
LOCATION:	182 Warner Parrott Rd, Oregon City, OR 97045 Clackamas County Map: 3-2E-06CB, Tax Lot 01502
REVIEWER:	Pete Walter, AICP, Senior Planner Jeremy Tamargo, PE – Project Engineer
RECOMMENDATION:	Approval with Conditions.

PROCESS: Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the city commission, except upon appeal. Applications evaluated through this process include conditional use permits. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission hearing is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet of the subject property. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission, all issues are addressed. The decision is final unless appealed and description of the requirements for perfecting an appeal. The decision of the planning commission is appealable to the city commission within fourteen days of the issuance of the final decision. The city commission hearing on appeal is on the record and no new evidence shall be allowed.

Only those persons or a city-recognized neighborhood association who have participated either orally or in writing have standing to appeal the decision of the planning commission. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to the Land Use Board of Appeals (LUBA) within twenty-one days of when it becomes final.

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CONDITIONS OF APPROVAL

Planning Files GLUA-20-00020: CU-20-00002 / SP-20-00043

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

The following conditions of approval shall be met to the satisfaction of the City during the process of design to issuance of public improvement permit through construction in association with the proposed land use application.

1. The development shall comply with all current Oregon City Public Works design standards, specifications, codes and policies. (DS)
2. All driveways (curb cuts), new and existing, shall meet the minimum and maximum driveway width standards identified in Table 16.12.035.D. Approved driveway widths will need included on engineering plans prior to receiving a permit and beginning construction. (DS)

The following conditions of approval shall be met to the satisfaction of the City prior to issuance of public improvement permit for construction in association with the proposed land use application.

3. The developer shall submit or address all items in section 16.12.014 of the Oregon City Municipal Code based on the timing requirements contained therein and as deemed applicable by the City. (DS)
4. The developer and engineer for the project shall execute a "Developer/Engineer Agreement for Public Works Improvements" and commit to the responsibilities outlined in the agreement prior to receiving a permit and beginning construction. (DS)
5. The developer shall provide construction plans, stamped and signed by a professional engineer licensed in the State of Oregon, containing street, grading, stormwater, sanitary sewer and water infrastructure improvements that conforms to all current Oregon City Public Works standards, specifications, codes, and policies for review and approval by the City prior to receiving a permit and beginning construction. (DS)
6. The developer's contractor(s) and engineer(s) shall attend a pre-construction meeting with Oregon City staff prior to receiving a permit and beginning construction. Permitted hours of construction shall be set forth by the City Engineer in the pre-construction meeting. (DS)
7. All driveway approaches, proposed and existing, that intersect with a public sidewalk, shall be made Americans with Disabilities Act (ADA) compliant. (DS)
8. All driveways, new and existing, shall meet the minimum driveway spacing standards identified in Table 16.12.035.A. Approved driveway locations will need included on engineering plans prior to receiving a permit and beginning construction. (DS)
9. Sidewalk on Warner Parrott Road that is missing or in poor condition, as determined by an inspection by Public Works personnel, shall be added and/or replaced by the applicant. All sidewalk, new and existing, along the applicant's frontage on Warner Parrott Road shall be made ADA compliant. Any sidewalk damaged by construction activities will also require replacement by the applicant. (DS)

10. The development shall provide a sanitary service lateral and two-way cleanout per City standards. There is an existing sanitary sewer service lateral within Warner Parrot. If the applicant intends to use an existing sanitary sewer service line, it shall be at least 6” in diameter and the applicant shall provide a video inspection report to the City and Public Works will confirm if the lateral is in usable condition. Otherwise, the development shall install a new 6” service lateral. (DS)
11. There is an existing water service line which is located at the northwest corner of the property. If the applicant intends to use the existing water service line, it shall be at least 1” in diameter and the applicant shall perform inspections to confirm that it is in usable condition to the satisfaction of the City. Otherwise, the development shall install, at a minimum, a new 1” water service line and meter to serve the development. The new service shall use a saddle to connect to the 10” cast iron water main located within Warner Parrot Road. (DS)
12. Fire suppression shall meet Clackamas Fire District No. 1 standards prior to receiving a permit and beginning construction. (DS)
13. The developer shall provide updated engineered drainage plan(s), drainage report(s), and design flow calculation report(s) stamped and signed by a licensed engineer addressing all items from the Section 9.3 & 9.4 of the Public Works Stormwater and Grading Design Standards prior to receiving a permit and beginning construction. (DS)
14. The developer shall provide an engineered grading plan prepared by a professional engineer in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards prior to receiving a permit and beginning construction. (DS)
15. Flow control facilities for stormwater management shall be designed so that the duration of peak flow rates from post-development conditions shall be less than or equal to the duration of peak flow rates from pre-development conditions for all peak flows between 42 percent of the 2-year peak flow rate up to the 10-year peak flow rate, per Chapter 4 of the Oregon City Stormwater and Grading Design Standards. The applicant’s submittal does not address the City’s flow control requirement. The applicant is required to use one of the design methods found in Section 4.3, the BMP Sizing Tool Method or the Engineered Method, for sizing stormwater management facilities for flow control. The applicant shall provide a downstream analysis per Chapter 5 of the Oregon City Stormwater and Grading Design Standards. (DS)
16. A city-issued erosion and sediment control permit shall be obtained prior to commencement of any earth disturbing activities. (DS)
17. Erosion and sediment control plans shall be submitted for review and approval by the City prior to issuance of an erosion and sediment control permit. (DS)
18. A Performance Guarantee which is equal to 120% of the estimated cost for construction of public improvements as shown in city approved construction plans shall be provided prior to receiving a permit and beginning construction. The estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall remain in effect until the construction of all required improvements are completed and accepted by the city. The City engineer has not allowed the permittee to provide a fee-in-lieu of actual construction of public improvements. (DS)

<u>The following conditions of approval shall be met to the satisfaction of the City prior to issuance of building permits for the proposed development.</u>

1. Per OCMC 17.62.055(D), the applicant shall provide a revised site plan indicating that at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line prior to issuance of a building permit. (P)
2. Prior to issuance of building permits, the applicant shall revise the plans to include the following measures to mitigate the overall scale and mass of the building by making the following changes: (P)
    a. Reduce the roof-pitch from 5/12 at the rear of the building
    b. Plant additional evergreen screening trees at intervals no greater than 35' to appropriately screen the facility in all locations that are closer than 15 feet from the property line.
3. Prior to issuance of construction plans of the right-of-way improvements, the applicant shall submit a street tree plan which includes four street trees evenly distributed in accordance with OCMC 12.08 or the applicant shall provide fee-in-lieu of planting pursuant to OCMC 12.08 if site or other constraints prevent meeting the required total number of tree plantings. If trees are planted behind the existing sidewalk, the applicant shall record a deed restriction that identifies the trees as public street trees and allow the city to regulate them pursuant to OCMC 12.08. (P)
4. Prior to issuance of a building permit, the applicant shall provide clear evidence that there are no trees larger than 6" d.b.h. within the proposed footprint of the expanded building prior to issuance of a building permit. If there are any trees greater than 6" d.b.h. that require removal the applicant shall provide a tree removal plan with appropriate mitigation pursuant to this Chapter OCMC 17.41. (P)
5. prior to issuance of a building permit, staff recommends that the applicant revise the off-street parking to include at least two additional off-street parking spaces. (P)
6. The applicant shall provide a revised parking plan in which no more than 35% or two of the spaces are permitted to be compact while the remainder shall be standard width and depth (9' X 19') for the minimum number of stalls onsite. Any stalls over the minimum, but under the maximum may be compact. (P)
7. Prior to issuance of a permit associated with the development, the applicant shall submit a revised bicycle parking plan conforming to all applicable requirements of OCMC 17.52.040 – Bicycle Parking Standards. (P)
8. Prior to issuance of a building permit, the applicant's landscape architect shall assure that the proposed parking lot trees are two-inch caliper deciduous or 6' tall for coniferous trees, and selected and planted according to American Nurseryman standards. (P)
9. Prior to issuance of a building permit, the applicant shall include a revised landscaping plan that includes the statement; "At maturity, all of the landscaped area shall be planted in ground cover plants, which includes grasses. Mulch (as a ground cover) shall only be allowed underneath plants at full growth and within two feet of the base of a tree and is not a substitute for ground cover" in the Planting Notes on the applicable landscaping plan sheet or sheets. (P)
10. Prior to issuance of a building permit, the applicant shall include a revised landscaping plan that includes details for the irrigations systems required. (P)
11. 17.52.060.C.1. Prior to issuance of permits, the applicant shall provide a planting plan with sufficient detail to demonstrate compliance with groundcover and shrub spacing requirements of OCMC 17.52.060.C.1 for the entrance to the parking area. (P)

12. OCMC 17.52.060.D. Prior to issuance of permits, the applicant shall provide a revised landscaping plan which indicates a parking area / building buffer to separate the exterior wall of the structure from the 90-degree parking spaces. (P)
13. OCMC 17.52.060.E. Prior to issuance of permits, the applicant shall provide a revised landscaping plan which indicates the required minimum number of shrubs within the landscape island in the parking lot in (P)
14. OCMC 17.56.040.F.1. Prior to issuance of a certificate of occupancy for the facility, the applicant shall provide details of the proposed use that specify the permitted number of residents and the nature of the condition or circumstances for which care, or a planned treatment or training program will be provided, the number of staff and the estimated length of stay per resident and the name of the agency responsible for regulating or sponsoring the use. (P)
15. OCMC 17.62.050.A.4. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a revised landscaping plan which identifies that no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees, and that within three years of planting, landscaping will cover one hundred percent of the landscaped area. (P)
16. Prior to issuance of a building permit the applicant shall provide a revised site plan that indicates that all on-site pedestrian walkways are at least five feet wide. (P)
17. Prior to issuance of a building permit, the applicant shall assure that any revisions to the building or site approved by the Planning Commission comply with all applicable sections of OCMC 17.62.055. (P)
18. Prior to issuance of a building permit the applicant shall provide revised plans that show 60% windows on the front ground floor façade and 30% on the sides. (P)
19. Prior to issuance of a building permit, the applicant shall provide a revised lighting plan that indicates foot-candle levels of 0.5 or less at the property line. (P)

<u>The following conditions of approval shall be met to the satisfaction of the City prior to occupancy except as noted.</u>

20. Pavement cuts or other improvement made in a City street or alley shall be done in accordance with the City of Oregon City Public Works Pavement Cut Standards and restored in accordance with the City of Oregon City Public Works Pavement Cut Standards. At the of the application, the pavement restoration requirement for Warner Parrot Road is the Full Standard. However, specific pavement cut standard requirements are determined at the time of construction (DS)
21. All new franchise utilities shall be placed underground. (DS)
22. The public improvements shall be constructed according to approved final engineering plans prior to occupancy. (DS)
23. The development shall provide a 10-foot-wide public utility easement (PUE) along all property lines fronting existing or proposed right-of-way. Approved PUE will need included on the final plat prior to occupancy. (DS)
24. Improvements shall be constructed under the inspection and approval of the City. Expenses incurred thereby shall be borne by the developer and paid prior to final approval. The developer's project engineer also shall inspect construction. A certificate of completion is required prior to providing a punch list for the contractor. The punch list must be completed prior to occupancy. (DS)

25. The workmanship and materials for any work performed under permits issued by Oregon City Public Works shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city. (DS)
26. The property owner(s) shall sign a Restrictive Covenant Non-Remonstrance Agreement for the purpose of making storm sewer, sanitary sewer, water or street improvements in the future that benefit the property and all fees associated with processing and recording the Non-Remonstrance Agreement shall be paid prior to occupancy. (DS)
27. The property owner(s) shall execute an agreement providing access to and maintenance of privately owned stormwater management facilities and pay associated recording fees and pay associated recording fees. The covenant shall include a site plan identifying all privately-owned stormwater management facilities and an operation and maintenance plan for each type of stormwater facility in accordance with the Public Works Stormwater and Grading Design Standards. The Maintenance Covenant and Access Easement shall be reviewed and accepted by the City prior to occupancy. (DS)
28. Maintenance Guarantee equal to fifteen percent of the estimated cost for construction of public improvements as shown in city approved construction plans shall be provided prior to occupancy. The estimated costs shall be supported by a verified engineering estimate approved by the City Engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The maintenance guarantee shall warrant to the City of Oregon City that construction of public improvements will remain, for a period of twenty-four (24) months from the date of acceptance, free from defects in materials and workmanship. (DS)

The following conditions of approval shall be met to the satisfaction of the City within 90 days of occupancy.

29. As-built construction plans and digital copies of as-built drawings shall be filed with the City Engineer within 90 days of completing required public improvements. (DS)
30. The applicant shall remove any and all noxious and nuisance vegetation on the site prior to issuance of a final certificate of occupancy. (P)

I. BACKGROUND:

1. Existing Conditions

Currently the property includes a 5,982 square foot, 5-bedroom adult foster care home and 500 square foot detached garage situated on a 23,886 square foot site. The property is zoned R-10 Low Density Residential, and the current use is permitted outright as a group home in the zone.

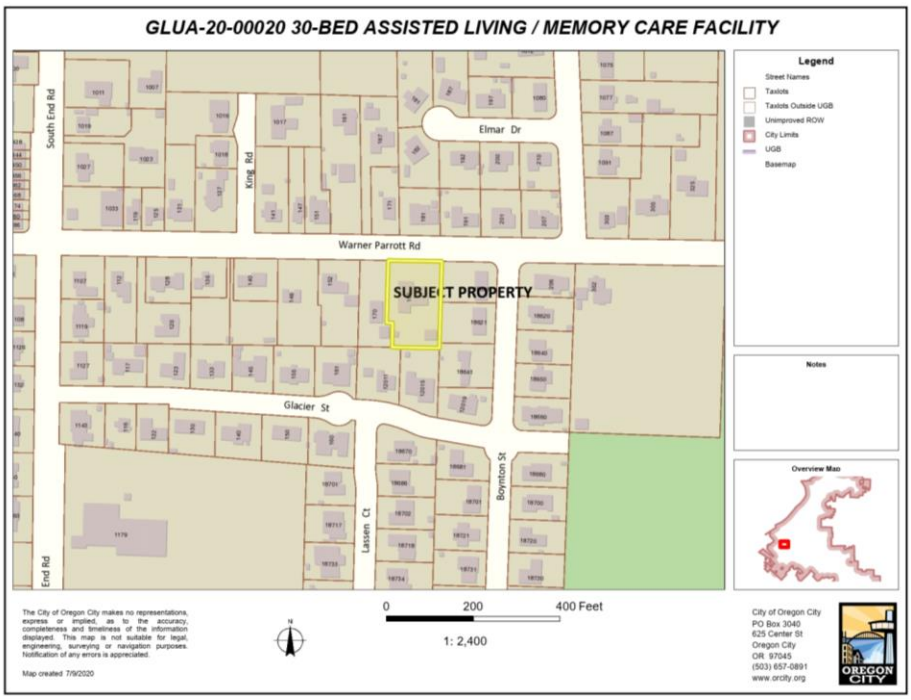


Figure 1. Vicinity Map

Figure 2: Existing Conditions – Aerial Image

Figure 3: Google Street View of Site from Warner Parrott Rd

Figure 4. Bing Maps Oblique Aerial View of Site

2. Project Description

In response to public comments received prior to the initial public hearing, the applicant provided a revised site plan, landscaping plan and architectural plans on 10.8.2020.

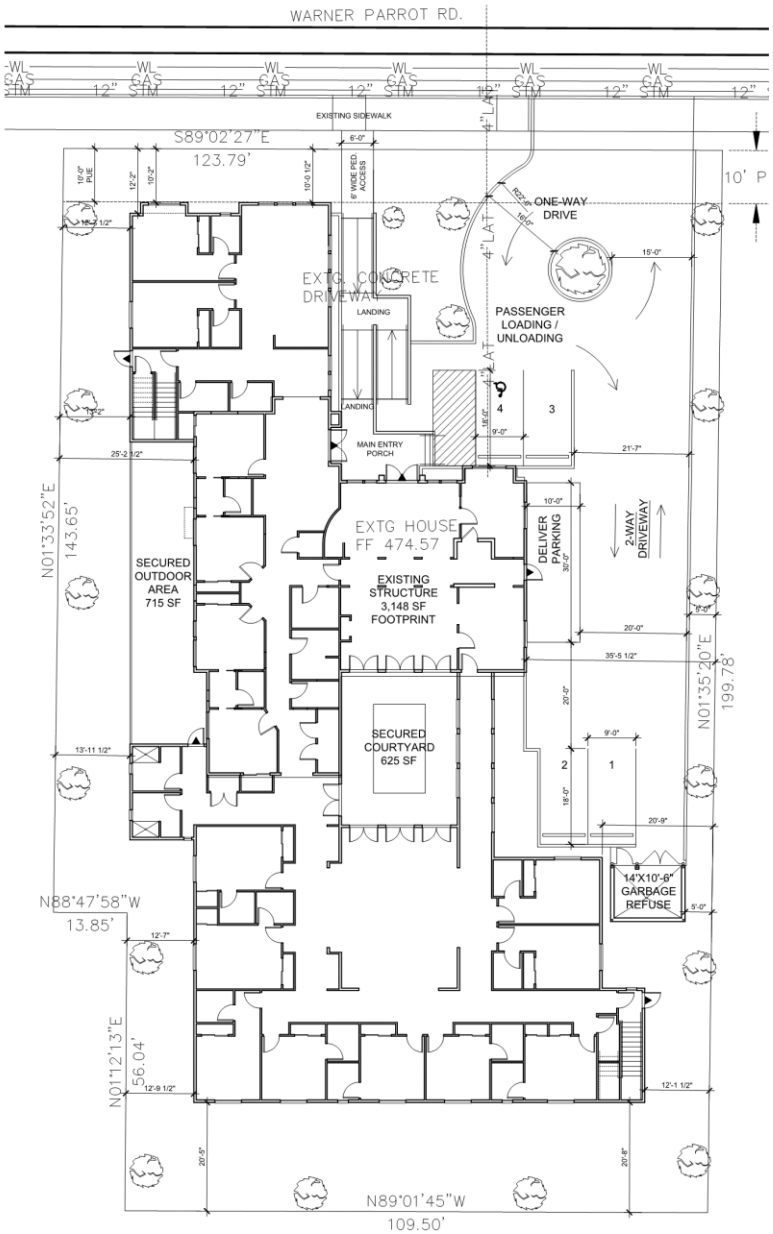
Initial Project Proposal:

The proposed land use application consists of conversion and expansion of the existing 5-room adult care home into a 30-bed residential care facility for elderly care and memory care with 17,728 square feet, with a one-way circular driveway, four off-street parking spaces, a two-way drive-aisle along the eastern property line, a refuse/recycling area, and upgraded landscaping throughout the site.

Revised Project Proposal:
The applicant modified the proposal as follows:

- Reduce the size and overall mass of the building by opening the center courtyard.
- Addition of additional off-street parking to 8 spaces, including one delivery parking space. With 4 available on-street parking spaces abutting the property the total spaces is 12.
- Reduce lot coverage reduced slightly from 39% to 38%.
- Increased front window percentage.
- Revised landscaping due to increased off-street parking areas

- Figure 5: Original vs. Revised Site Plan (Dashed area indicates modifications) – Not to Scale



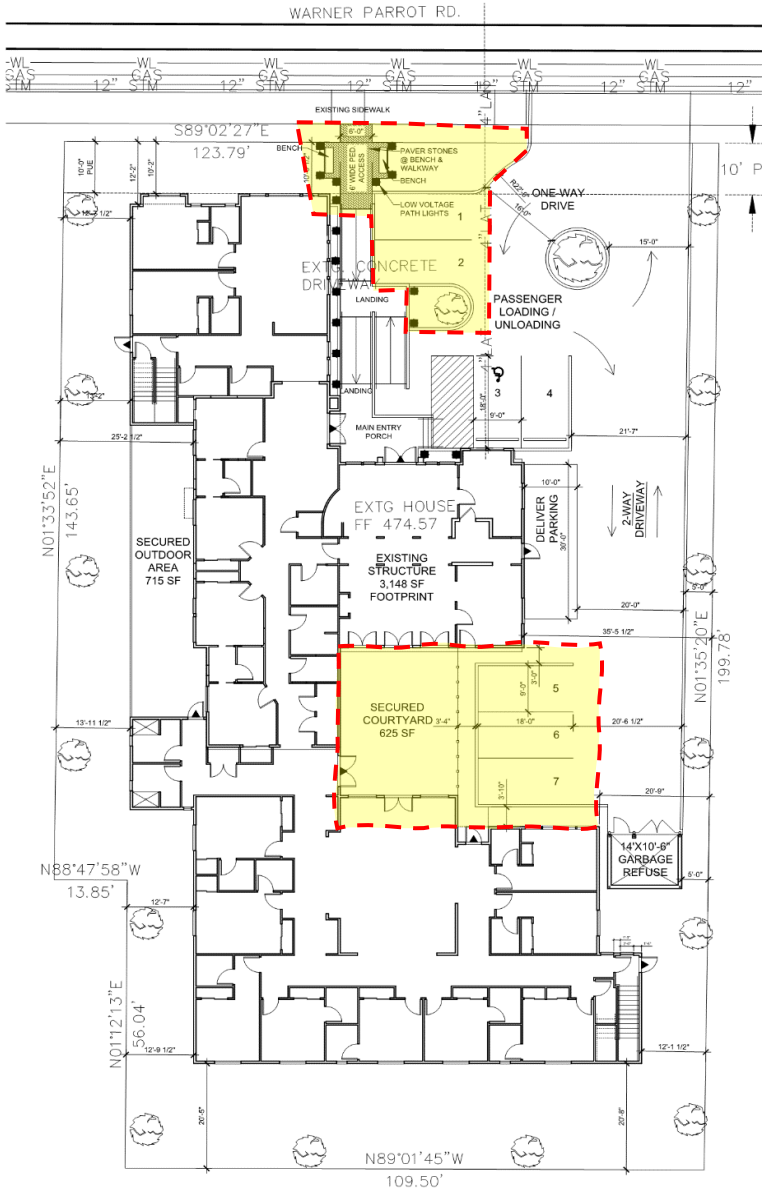


Figure 6. Original (top) vs. Revised (bottom) Left (East) Side Elevation – Not to Scale

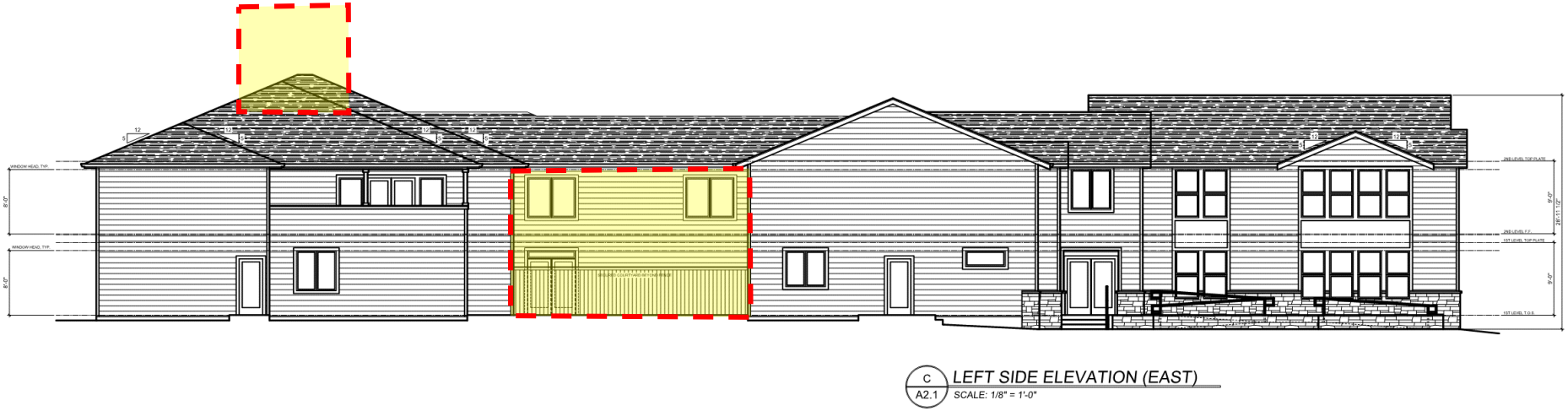


Figure 7. Original (top) vs. Revised (bottom) Right (west) Side Elevation – Not to Scale

Figure 8. Original (top) vs. Revised (bottom) Front / North Elevation

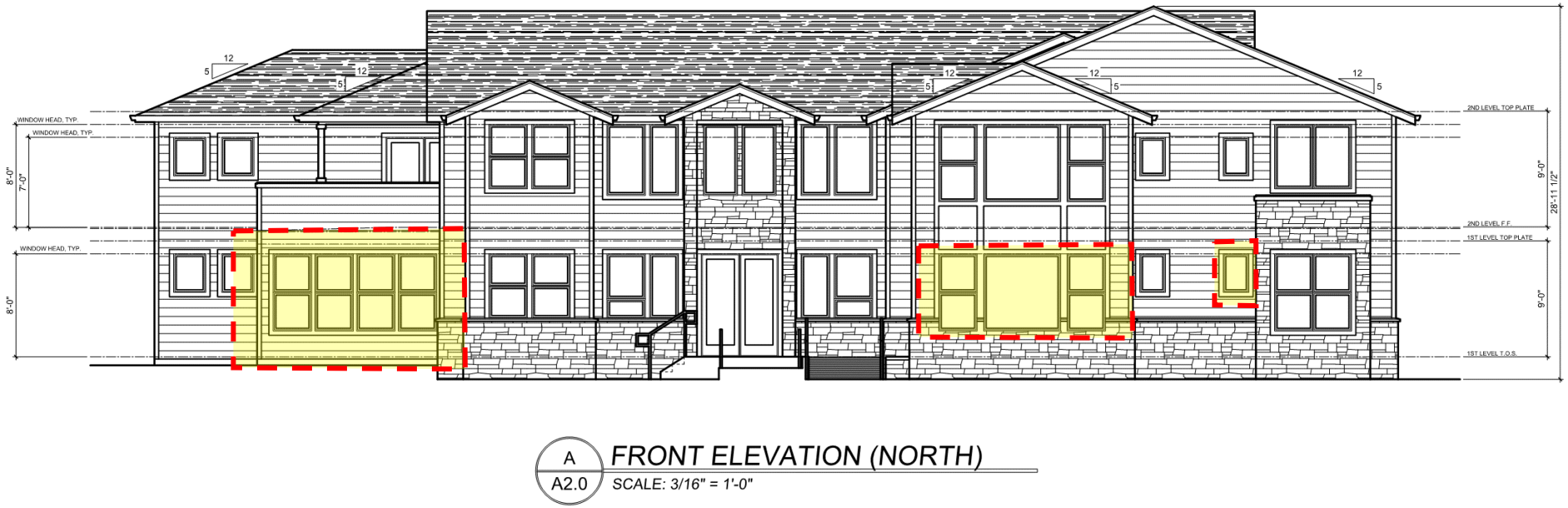
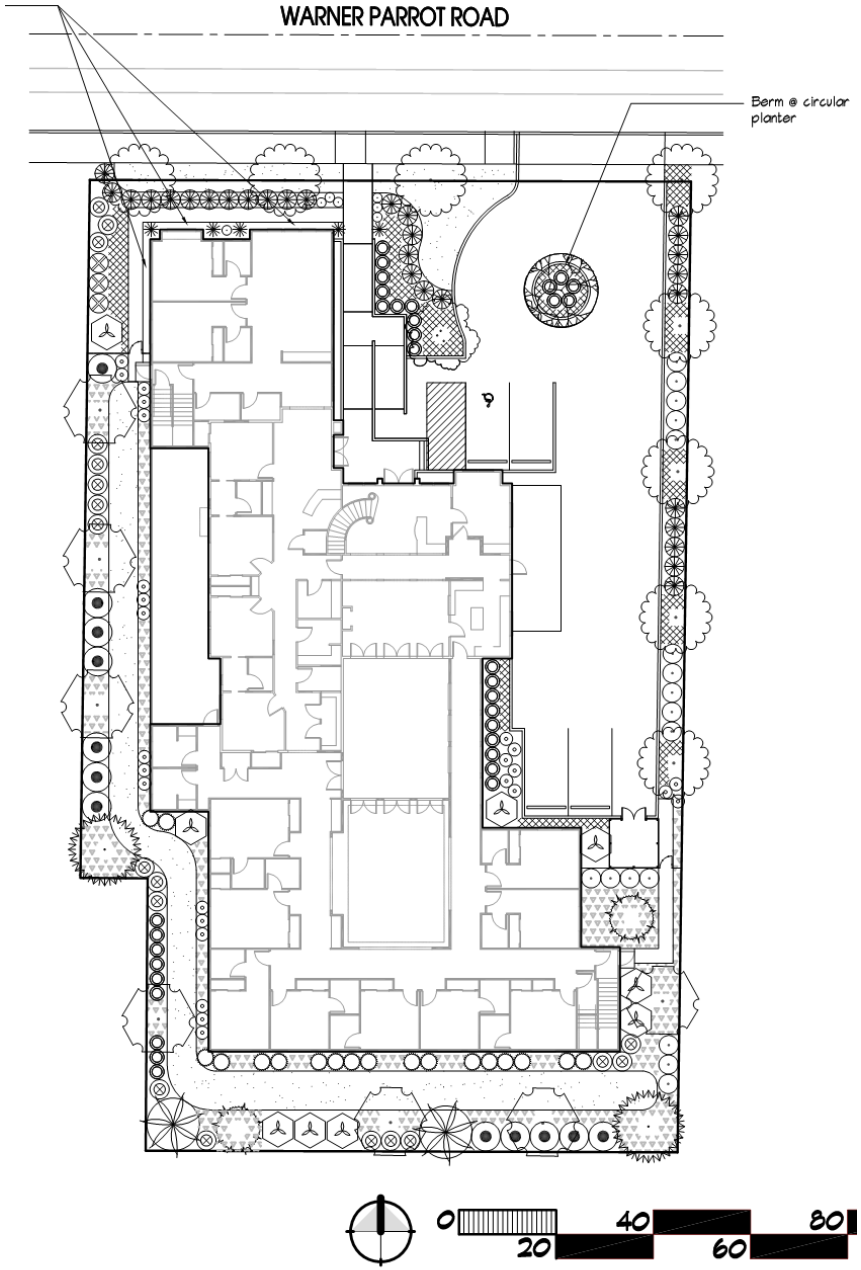
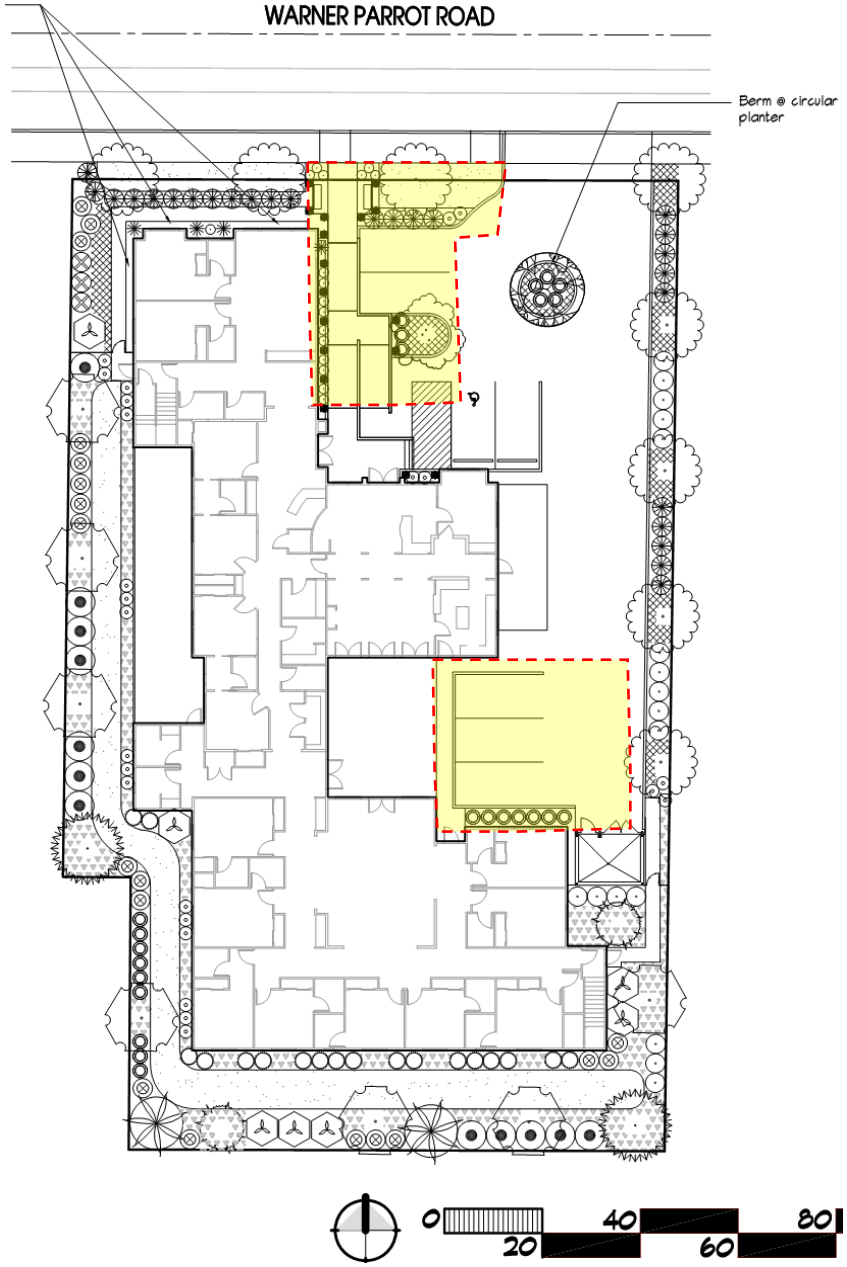


Figure 9. Original (top) vs. Revised (bottom) Rear / South Elevation

Figure 10. Original (left) vs. Revised (right) Landscaping Plan





3. **Permits and Approvals:** The applicant is responsible for obtaining approval and permits from each applicable governmental agency and department at Oregon City including but not limited to the Engineering and Building Divisions.

4. **Public Comments**

Public comments from nearby residents that were submitted include the following:

Victoria Meinig, Oregon City
Victoria Meinig, CEO of the Oregon City Chamber of Commerce, provided a letter expressing the Chamber's support for the proposal.

Jennifer Roney, RN
Jennifer Roney provided an email expressing support for the proposal.

Joanne Petrie, Oregon City
Joanne Petrie sent an email in support of the proposal.

Jill Emra
Jill Emra commented in opposition to the proposed plan, citing concerns about impacts to parking, safe access to the street, livability, privacy and property values that a larger building would have in a single-family neighborhood.

David Chapin, Oregon City
David Chapin commented with concerns about the compatibility of the large structure with adjacent surrounding homes, the 10' front setback, parking, and height concerns.

Jerry Yarberry, Oregon City
Jerry Yarberry commented in opposition to the proposal, citing the following concerns below;

1. The proposed use does not fit the zoning or look of the neighborhood.
2. The structure is 10 feet from the street, whereas most homes have a setback of at least 25 feet.
3. Inadequate parking.
4. Traffic and safety concerns.
5. Demolition and construction noise issues.
6. The physical look of the building is inappropriate for the predominantly single family homes in the surrounding area and will cause a reduction in property value.
7. Privacy concerns due to height.

Stacy and Todd Cox
The Cox's commented with concerns regarding property values, traffic, compatibility of the building with the neighborhood, and disruptions caused by construction.

Gary and Marilyn Fergus
The Cox's commented with concerns regarding inadequate parking, compliance with the R-10 zone, building compatibility, setbacks, tree and vegetation removal, and blockage of sunlight.

Mark Turner
Mark Turner commented with concerns regarding the building mass and height, loss of visibility and light, parking, road safety, and property values.

Michelle Winters
Michelle Winters commented with concerns regarding building character and compatibility with the existing surrounding development, massing and height of the proposed structure, parking, road safety, and general livability impacts.

Mr. and Mrs. Gary Geiger
The Geigers' send an email with concerns about parking, additional traffic, schools, and park capacity.

All public comments are important and relevant to a Conditional Use review. In response to concerns about off-street parking and building mass, the applicant provided a revised site plan and modified the proposal as follows:

- Reduce the size and overall mass of the building by opening the center courtyard.
- Addition of additional off-street parking to 8 spaces, including one delivery parking space. With 4 available on-street parking spaces abutting the property the total spaces is 12. 8 off-street parking spaces is the maximum permitted per OCMC 17.52.020, as discussed in this report.
- Reduce lot coverage reduced slightly from 39% to 38%. The R-10 zone permits a maximum lot coverage of 40%.
- Increased front window percentage. The code requires a minimum window percentage of 60% on the front façade.
- Revised landscaping due to increased off-street parking areas.

None of the comments provided indicate that a specific approval criterion has not been met or cannot be met through the Conditions of Approval attached to this Staff Report.

II. ANALYSIS AND FINDINGS:

CHAPTER 12.04 – STREETS SIDEWALKS AND PUBLIC SPACES

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

A. The City has jurisdiction and exercises regulatory management over all public rights-of-way within the City under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.

C. The City has jurisdiction and exercises regulatory management over each public right-of-way whether the City has a fee, easement, or other legal interest in the right-of-way. The City has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.

D. No person may occupy or encroach on a public right-of-way without the permission of the City. The City grants permission to use rights-of-way by franchises, licenses and permits.

E. The exercise of jurisdiction and regulatory management of a public right-of-way by the City is not official acceptance of the right-of-way, and does not obligate the City to maintain or repair any part of the right-of-way.

Finding: Complies as proposed. The applicant acknowledges the City's jurisdiction and management of the public right-of-way. The applicant shall receive all necessary approvals from the City prior to installation of any public improvements within the adjacent right-of-way.

12.04.025 - Driveways.

Driveways shall be reviewed in accordance with OCMC 16.12.035. Driveway requirements may be modified through the procedures in OCMC 16.12.013.

Finding: Applicable. See 16.12.035 for more information.

12.04.030 - Maintenance and repair.

The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.

Finding: Applicable. The applicant is responsible for maintaining said existing sidewalk and abutting curb during construction and maintain all new sidewalk and curb after construction.

12.04.032 - Required sidewalk repair.

A. When the Public Works Director determines that repair of a sidewalk is necessary, written notice shall be provided to the owner of property adjacent to the defective sidewalk.

B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the City may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.

1. All sidewalks hereafter constructed in the City on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan and OCMC 16.12.

Sidewalks and curbs are to be constructed according to plans and specifications provided by the City Engineer.

2. *Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the City Engineer. On unimproved streets, curbs do not have to be constructed.*

C. *The Public Works Director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the Public Works Director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.*

D. *The person serving the notice shall file with the City recorder a statement stating the time, place and manner of service or notice.*

Finding: Complies with condition. Sidewalks and curbs are to be constructed according to plans and specifications provided by the City Engineer. Sidewalk on Warner Parrott Road that is missing or in poor condition, as determined by an inspection by Public Works personnel, shall be added/replaced by the applicant. All sidewalk (existing and proposed) along the applicant's frontage on Warner Parrott Road shall be made ADA compliant. Any sidewalk damaged by construction activities will also require replacement by the applicant. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.050 - Retaining walls—Required.

Every owner of a lot within the City, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.

Finding: Not applicable. Applicant is not proposing construction of a retaining wall.

12.04.100 - Excavations—Restoration of pavement.

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the City for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to restore the pavement in accordance with the City of Oregon City Public Works Pavement Cut Standard in effect at the time a right-of-way permit is granted. The City Commission may adopt and modify the City of Oregon City Public Works Pavement Cut Standards by resolution as necessary to implement the requirements of this chapter.

Finding: Complies with condition. Pavement cuts are proposed within Warner Parrot Road due to utility service installation. Pavement cuts or other improvements made in a City street or alley shall be done in accordance with the City of Oregon City Public Works Pavement Cut Standards and restored in accordance with the City of Oregon City Public Works Pavement Cut Standards. At the of the application, the pavement restoration requirement for Warner Parrot Road is the Full Standard. However, specific pavement cut standard requirements are determined at the time of construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.120 - Obstructions—Permit required.

A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B. of this section, in any public street or alley in the City, without obtaining approval for a right-of-way permit from the City Commission by passage of a resolution.

1. The City Engineer shall provide applicants with an application form outlining the minimum submittal requirements.

2. The applicant shall submit at least the following information in the permitting process in order to allow the City Commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:

a. Site plan showing right-of-way, utilities, driveways as directed by staff;

b. Sight distance per OCMC 10.32, Traffic Sight Obstructions;

c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);

d. Alternative routes if necessary;

e. Minimizing obstruction area; and

f. Hold harmless/maintenance agreement.

3. If the City Commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the City Engineer shall issue a right-of-way permit with any conditions deemed necessary by the City Commission.

B. Temporary Obstructions.

1. A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.

2. The City Engineer, or designee, is authorized to grant a permit for a temporary obstruction.

3. The City Engineer shall provide applicants with an application form outlining the minimum submittal requirements.

4. The applicant shall submit, and the City Engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the City Engineer:

a. Site plan showing right-of-way, utilities, driveways as directed by staff;

b. Sight distance per OCMC 10.32, Traffic Sight Obstructions;

c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);

d. Alternative routes if necessary;

e. Minimizing obstruction area; and

f. Hold harmless/maintenance agreement.

5. In determining whether to issue a right-of-way permit to allow a temporary obstruction, the City Engineer may issue such a permit only after finding that the following criteria have been satisfied:

a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;

b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;

c. No alternative locations are available that would not require use of the public right-of-way; and

d. Any other factor that the City Engineer deems relevant.

6. *The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.*

C. *Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the City Commission.*

Finding: Not applicable. The applicant has not proposed any obstructions in the right-of-way.

12.04.150 - Street and alley vacations—Cost.

At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by City Commission resolution shall be paid to the City. The City Commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.

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

12.04.170 - Street design—Purpose and general provisions.

All development shall be in conformance with the city's public facility master plans, public works policies, standard drawings and engineering specifications. All streets shall be reviewed and approved by the city engineer prior to construction. All streets and driveway connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat or site planning and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.

Finding: Complies as proposed. The applicant has stated that all streets will be in conformance with the policies and design standards established by this Chapter and with applicable standards in the City's public facility master plans and City design standards and specifications.

12.04.270 - Standard construction specifications.

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

Finding: Complies with condition. The workmanship and materials for any work performed under permits issued by Oregon City Public Works shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 13.12 – STORMWATER MANAGEMENT

13.12.050 - Applicability and exemptions.
This chapter establishes performance standards for stormwater conveyance, quantity and quality. Additional performance standards for erosion prevention and sediment control are established in OCMC 17.47.
A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:
1. The conveyance facilities are located entirely on one privately owned parcel;
2. The conveyance facilities are privately maintained; and
3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.
Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the Building Official.
Finding: Applicable. Connection to a public stormwater conveyance system is required to serve this development.

B. Water Quality and Flow Control. The water quality and flow control requirements of this chapter shall apply to the following proposed uses or developments, unless exempted under subsection C:
1. Activities located wholly or partially within water quality resource areas pursuant to OCMC 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the NROD or will disturb more than one thousand square feet of existing impervious surface within the NROD as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given five-year period; or
2. Activities that create or replace more than five thousand square feet of impervious surface, cumulated over any given five-year period.
Finding: Applicable. The proposed development will or replace more than 5000 square feet of impervious area. The water quality and flow control requirements of this chapter shall apply to the proposed development.

C. Exemptions. The following exemptions to subsection B of this section apply:
1. An exemption to the flow control requirements of this chapter will be granted when the development site discharges to the Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred-year floodplain or is up to ten feet above the design flood elevation as defined in OCMC 17.42, provided that the following conditions are met:
a. The project site is drained by a conveyance system that is comprised entirely of manmade elements (e.g. pipes, ditches, culverts outfalls, outfall protection, etc.) and extends to the ordinary high water line of the exempt receiving water; and
b. The conveyance system between the project site and the exempt receiving water has sufficient hydraulic capacity and erosion stabilization measures to convey discharges from the proposed conditions of the project site and the existing conditions from non-project areas from which runoff is collected.
2. Projects in the following categories are generally exempt from the water quality and flow control requirements:
a. Stream enhancement or restoration projects approved by the City.

b. Farming practices as defined by ORS 30.960 and farm use as defined in ORS 214.000; except that buildings associated with farm practices and farm use are subject to the requirements of this chapter.
c. Actions by a public utility or any other governmental agency to remove or alleviate an emergency condition.
d. Road and parking area preservation/maintenance projects such as pothole and square cut patching, surface sealing, replacing or overlaying of existing asphalt or concrete pavement, provided the preservation/maintenance activity does not expand the existing area of impervious coverage above the thresholds in subsection B of this section.
e. Pedestrian and bicycle improvements (sidewalks, trails, pathways, and bicycle paths/lands) where no other impervious surfaces are created or replaced, built to direct stormwater runoff to adjacent vegetated areas.
f. Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.
g. Maintenance or repair of existing utilities.
Finding: Not applicable. No exemptions apply to the proposed development.

D. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices, as defined in the Public Works Stormwater and Grading Design Standards:
1. Bulk petroleum storage facilities;
2. Above ground storage of liquid materials;
3. Solid waste storage areas, containers, and trash compactors for commercial, industrial, or multi-family uses;
4. Exterior storage of bulk construction materials;
5. Material transfer areas and loading docks;
6. Equipment and/or vehicle washing facilities;
7. Development on land with suspected or known contamination;
8. Covered vehicle parking for commercial or industrial uses;
9. Industrial or commercial uses locating in high traffic areas, defined as average daily count trip of two thousand five hundred or more trips per day; and
10. Land uses subject to DEQ 1200-Z Industrial Stormwater Permit Requirements.
Finding: Not applicable. The development has not proposed use of the land that requires additional management practices as defined in the Public Works Stormwater and Grading Design Standards.

13.12.080 - Submittal requirements.
A. Applications subject to stormwater conveyance, water quality, and/or flow control requirements of this chapter shall prepare engineered drainage plans, drainage reports, and design flow calculation reports in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.
B. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.
Finding: Complies with condition. The development shall comply with the current version of the Oregon City Stormwater and Grading Design Standards. The applicant shall provide an engineered drainage plan, signed by a professional engineer in the State of Oregon, for review and approval to fully address all applicable Stormwater and Grading Design Standards. The applicant's engineer shall submit a completed Site Assessment and Planning Checklist, found in Appendix B of the Stormwater and Grading Design Standards. The applicant's preliminary drainage plan and report shows general compliance with the current version of the Oregon City Stormwater and Grading Design Standards. However, the applicant

did not fully address all items identified in Section 9 of the Public Works Stormwater and Grading Design Standards. Requirements of this code section can be met by meeting approval criteria outlined in section 13.12.090 of this report. **See findings from section 13.12.090 of this report.**

13.12.090 - Approval criteria for engineered drainage plans and drainage report.
An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:
A. The plan and report demonstrate how the proposed development and stormwater facilities will accomplish the purpose statements of this chapter.
B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under OCMC 13.12.020.
C. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.
D. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams.
E. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.
Finding: Complies with condition. The applicant shall provide updated engineered drainage plan(s), drainage report(s), and design flow calculation report(s) stamped and signed by a licensed engineer addressing all items from the Section 9 of the Public Works Stormwater and Grading Design Standards. The development shall comply with the current version of the Oregon City Stormwater and Grading Design Standards. Flow control facilities shall be designed so that the duration of peak flow rates from post-development conditions shall be less than or equal to the duration of peak flow rates from pre-development conditions for all peak flows between 42 percent of the 2-year peak flow rate up to the 10-year peak flow rate, per Chapter 4 of the Oregon City Stormwater and Grading Design Standards. The applicant's submittal does not address the City's flow control requirement. The applicant is required to use one of the design methods found in Section 4.3, the BMP Sizing Tool Method or the Engineered Method, for sizing stormwater management facilities for flow control. The applicant shall provide a downstream analysis per Chapter 5 of the Oregon City Stormwater and Grading Design Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

13.12.100 - Alternative materials, alternative design and methods of construction.
The provisions of this chapter are not intended to prevent the use of any material, alternate design or method of construction not specifically prescribed by this chapter or the Public Works Stormwater and Grading Design Standards, provided any alternate has been approved and its use authorized by the City Engineer. The City Engineer may approve any such alternate, provided that the City Engineer finds that the proposed design is satisfactory and complies with the intent of this chapter and that the material, method, or work offered is, for the purpose intended, at least the equivalent of that prescribed by this chapter in effectiveness, suitability, strength, durability and safety. The City Engineer shall require that sufficient evidence or proof be submitted to substantiate any claims that may be made regarding its use. The details of any action granting approval of an alternate shall be recorded and entered in the City files.
Finding: Not Applicable. The applicant has not proposed alternative design methods requiring special approval by the City Engineer. However, should the applicant propose such methods with the public facilities construction plan submittal, the proposal will be reviewed and approved by the City Engineer as required.

13.12.110 - Transfer of engineering responsibility.
Project drainage plans shall always have a project engineer. If the project engineer is changed during the course of the work, the City shall be notified in writing and the work shall be stopped until the replacement engineer has agreed to accept the responsibilities of the project engineer. The new project engineer shall provide written notice of accepting project responsibility to the City within seventy-two hours of accepting the position as project engineer.
Finding: Complies with condition. The development has not identified a project engineer for the project. The developer and engineer for the project shall execute a "Developer/Engineer Agreement for Public Works Improvements" and commit to the responsibilities outlined in the agreement. (Also written in the findings of section 16.12.014) **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

13.12.120 - Standard construction specifications.
The workmanship and materials shall be in accordance with the current edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the City, in effect at the time of application. The exception to this requirement is where this chapter and the Public Works Stormwater and Grading Design Standards provide other design details, in which case the requirements of this chapter and the Public Works Stormwater and Grading Design Standards shall be complied with.
Finding: Complies with condition. The workmanship and materials for any work performed under permits issued by Oregon City Public Works shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city. (Also written in the findings of section 16.12.010) **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

13.12.140 - Maintenance of public stormwater facilities.
A. A stormwater facility that receives stormwater runoff from a public right-of-way shall be a public facility. Upon expiration of the warranty period and acceptance by the City as described below, the City shall be responsible for maintenance of those public stormwater facilities. Access for maintenance of the stormwater facilities shall be provided to the City through the granting of a stormwater easement or other means acceptable to the City.
Finding: Not applicable. The applicant has not proposed public stormwater management facilities.

B. Responsibility for maintenance of stormwater facilities including all landscaping, irrigation systems, structures and appurtenances shall remain with the property owner/developer for two years (known as the warranty period). The owner/developer shall provide the City a separate two-year landscaping maintenance surety bond for one hundred ten percent of the landscaping cost. Transfer of maintenance of stormwater conveyance systems shall occur when the City accepts the stormwater conveyance system.
Finding: Not applicable. The applicant has not proposed public stormwater management facilities.

C. The City will perform an inspection of the development's entire publicly maintained stormwater system approximately forty-five days before the two-year warranty period expires. The stormwater system shall be found to be in a clean, functional condition by the City engineer before acceptance of maintenance responsibility by the City.
Finding: Not applicable. The applicant has not proposed public stormwater management facilities.

13.12.145 - Maintenance of private stormwater facilities.
A. An applicant shall submit an operation and maintenance plan for each proposed stormwater facilities, unless exempted in the Public Works Stormwater and Grading Design Standards. The information in the operation and maintenance plan shall satisfy the requirements of the Public Works Stormwater and Grading Design Standards.
B. Private owners are required to inspect and maintain stormwater facilities on their property in accordance with an approved operation and maintenance plan. A maintenance log is required to document facility inspections and specific maintenance activities. The log shall be available to City inspection staff upon request.
C. Failure to operate or maintain a stormwater facility according to the operation and maintenance plan may result in an enforcement action under Section 13.12.150.
Finding: Complies with condition. The applicant has proposed a privately owned and maintained stormwater facility onsite. The applicant shall execute a "Maintenance Covenant And Access Easement For Privately Owned Stormwater Management Facilities" and pay associated recording fees. The covenant shall include a site plan identifying all privately-owned stormwater management facilities and an operation and maintenance plan for each type of stormwater facility in accordance with the Public Works Stormwater and Grading Design Standards. The Maintenance Covenant and Access Easement shall be reviewed and accepted by the City prior to recording. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

13.12.170 - Permits from other jurisdictions.
A. The Oregon State Department of Environmental Quality (DEQ) currently issues NPDES 1200-C permits for projects that cover areas of one acre or greater. No permit shall be issued for projects of this size (or any other size as modified by DEQ) without a copy of said DEQ permit being on file with Oregon City. DEQ is responsible for policing its own permits; however, if City personnel observe conditions that are believed to be in violation of any such permit, and cannot get corrections made, the City will bring such conditions to the attention of the appropriate DEQ representatives.
Finding: Not applicable. The project does not cover one acre or greater; therefore, the developer does not require issuance of a NPDES 1200-C permit.

B. Projects may require Oregon State Division of State Lands (DSL) and/or United States Army Corps of Engineers (USACE) permits. If such permits are required, no permission to construct will be granted until such a time as a copy of such permit is on file with the City or notice is received from those agencies that a permit is not required. DSL/USACE is responsible for enforcing its own permits; however, if City personnel observe conditions that are believed to be in violation of any such permit, and cannot get corrections made, the City will bring such conditions to the attention of the appropriate DSL/USACE representatives.
Finding: Not applicable. A permit from DSL or USACOE is not required of this project.

C. Projects may require Oregon State Department of Fish and Wildlife (ODFW) permits. When ODFW permits are required, no work will be authorized until the receipt of a copy of the ODFW permit. ODFW is responsible for policing its own permits; however, if City personnel observe conditions that are believed to be in violation of any such permit, and cannot get corrections made, the City will bring such conditions to the attention of the appropriate ODFW representatives.
Finding: Not applicable. A permit from ODFW is not required of this project.

CHAPTER 15.48 – GRADING, FILLING AND EXCAVATING

15.48.030 Applicability—Grading permit required.
A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:
1. Grading activities in excess of ten cubic yards of earth;
2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;
3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;
4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or
5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.
Finding: Complies with condition. The applicant provided a preliminary grading plan demonstrating general compliance with the City's Public Works requirements for grading standards. The preliminary plan presents grading and paving activities that will result in the creation of impervious surfaces greater than two thousand square feet in area, thus triggering the requirements of Chapter 15.48. City standards for grading, fill and excavation are found in Chapter 3 of the Oregon City Public Works Stormwater and Grading Design Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

15.48.040 - Grading permit exemptions.
The following filling and grading activities shall not require the issuance of a grading permit:
A. Excavation for utilities, or for wells or tunnels allowed under separate permit by other governmental agencies;
B. An excavation below finished grade for basements and footings of a building, retaining wall or other structure authorized by a valid building permit. The placement of any fill material removed from such an excavation requires a grading permit if:
1. It exceeds fifty cubic yards,
2. More than ten cubic yards are removed from the site, or
3. The fill is placed on the site to a depth greater than one foot;
C. Farming practices as defined in ORS 30.930 and farm uses as defined in ORS 215.203, except that buildings associated with farm practices and farm uses are subject to the requirements of this chapter;
D. Excavation for cemetery graves;
E. Sandbagging, diking, ditching, filling or similar work when done to protect life or property during an emergency;
F. Repaving of existing paved surfaces that does not alter existing drainage patterns;
G. Maintenance work on public roads performed under the direction of the city, Clackamas County or Oregon State Department of Transportation personnel.
Finding: Not applicable. The application does not qualify for an exemption.

15.48.090 Submittal requirements.
An engineered grading plan or an abbreviated grading plan shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards whenever a city

approved grading permit is required. In addition, a geotechnical engineering report and/or residential lot grading plan may be required pursuant to the criteria listed below.
A. Abbreviated Grading Plan. The city shall allow the applicant to submit an abbreviated grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards if the following criteria are met:
1. No portion of the proposed site is within the flood management area overlay district pursuant to Chapter 17.42, the unstable soils and hillside constraints overlay district pursuant to Chapter 17.44, or a water quality resource area pursuant to Chapter 17.49; and
2. The proposed filling or grading activity does not involve more than fifty cubic yards of earth.
B. Engineered Grading Plan. The city shall require an engineered grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer if the proposed activities do not qualify for abbreviated grading plan.
C. Geotechnical Engineering Report. The city shall require a geotechnical engineering report in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer who specializes in geotechnical work when any of the following site conditions may exist in the development area:
1. When any publicly maintained facility (structure, street, pond, utility, park, etc.) will be supported by any engineered fill;
2. When an embankment for a stormwater pond is created by the placement of fill;
3. When, by excavation, the soils remaining in place are greater than three feet high and less than twenty feet wide.
D .Residential Lot Grading Plan. The city shall require a residential lot grading plan in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer for all land divisions creating new residential building lots or where a public improvement project is required to provide access to an existing residential lot.
Finding: Complies with condition. The developer shall provide an engineered grading plan prepared by a professional engineer in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 16.12 – MINIMUM PUBLIC IMPROVEMENTS AND DESIGN STANDARDS FOR DEVELOPMENT

16.12.010 - Purpose and general provisions.
All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the City's public facility master plans and City design standards and specifications. In reviewing applications for development, the City Engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development shall be reviewed and approved by the City Engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way shall be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.
Finding: Applicable. All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the City's public facility master plans and City design standards and specifications.

16.12.011 - Applicability.

A. Compliance with this chapter is required for all development including land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements. Minor Site Plan and Design Review applications shall not be subject to this chapter unless improvements are proposed within the right-of-way, or as otherwise provided in this chapter.

B. Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage of all 3-4 plexes, single and two-family dwellings living space. Garages, carports, sheds, and porches may not be included in the calculation if these spaces are not living spaces. Accessory dwelling units are not subject to compliance with this chapter. All applicable 3-4 plexes, single and two -family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter, subject to constitutional limitations. In addition, the street frontage shall be improved to include the following priorities for improvements:

1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and

2. Plant street trees.

The cost of compliance with the standards identified in 16.12.011.B.1 and 16.12.011.B.2 is calculated based on the square footage valuation from the State of Oregon Building Codes Division and limited to ten percent of the total construction costs. The value of the alterations and improvements is based on the total construction costs for a complete project rather than costs of various project component parts subject to individual building permits. The entire proposed construction project cost includes engineering and consulting fees and construction costs. It does not include permit fees, recording fees, or any work associated with drafting or recording dedications or easements.

Finding: Applicable. The application is a site plan and design review; therefore, the development shall follow the standards set forth in OCMC 16.12.

16.12.012 - Jurisdiction and management of the public rights-of-way.

The City has jurisdiction and exercises regulatory management over all public rights-of-way as defined and outlined within 12.04 of the Oregon City Municipal Code.

Finding: Applicable. The City has jurisdiction and exercises regulatory management over all public rights-of-way as defined and outlined within 12.04 of the Oregon City Municipal Code.

16.12.013 - Modifications.

The applicant may request and the review body may consider modification of the standards in this chapter resulting from constitutional limitations restricting the City's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications, except for adjustments approved by the City Engineer for tree preservation purposes pursuant to 16.12.013.A, shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance. Compliance with the following criteria is required:

A. The modification meets the intent of the standard;

Finding: Not applicable. No modification has been requested.

B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;

Finding: Not applicable. No modification has been requested.

C. The modification is consistent with an adopted transportation or utility plan; and

Finding: Not applicable. No modification has been requested.

D. The modification is complementary with a surrounding street design; or, in the alternative;
Finding: Not applicable. No modification has been requested.

E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.
Finding: Not applicable. No modification has been requested.

16.12.014 - Administrative provisions.
An applicant shall submit the following items to the City and complete the following tasks prior to proceeding with construction of proposed development plans. These items include the following:
A. Pre-Design Meeting;
B. Final Engineering Plans, Stamped and Signed by an Oregon Licensed Professional Engineer;
C. Stormwater Report, Stamped and Signed by an Oregon Licensed Professional Engineer;
D. Geotechnical Report, Stamped and Signed by an Oregon Licensed Professional Engineer (if applicable);
E. Engineer's Preliminary and Final Cost Estimates (also may be known as engineer's opinion of probable construction cost);
F. Plan Check and Inspection Fees (as set by City resolution);
G. Certificate of Liability Insurance for city funded public projects contracted by the City (not less than one million dollars single incident and two million dollars aggregate);
H. Preconstruction Meeting Notes;
I. Financial Guarantee(s) per OCMC 17.50.140;
J. Applicable Approvals/Permits from other agencies or entities;
K. Developer/Engineer Agreement for public works improvements.

An applicant shall submit the following additional items to the City and complete the following tasks prior to completing construction of proposed development plans. These items include the following:
L. Project Engineer's Certificate of Completion;
M. Stormwater Operation and Maintenance Easement (if applicable);
N. Deed of Dedication (Bargain and Sale Deed);
O. Recorded Plat and/or Easements (if applicable);
P. Recorded Non-Remonstrance Covenant Agreement;
Q. Land Division Compliance Agreement (if applicable);
R. Permanent Stabilization and/or Restoration of the impact from the development;
S. Fulfillment of all Conditions of Approval;
T. Payment of all Outstanding Fees;
U. Maintenance Guarantee(s). per OCMC 17.50.141;
V. Indemnity Agreement (if applicable);
W. Completed Punchlist;
X. As-Built Drawings;
Details on individual items required by this subsection can be obtained by contacting Public Works. Many items, such as the engineer's cost estimate and plan check and inspection fee, maybe be submitted in conjunction with documentation for other infrastructure improvements that are done with the development (such as street, sanitary sewer, and water).
Finding: Complies as Conditioned. The developer shall submit or address all items in section 16.12.014 of the Oregon City Municipal Code based on the timing requirements contained therein and as deemed applicable by the City. The developer and engineer for the project shall execute a “Developer/Engineer Agreement for Public Works Improvements” and commit to the responsibilities outlined in the

agreement. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.015 - Street design—Generally.
Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Development shall provide any necessary dedications, easements or agreements as identified in the Transportation System Plan, Trails Master Plan, and/or Parks and Recreation Master Plan and this chapter, subject to constitutional limitations. The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, overlay districts, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. The arrangement of streets shall either:
A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the City Engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with OCMC 16.12.017 shall be required to preserve the objectives of street extensions.
C. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the City's Transportation System Plan. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation.
Finding: Complies as proposed. The location, widths, and grades of the proposed street system provides for the continuation or appropriate projection of existing principal streets in the surrounding area and gives access for future development of adjoining land. The development has provided a convenient street system for the safety of all modes of travel, including pedestrian and bicycle to, from, and through the subject site. Based on the development patterns and future needs of the area, no roadway improvements will be required along Warner Parrot Road.

16.12.016 - Street design.
All development regulated by this chapter shall provide street improvements in compliance with the standards in Table 16.12.016 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The table implements the adopted Transportation System Plan and illustrates the maximum design standards. These standards may be reduced with an alternative street design which may be approved based on the modification criteria in OCMC 16.12.013. The steps for reducing the street design are found in the Transportation System Plan.

Table 16.12.016 Street Design
Table 16.12.016 Street Design. To read the table select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation for lands on either side of the street differs, the wider right-of-way standard shall apply.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Major Arterial	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	Residential	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Minor Arterial	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Collector	Mixed Use, Commercial or	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A

	Public/Quasi Public									
	Industrial	*88 ft.*	*62 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 12 ft. Lanes*	*N/A*
	Residential	*85 ft.*	*59 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 11 ft. Lanes*	*N/A*

Road Classification	*Comprehensive Plan Designation*	*Right-of-Way Width*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*
Local	*Mixed Use, Commercial or Public/Quasi Public*	*62 ft.*	*40 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*N/A*	*8 ft.*	*(2) 12 ft. Lanes*	*N/A*
	Industrial	*60 ft.*	*38 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 19 ft. Shared Space*			*N/A*
	Residential	*54 ft.*	*32 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 16 ft. Shared Space*			*N/A*

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5 foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5 foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.
7. A raised concrete median or landscape median shall be utilized for roads identified to have access restrictions.

Finding: Complies as proposed. Warner Parrot Road has right-of-way that is approximately 60-foot-wide along the property's frontage with approximately 34 feet on the subject property side of the centerline. Existing improvements on the subject property side of the centerline of Warner Parrot Road consist of approximately 25 feet of pavement (11-foot-wide travel lane, 6-foot-wide bike lane, and 7-foot-wide parking), 0.5 foot curb, 6-foot-wide sidewalk and 2.5-foot-wide public access. Based on the development patterns and future needs of the area, no roadway improvements will be required along Warner Parrot Road.

A. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the development. Both sidewalks and curbs are to be constructed to City standards and at widths set forth above, and according to plans and specifications provided by the City Engineer. Exceptions to this requirement may

be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a development without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the development application. Applicants for partitions may be allowed to meet this requirement by providing the City with a financial guarantee per OCMC 16.12.110.
Finding: Complies as proposed. See findings in Section 16.12.016.

B. Pedestrian and Bicycle Accessways Routes. If deemed appropriate to extend pedestrian and bicycle routes, existing or planned, the decision-maker may require the installation of separate pedestrian and bicycle facilities.
Finding: Complies as proposed. See findings in Section 16.12.016.

C. Street Name Signs and Traffic Control Devices. The applicant shall install street signs and traffic control devices as directed by the City Engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.
Finding: Not applicable. Installation of street signs and traffic control devices is not required for this proposed development.

D. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all City regulations.
Finding: Complies as proposed. Existing street lighting is adequate. No additional street lighting will be required.

E. Any new street proposed with a pavement width of less than thirty-two feet shall be processed through OCMC 16.12.013 and meet minimum life safety requirements, which may include fire suppression devices as determined by the Fire Marshall to assure an adequate level of fire and life safety. The modified street shall have no less than a twenty-foot wide unobstructed travel lane.
Finding: Not applicable. No new streets are proposed.

F. All development shall include vegetated planter strips that are five feet in width or larger and located between the sidewalk and curb unless otherwise approved pursuant to this chapter. All development shall utilize the vegetated planter strip for the placement of street trees or place street trees in other acceptable locations, as prescribed by OCMC 12.08. Development proposed along a collector, minor arterial, or major arterial roads may place street trees within tree wells within a wider sidewalk in lieu of a planter strip. In addition to street trees per OCMC 12.08, vegetated planter strips shall include ground cover and/or shrubs spaced four feet apart and appropriate for the location. No invasive or nuisance plant species shall be permitted.
Finding: Complies as proposed. See findings in Section 16.12.016.

G. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker and only where dedication of a street is deemed impracticable.
Finding: Not applicable. The decision maker has not approved access easements in lieu of streets nor has dedication of a street been deemed impracticable.

H. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.

Finding: Not applicable. No vehicular or pedestrian easements are proposed.

16.12.017 - Street design—Access control.
A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the City as a City controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
Finding: Not applicable. No new streets with dead ends are proposed for this development.

B. The City may grant a permit for the adjoining owner to access through the access control.
Finding: Not applicable. No new streets with dead ends are proposed for this development.

C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
Finding: Not applicable. No new streets with dead ends are proposed for this development.

D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."
Finding: Not applicable. No new streets with dead ends are proposed for this development.

16.12.018 - Street design—Alignment.
The centerline of streets shall be:
A. Aligned with existing streets by continuation of the centerlines; or
B. Offset from the centerline by no more than five feet, provided appropriate mitigation, in the judgment of the City Engineer, is provided to ensure that the offset intersection will not pose a safety hazard.
C. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.
Finding: Not applicable. No new streets are proposed.

16.12.019 - Traffic sight obstructions.
All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.
Finding: Not applicable. No new streets are proposed.

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

Finding: Not applicable. No new intersections are being created.

16.12.021 - Street design—Grades and curves.
Grades and center line radii shall conform to standards approved by the City Engineer.
Finding: Not applicable. No new streets are proposed.

16.12.022 - Street design—Development abutting arterial or collector street.
Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.
Finding: Not applicable. The decision maker has not required access control, screen plantings or a wall for the frontage along Warner Parrot Road, which is an arterial.

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

16.12.024 - Street design—Half street.
Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker shall first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant shall construct a half street with at least twenty feet of pavement width and provide signage prohibiting street parking so as to make the half street safe until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control may be required to preserve the objectives of half streets.
When the remainder of an existing half-street improvement is completed it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the City's "Pavement Cut Standards" or as approved by the City Engineer.
Finding: Not applicable. This application does not propose any half streets.

16.12.025 - Street design—Cul-de-sacs and dead-end streets.
The City discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, pre-existing dedicated open space, pre-existing development patterns, arterial access restrictions or similar situation as determined by the decision maker. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.
A. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units.
Finding: Not applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

B. Cul-de-sacs and permanent dead-end streets shall include pedestrian/bicycle accessways to meet minimum block width standards as prescribed in OCMC 16.12.030.
Finding: Not applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

C. Cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards.
Finding: Not applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

D. Permanent dead-end streets shall provide public street right-of-way/easements sufficient to provide a sufficient amount of turn-around space complete with appropriate no-parking signs or markings to accommodate waste disposal, sweepers, emergency and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker.
Finding: Not applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

E. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. A dead-end street shall include signage or barricade meeting Manual on Uniform Traffic Control Devices (MUTCD).
Finding: Not applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

16.12.026 - Street design—Alleys.
Alleys with public access easements on private property shall be provided in the Park Place and South End concept plan areas for the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. All alleys intended to provide access for emergency vehicles shall be a minimum width of twenty feet. The corners of alley intersections shall have a radius of not less than ten feet and shall conform to standards approved by the City Engineer. Access easements and maintenance agreements shall be recorded on affected properties.
Finding: Not applicable. Alleys are not proposed or required for this development.

16.12.027 - Street design—Off-site street improvements.

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

16.12.028 - Street design—Transit.
Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in OCMC 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.
Finding: Complies as proposed. No new streets are required or proposed and the existing streets adjacent to the development are laid out in a manner that promotes pedestrian and bicycle circulation.

16.12.029 - Excavations—Restoration of pavement.
Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the City for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to restore the pavement in accordance with the City of Oregon City Public Works Pavement Cut Standards in effect at the time the permit is granted. The City Commission may adopt and modify the City of Oregon City Public Works Pavement Cut Standards by resolution as necessary to implement the requirements of this chapter.
Finding: Complies with condition. Pavement cuts are proposed within Warner Parrot Road due to utility service installation. Pavement cuts or other improvements made in a City street or alley shall be done in accordance with the City of Oregon City Public Works Pavement Cut Standards and restored in accordance with the City of Oregon City Public Works Pavement Cut Standards. At the of the application, the pavement restoration requirement for Warner Parrot Road is the Full Standard. However, specific pavement cut standard requirements are determined at the time of construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.030 - Blocks—Width.
The width of blocks shall ordinarily be sufficient to allow for two tiers of lots with depths consistent with the type of land use proposed. The length, width and shape of blocks shall take into account the need for adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, control of traffic circulation, and limitations imposed by topography and other natural features.
All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in the current adopted Transportation System Plan. The maximum block spacing between streets is 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines except in zones GI, CI, MUE, I, and WFDD where determining the appropriate street spacing will be determined by the City Engineer. If the maximum block size is exceeded, pedestrian accessways shall be provided every 330 feet. The spacing standards within this section do not apply to alleys.

Finding: Not applicable. No new streets are proposed. The applicant has not applied for a land division. The distance between the right-of-way centerlines is approximately 1,058 feet, which exceeds the block length standard. However, the existing lot is located on a block comprised of four older subdivisions bounded by South End Road, Boynton Street, and Glacier Street. The block is entirely built out with single family residential development and it would be infeasible to construct a new street or pedestrian accessway given the existing development pattern. The property is approximately 120 west of Boynton Street and approximately 750 feet east of South End Road.

16.12.031 - Street design—Street names.
Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the City and shall be subject to the approval of the City.
Finding: Not applicable. No new streets are proposed.

16.12.032 – Public off-street pedestrian and bicycle accessways.
Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding 330 feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

B. Accessways shall be free of horizontal obstructions and have a nine foot six inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:
1. Accessways shall have a fifteen- foot wide right-of-way with a seven-foot wide paved surface with a minimum four-foot planter strip on either side.
2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-four feet wide with a - sixteen foot paved surface between four-foot planter strips on either side.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half-foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.

Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

E. Accessways shall comply with Americans with Disabilities Act (ADA).
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:
1. Either an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average; and
2. Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
3. A two-inch minimum caliper tree for every thirty-five -feet along the accessway. Trees may be planted on either side of the accessway, provided they are spaced no more than thirty-five feet apart; and
4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

H. Accessway surfaces shall be paved with all-weather materials as approved by the City. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

J. The decision maker may approve an alternative accessway design due to existing site constraints through the modification process set forth in OCMC 16.12.013.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the City Engineer shall require one of the following:
1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or
2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.
Finding: Not applicable. No public off-street pedestrian or bicycle accessways are proposed.

16.12.033 - Mobility standards.
Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection E below, to be maintained at or below the following mobility

standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the Transportation System Plan (TSP) or as otherwise identified by the City Engineer.
A. For intersections within the regional center, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.
B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. For signalized intersections:
a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
2. For unsignalized intersections outside of the boundaries of the Regional Center:
a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.
D. For the intersection of OR 213 & Beavercreek Road, the following mobility standards apply:
1. During the first, second & third hours, a maximum v/c ratio of 1.00 shall be maintained. Calculation of the maximum v/c ratio will be based on an average annual weekday peak hour.
E. Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:
I-205/OR 99E Interchange
State intersections located within or on the Regional Center Boundaries
1. In the case of conceptual development approval for a master plan that impacts the above references intersections:

a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and
b. Only those trips approved by a detailed development plan review are vested.
2. Development which does not comply with the mobility standards for the intersections identified in OCMC 16.12.033 shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.
Finding: Complies as proposed. The applicant submitted a Transportation Analysis Letter, prepared pursuant to the City's guidelines for Transportation Impact Analysis. John Replinger, PE, the City's transportation engineering consultant, reviewed the materials in support of the proposed expansion. Key materials consist of the Transportation Analysis Letter (TAL) prepared under the direction of Frank Charbonneau, PE of Charbonneau Engineering. The TAL is dated January 23, 2020. An addendum adding crash information is dated February 4, 2020.

Mr. Replinger found that the TAL addressed the city's requirements and provides an adequate basis to evaluate impacts of the proposed expansion. Mr. Replinger's comments follow:

1. **Trip Generation.** The TAL presented information on trip generation for a 30-bed assisted living facility. The trip generation rates were taken from the Institute of Transportation Engineers' Trip Generation Manual. The engineer used the trip generation rates for land use category 254 – assisted living facility. The engineer predicted that the facility would produce 6 AM peak hour trips; 8 PM peak hour trips; and 78 weekday trips. The calculations of trip generation appear reasonable.
2. **Access Locations.** No change in access location is proposed in connection with the expansion. An existing driveway would serve the facility. According to the TAL, the driveway is located 160 feet west of Boynton Street and 390 feet east of the intersection of King Road. The driveway location is appropriate.
3. **Driveway Width.** The driveway appears to meet city requirements for driveway width.
4. **Intersection Spacing.** No new street intersections are proposed.
5. **Sight Distance.** The engineer measured sight distance to be more than 500 feet to the west and 1000 feet to the east. This easily exceeds the 390-foot sight distance applicable to the site based on travel speed. The engineer concluded sight distance meets applicable standards. I concur.
6. **Safety Issues.** The February addendum provided information on crashes in the Warner Parrott Road corridor for the three-year period from 2015 through 2017. The engineer indicated there were two reported crashes at the intersection of Warner Parrott Road and King Road and one at the intersection of Warner Parrott Road and Birchwood Drive. Crash rates are low. The engineer did not find any safety issues associated with the proposed development. There is no indication that the development will cause any additional safety issues.
7. **Consistency with the Transportation System Plan (TSP).** Frontage along Warner Parrott Road appears to meet applicable standards as prescribed in the city code and the TSP.

Mr. Replinger found that the TAL meets city requirements and that the proposed 30-bed facility will have insignificant transportation impacts. There is no need for any mitigation measures in connection with the expansion. Staff notes that the applicant will be responsible for paying System Development Charges at the time of building permit issuance. For comparison's sake, Mr. Replinger noted by separate email that the memory care facility produces 6 AM peak hour trips, 8 PM peak trips , and 78 weekday

trips. Two single-family homes, which could be permitted on the same property, would produce 2 AM peak hour trips, 2 PM peak hour trips, and 20 weekday trips. So, the traffic impact is roughly four times the impact of two homes.

16.12.035 - Driveways.
A. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 16.12.035.A.

Table 16.12.035.A Minimum Driveway Spacing Standards		
Street Functional Classification	*Minimum Driveway Spacing Standards*	*Distance*
Major Arterial Streets	*Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings*	*175 ft.*
Minor Arterial Streets	*Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings*	*175 ft.*
Collector Streets	*Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings*	*100 ft.*
Local Streets	*Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings*	*25 ft.*

The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection (on the same side of the road) right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.
Finding: Complies with condition. All driveways, new and existing, shall meet the minimum driveway spacing standards identified in Table 12.04.195.B. Approved driveway locations will need included on engineering plans prior to receiving a permit and beginning construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

B. Nonresidential or multi-family residential driveways that generate high traffic volumes shall be treated as intersections and shall adhere to requirements of OCMC 16.12.020.
Finding: Not applicable. The applicant's proposed driveway shall not be treated as an intersection.

C. One driveway may be allowed per frontage, unless otherwise restricted. In no case shall more than two driveways be allowed for any single-family attached or detached residential property, duplex, 3-4 plex, or property developed with an ADU or internal conversion with multiple frontages, unless otherwise approved by the City Engineer.
Finding: Complies as proposed. The proposed development shows one driveway along the frontage of Warner Parrot Road.

D. When a property fronts multiple roads, access shall be provided from the road with the lowest classification in the Transportation System Plan whenever possible to minimize points of access to arterials and collectors. At the discretion of the City Engineer, properties fronting a collector or arterial road may be allowed a second driveway, for the creation of a circulation pattern that eliminates reverse maneuvers for vehicles exiting a property if applied for and granted through procedures in OCMC 16.12.013. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the City Engineer determines that:

1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or
2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.
Finding: Not applicable. The property does not front multiple roads.

E. All driveway approaches shall be limited to the dimensions identified in Table 16.12.035.D.

Table 16.12.035.D Driveway Approach Size Standards			
Property Use	*Minimum Driveway Approach Width*		*Maximum Driveway Approach Width*
Single-Family Attached	*10 feet*		*12 feet*
Single-Family Detached in R-5 & R-3.5	*10 feet*		*12 feet*
Single-Family Detached in R-10, R-8, & R-6	*12 feet*		*24 feet*
Duplexes	*12 feet*		*24 feet*
3-4 Plexes	*12 feet*		*24 feet*
Multi-Family	*18 feet*		*30 feet*
Commercial, Industrial, Office, Institutional, Mixed Use, and/or Nonresidential	*One-Way 12 feet*	*Two-Way 20 feet*	*40 feet*

Driveway widths shall match the width of the driveway approach where the driveway meets sidewalk or property line but may be widened onsite (for example between the property line and the entrance to a garage). Groups of more than four parking spaces shall be so located and served by driveways so that their use will not require backing movements or other maneuvering within a street right-of-way other than an alley.
Finding: Complies with condition. All driveways (curb cuts), new and existing, shall meet the minimum driveway width standards identified in Table 16.12.035.D. Approved driveway widths will need included on engineering plans prior to receiving a permit and beginning construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

F. The City Engineer reserves the right to require a reduction in the number and size of driveway approaches as far as practicable for any of the following purposes:
1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.
a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line.
Finding: Not applicable. No restrictions are proposed by the City Engineer. The applicant submitted a transportation study prepared by Charbonneau Engineering, which included an analysis of ingress and egress safety and sight distance, and was found to meet or exceed AASHTO standards.

G. For all driveways, the following standards apply.
1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet back into the property as measured from the current edge of sidewalk or street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the City Engineer.
2. Any driveway approach built within public right-of-way shall be built and permitted per City requirements as approved by the City Engineer.
3. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the City Engineer.
Finding: Complies with condition. Any driveway approach built within the public right-of-way shall be built and permitted per City requirements as approved by the City Engineer. All driveways, proposed and existing, shall be made ADA compliant. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

H. Exceptions. The City Engineer reserves the right to waive these standards or not allow driveway access, if the driveway(s) would cause a significant traffic safety hazard. Narrower driveway widths may be considered where field conditions preclude use of recommended widths. When larger vehicles and trucks will be the predominant users of a particular driveway, turning templates may be utilized to develop a driveway width that can safely and expeditiously accommodate the prevalent type of ingress and egress traffic.
Finding: Not applicable. No exemptions are proposed.

16.12.065 - Building site—Grading.
Grading of building sites shall conform to the State of Oregon Structural Specialty Code, Title 18, any approved grading plan and any approved residential lot grading plan in accordance with the requirements of OCMC 13.12,15.48, 16.12 and the Public Works Stormwater and Grading Design Standards, and the erosion control requirements of OCMC 17.47.
Finding: Applicable. See Findings under 15.48

16.12.085 - Easements.
The following shall govern the location, improvement and layout of easements:
A. Utilities. Utility easements shall be required where necessary as determined by the City Engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the development and with adjoining subdivisions or partitions. Specific utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans.
Finding: Complies as Conditioned. The development shall include a 10-foot-wide public utility easement along all property lines fronting existing or proposed right-of-way. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards.
Finding: Not applicable. The applicant has not proposed unusual facilities.

C. Watercourses. Where a development is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.
Finding: Not applicable. The development is not traversed by a watercourse.

D. Access. When easements are used to provide vehicular access to lots within a development, the construction standards, but not necessarily width standards, for the easement shall meet City specifications. The minimum width of the easement shall be 20 feet. The easements shall be improved and recorded by the applicant and inspected by the City Engineer. Access easements may also provide for utility placement.
Finding: Not applicable. The applicant has not proposed any access easements as part of this development.

E. Resource Protection. Easements or other protective measures may also be required as the Community Development Director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.
Finding: Not applicable. The development is not traversed by a significant natural feature or features of historic significance.

16.12.090 - Minimum improvements—Procedures.
In addition to other requirements, improvements installed by the applicant either as a requirement of these or other regulations, or at the applicant's option, shall conform to the requirements of this title and be designed to City specifications and standards as set out in the City's facility master plan and Public Works Stormwater and Grading Design Standards. The improvements shall be installed in accordance with the following procedure:
A. Improvement work shall not commence until construction plans have been reviewed and approved by the City Engineer and to the extent that improvements are located in County or State right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.
Finding: Complies with condition. Commencement of improvement work is further restricted by requirements of section 16.12.014; see section 16.12.014 of this report for associated findings. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

B. Improvements shall be constructed under the inspection and approval of the City Engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the City Engineer or other City decision-maker, the applicant's project engineer also shall inspect construction.
Finding: Complies with condition. Improvements shall be constructed under the inspection and approval of the City. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. The applicant's project engineer also shall inspect construction. Payment for inspection fees is further limited by requirements of section 16.12.014; see section 16.12.014 of this report for associated

findings. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of OCMC 17.47, 17.49 and the Public Works Erosion and Sediment Control Standards.
Finding: Compiles with Condition. See findings from Sections 17.47 and 17.49 of this report.

D. Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities, such as, storm, water and sanitary sewer shall be placed beyond the ten-foot wide franchise utility easement within private property.
Finding: Not applicable. No new streets are proposed.

E. As-built construction plans and digital copies of as-built drawings shall be filed with the City Engineer upon completion of the improvements.
Finding: Complies with Condition: As-built construction plans and digital copies of as-built drawings shall be filed with the City Engineer within 90 days of completing improvements. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

F. The City Engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.
Finding: Complies with condition. Permitted hours of construction shall be set forth by the City Engineer in the pre-construction meeting. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.095 - Minimum improvements—Public facilities and services.
The following minimum improvements shall be required of all applicants for a development, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the City's public systems and facilities:
A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the City's planned level of service on all public streets, including alleys within the development and those portions of public streets adjacent to but only partially within development. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points or curvature and points of tangency of their center line, and at such other points as directed by the City Engineer.
Finding: Complies with condition. See findings under 16.12.033 for compliance with transportation system mobility standards. No nearby properties have been identified for future development as the existing neighborhood is fully built out. See findings from section 13.12 for the design of stormwater management facilities to serve the development. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

B. Stormwater Drainage System. Applicants shall design and install drainage facilities within a development and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system. The applicant shall design the drainage facilities in accordance with City drainage master plan requirements, OCMC 13.12 and the Public Works Stormwater and Grading Design Standards.
Finding: Complies with condition. See findings from section 13.12 for the design of stormwater management facilities to serve the development. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

C. Sanitary Sewer System. The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a development in accordance with the City's sanitary sewer design standards, and shall connect those lots or parcels to the City's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. Applicants are responsible for extending the City's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the City Engineer before construction begins.
Finding: Complies with condition. An 8-inch sanitary sewer main exists within Warner Parrot Road, with manholes located to the west and east of the property. The development will be required to provide a sanitary service lateral and two-way cleanout per City standards. There is an existing sanitary sewer service lateral within Warner Parrot. If the applicant intends to use an existing sanitary sewer service line, it shall be at least 6” in diameter and the applicant shall provide a video inspection report to the City and Public Works will confirm if the lateral is in usable condition. Otherwise, the development shall install a new 6” service lateral. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

D. Water System. The applicant shall design and install a water system to serve all lots or parcels within a development in accordance with the City public works water system design standards, and shall connect those lots or parcels to the City's water system. Applicants are responsible for extending the City's water system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.
Finding: Complies with condition. There is an existing water service line which is located at the northwest corner of the property. If the applicant intends to use the existing water service line, it shall be at least 1” in diameter and the applicant shall perform inspections to confirm that it is in usable condition to the satisfaction of the City. Otherwise, the development shall install, at a minimum, a new 1” water service line and meter to serve the development. The new service shall use a saddle to connect to the 10” cast iron water main located within Warner Parrot Road. Fire suppression shall meet Clackamas Fire District No. 1 standards prior to receiving a permit and beginning construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

E. Street Trees. Refer to OCMC 12.08, Street Trees.
Finding: See findings from section 12.08.

F. Bench Marks. At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the City Engineer.
Finding: Not applicable. The applicant has not proposed a subdivision.

G. Other Utilities. The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. Existing and new electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.
Finding: Complies with Condition. All new franchise utilities shall be placed underground. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

H. Oversizing of Facilities. All facilities and improvements shall be designed to City standards as set out in the City's facility master plan, public works design standards, or other City ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. A development may be required to modify or replace existing offsite systems if necessary to provide adequate public facilities. The City may require oversizing of facilities to meet standards in the City's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the City for oversizing based on the City's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.
Finding: Not applicable. No facilities are required to be oversized as part of this application.

I. Erosion Control Plan—Mitigation. The applicant shall be responsible for complying with all applicable provisions of OCMC 17.47 with regard to erosion control.
Finding: See findings from section 17.47 of this report

16.12.100 - Same—Road standards and requirements.
A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of this Chapter. However, the decision-maker may approve the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions where any of the following conditions exist:
1. The establishment of the public street is initiated by the City Commission and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street;
2. The tract in which the street is to be dedicated is within an isolated ownership either not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.
Finding: Not applicable. The creation of a new public street is not proposed or required.

B. For any public street created pursuant to subsection A of this section, a copy of a preliminary plan and the proposed deed shall be submitted to the Community Development Director and City Engineer at least ten days prior to any public hearing scheduled for the matter. The plan, deed and any additional information the applicant may submit shall be reviewed by the decision-maker and, if not in conflict with the standards of Title 16 and Title 17, may be approved with appropriate conditions.
Finding: Not applicable. The applicant has not proposed the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions.

16.12.105 - Same—Timing requirements.
A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with OCMC 17.50.140.
Finding: Not applicable. The city has only afforded the applicant the option to construct the public improvements according to approved final engineering plans and all applicable requirements of this Code. Improvements are required to be completed and accepted by the City Engineer prior to final plat approval per findings from section 16.12.090 of this report.

B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the City Engineer. Under this option, the improvement shall be complete and accepted by the City Engineer prior to final plat approval.
Finding: Applicable. Improvements are required to be completed and accepted by the City Engineer before approval of the preliminary plat; see findings from section 16.12.090 of this report.

16.12.110 -Public improvements—Financial guarantees.
A. To ensure construction of required public improvements, the applicant shall provide the City with a performance guarantee in accordance with OCMC 17.50.140.
Finding: Please see findings from Section 17.50.140 of this report.

B. After satisfactory completion of required public improvements and facilities, all public improvements not constructed by the City, shall be maintained and under warranty provided by the property owner or developer constructing the facilities until the City accepts the improvements at the end of the warranty period as prescribed in OCMC 17.50.141.
Finding: Please see findings from Section 17.50.141 of this report.

16.12.120 Waiver of Remonstrance
The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the City Attorney.
Finding: Complies with condition. The property owner shall sign a Restrictive Covenant Non-Remonstrance Agreement for the purpose of making storm sewer, sanitary sewer, water or street improvements in the future that benefit the property. The applicant shall pay all fees associated with processing and recording the Non-Remonstrance Agreement. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.47 – EROSION AND SEDIMENT CONTROL

17.47.030 - Applicability.
A. This chapter, which may also be referred to as "erosion control" in this Code, applies to development that may cause visible or measurable erosion on any property within the city limits of Oregon City.

B. This chapter does not apply to work necessary to protect, repair, maintain or replace existing structures, utility facilities, roadways, driveways, accessory uses and exterior improvements in response to emergencies, provided that after the emergency has passed, adverse impacts are mitigated in accordance with applicable standards.
Finding: Applicable. The application disturbs more than 1,000 square feet of earth; therefore, erosion and sediment control standards shall be followed.

17.47.060 - Permit required.
The applicant must obtain an erosion and sediment control permit prior to, or contemporaneous with, the approval of an application for any building, land use or other city-issued permit that may cause visible or measurable erosion.
Finding: Complies with condition. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan prior to issuance of an erosion control permit. The applicant shall obtain an erosion control permit prior to commencement of any earth disturbing activities. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.47.070 - Erosion and sediment control plans.
A. An application for an erosion and sediment control permit shall include an erosion and sediment control plan, which contains methods and interim measures to be used during and following construction to prevent or control erosion prepared in compliance with City of Oregon City public works standards for erosion and sediment control. These standards are incorporated herein and made a part of this title and are on file in the office of the city recorder.
B. Approval Standards. An erosion and sediment control plan shall be approved only upon making the following findings:
1. The erosion and sediment control plan meets the requirements of the City of Oregon City public works standards for erosion and sediment control incorporated by reference as part of this chapter;
2. The erosion and sediment control plan indicates that erosion and sediment control measures will be managed and maintained during and following development. The erosion and sediment control plan indicates that erosion and sediment control measures will remain in place until disturbed soil areas are permanently stabilized by landscaping, grass, approved mulch or other permanent soil stabilizing measures.
C. The erosion and sediment control plan shall be reviewed in conjunction with the requested development approval. If the development does not require additional review, the manager may approve or deny the permit with notice of the decision to the applicant.
D. The city may inspect the development site to determine compliance with the erosion and sediment control plan and permit.
E. Erosion that occurs on a development site that does not have an erosion and sediment control permit, or that results from a failure to comply with the terms of such a permit, constitutes a violation of this chapter.
F. If the manager finds that the facilities and techniques approved in an erosion and sediment control plan and permit are not sufficient to prevent erosion, the manager shall notify the owner or his/her designated representative. Upon receiving notice, the owner or his/her designated representative shall immediately install interim erosion and sediment control measures as specified in the City of Oregon City public works standards for erosion and sediment control. Within three days from the date of notice, the owner or his/her designated representative shall submit a revised erosion and sediment control plan to the city. Upon approval of the revised plan and issuance of an amended

permit, the owner or his/her designated representative shall immediately implement the revised plan.
G. Approval of an erosion and sediment control plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).
Finding: Complies as conditioned. Erosion and sediment control plans shall be submitted for review and approval by the City prior to issuance of an erosion and sediment control permit. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.47.080 - Plan implementation.
An approved erosion control and sediment control plan shall be implemented and maintained as follows:
A. Plan approval, where required, shall be obtained prior to clearing or grading. No grading, clearing or excavation of land requiring a plan shall be undertaken prior to approval of the plan.
B. The erosion and sediment control facilities shall be constructed prior to any clearing and grading activities, and maintained in such a manner as to ensure that sediment laden water does not enter the drainage system or violate applicable water standards.
C. The implementation of an erosion and sediment control plan and the construction, maintenance, replacement, and upgrading of erosion and sediment control facilities is the responsibility of the owner or his/her designated representative until all construction is completed and approved, and vegetation, landscaping or approved finished surfaces is established.
D. The erosion and sediment control facilities herein are the minimum requirements for anticipated site conditions. During the construction period, these erosion and sediment control facilities shall be upgraded as needed for unexpected storm events and to ensure that sediment-laden water does not leave the site.
E. Any observation of visible or measurable erosion, or an observation of more than a ten-percent increase in downstream channel turbidities, will result in an enforcement action by the city.
F. The owner or his/her designated representative shall implement the measures and construct facilities as provided for and according to the implementation schedule in the approved plan. The manager shall be allowed reasonable access to the development site for inspection purposes.
Finding: Applicable. The Oregon City Erosion Control Officer ensures that the development will comply with the city's Erosion and Sediment Control Standards. The Oregon City Erosion Control Officer will access the development site and perform inspections to ensure compliance.

17.47.090 - Plan performance guarantee and security.
After the plan is approved by the manager and prior to construction or grading, the owner shall provide a financial guarantee. Erosion and sediment control shall be included in the cost estimate for the primary project, such as land division or site plan, and included in that project's performance guarantee.
Finding: Complies as conditioned. See Findings in Chapter 17.50.

<u>CHAPTER 12.08 PUBLIC AND STREET TREES</u>

12.08.015 - Street tree selection, planting and maintenance requirements.
All development shall provide street trees adjacent to all street frontages. Species and locations of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the

Oregon City Street Tree List, an approved street tree list for a jurisdiction in the metropolitan region, or be approved by a certified arborist unless otherwise approved pursuant to this section. If a setback sidewalk has already been constructed or the Public Works Department determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip or within tree wells. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed according to OCMC 12.08.035.C.

A. One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage to meet the clearance distances required in subsection (B) below. The Community Development Director may approve an alternative street tree plan, or accept fee-in-lieu of planting pursuant to OCMC 12.08.035, if site or other constraints prevent meeting the required total number of tree plantings.

B. The following clearance distances shall be maintained when planting trees:

1. Fifteen feet from streetlights;

2. Five feet from fire hydrants;

3. Twenty feet from intersections;

4. Five feet from all public utilities (i.e. sewer, storm and water lines, utility meters, etc.);

C. All street trees planted in conjunction with development shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications. Larger caliper size trees may be approved if recommended by a certified arborist or registered landscape architect.

D. All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.

E. All trees planted within the right-of-way shall be planted with root barriers at least eighteen inches in depth adjacent to the sidewalk and curb to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.

F. All trees planted beneath powerlines shall be selected based on what is appropriate for the location. In addition, the tree species shall be approved by the associated franchise powerline utility company.

G. Tree species, spacing and selection for stormwater facilities in the public right-of-way and in storm water facilities shall conform to requirements of OCMC 13.12 and the adopted Stormwater and Grading Design Standards and be approved by the City Engineer.

H. Any public or street trees planted within the Natural Resource Overlay District shall conform to the applicable requirements of OCMC 17.49 - Natural Resources Overlay District (NROD).

Finding: Complies with condition. The proposal requires the installation of street trees along approximately 124 feet of frontage, requiring 4 street trees (125/35= 3.54 = 4 trees). Currently there are no trees planted in the right-of-way abutting the site. The location of the street trees are subject to change with the placement of street lights, utility meters, etc. and the existing curb-tight sidewalk, which is only 6 feet wide. Therefore, the street trees will need to be planted either in tree wells that have been cut out of the sidewalk with the approval of the public works department, or, if there is insufficient space, may be planted behind the sidewalk on private property, in which case a street tree easement may be required. Prior to issuance of construction plans of the right-of-way improvements, the applicant shall submit a street tree plan which includes four street trees evenly distributed in accordance with OCMC 12.08 or the applicant shall provide fee-in-lieu of planting pursuant to OCMC 12.08 if site or other constraints prevent meeting the required total number of tree plantings. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.08.035 - Tree removal and replacement.

Existing street trees, trees in the right-of-way, and trees on public property shall be retained and protected during development unless removal is specified as part of a land use approval or in conjunction with a public capital improvement project, in accordance with OCMC 17.41.
Finding: Not applicable. No street tree removal is proposed.

CHAPTER 17.08 LOW DENSITY RESIDENTIAL DISTRICTS

17.08.020 - Permitted uses.

Permitted uses in the R-10, R-8 and R-6 districts are:

A. Single-family detached residential units;
B. Accessory uses, buildings and dwellings;
C. Internal conversions;
D. Corner duplexes;
E. Cluster housing;
F. Residential homes;
G. Parks, playgrounds, playfields and community or neighborhood centers;
H. Home occupations;
I. Family day care providers;
J. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
K. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
L. Transportation facilities.

Finding: Not applicable. Currently the use of the property is for a residential home with five beds. The proposal is to expand the existing home to thirty beds, which requires Conditional Use approval.

17.08.025 - Conditional uses.

The following uses are permitted in the R-10, R-8 and R-6 districts when authorized by and in accordance with the standards contained in OCMC 17.56:

A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
B. Bed and breakfast inns/boarding houses;
C. Cemeteries, crematories, mausoleums and columbariums;
D. Child care centers and nursery schools;
E. Emergency service facilities (police and fire), excluding correctional facilities;
F. Residential care facilities;
G. Private and/or public educational or training facilities;
H. Public utilities, including sub-stations (such as buildings, plants and other structures);
I. Religious institutions;
J. Assisted living facilities; nursing homes and group homes for over fifteen patients;

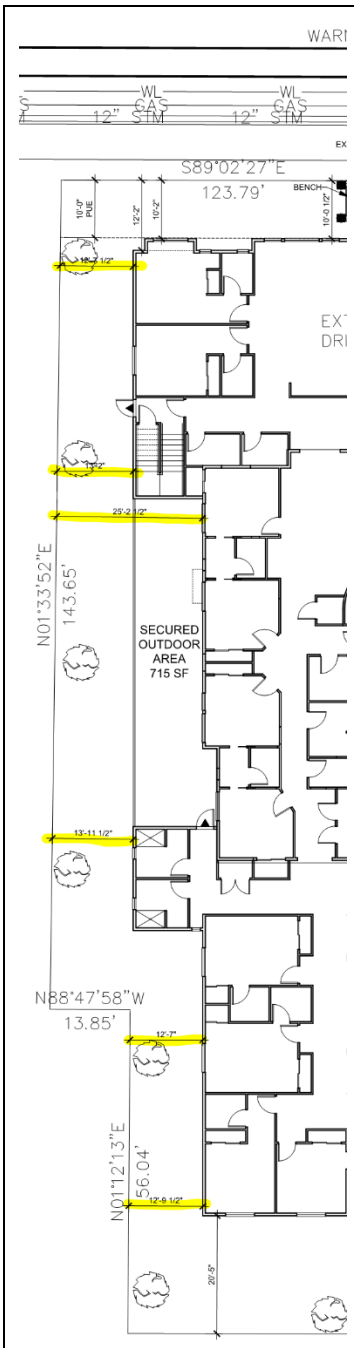
Finding: Complies with conditions. The applicant proposed to expand the existing residential home into a 30-bed residential care facility for elderly / memory care, which requires Conditional Use approval pursuant to OCMC 17.56. Conditions of approval have been added to assure compliance with the applicable standards in the OCMC. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.08.040 - Dimensional standards.

Dimensional standards in the R-10 district are as follows:

Table 17.08.040

Standard	***R-10***
Minimum lot size[1]	*10,000 sq. ft.*
Finding: Complies as proposed. No changes to the current lot size or shape are proposed. The lot is approximately 23,930 square feet in area.	
Maximum height	*35 ft.*
Finding: Complies as proposed. Tallest structure proposed: The front portion and middle portions of the building measure 23.5 feet from finished grade to the mid-point of the roof. The rear of the building is 25 feet tall as measured from finished grade to the mid-point of the roof.	
Minimum lot width	*65 ft.*
Finding: Complies as proposed. No changes to the current lot size or shape are proposed. Smallest width proposed: 123.79 feet	
Minimum lot depth	*80 ft.*
Finding: Complies as proposed. No changes to the current lot size or shape are proposed. The smallest depth is 199.78 feet.	
Minimum front yard setback	*20 ft., except* *15 ft. - Porch*
Finding: Complies as proposed. The smallest front setback proposed is 10 feet 1/2". Per OCMC 17.62.055 the setback that is required for an institutional or commercial building is a maximum setback of five feet, exclusive of any easements. A 10' Public Utility Easement (PUE) is required across the property frontage, so the applicant has proposed a setback that accommodates the easement. Landscaping elements and benches are proposed within this area in accordance with OCMC 17.62.055 to mitigate for the additional five-foot setback as discussed in this report.	
Minimum interior side yard setback	*8 ft.*
Finding: Complies as proposed. The proposed minimum setbacks for the proposed building vary as indicated on the site plan but all exceed the minimum setback of eight feet (8').	



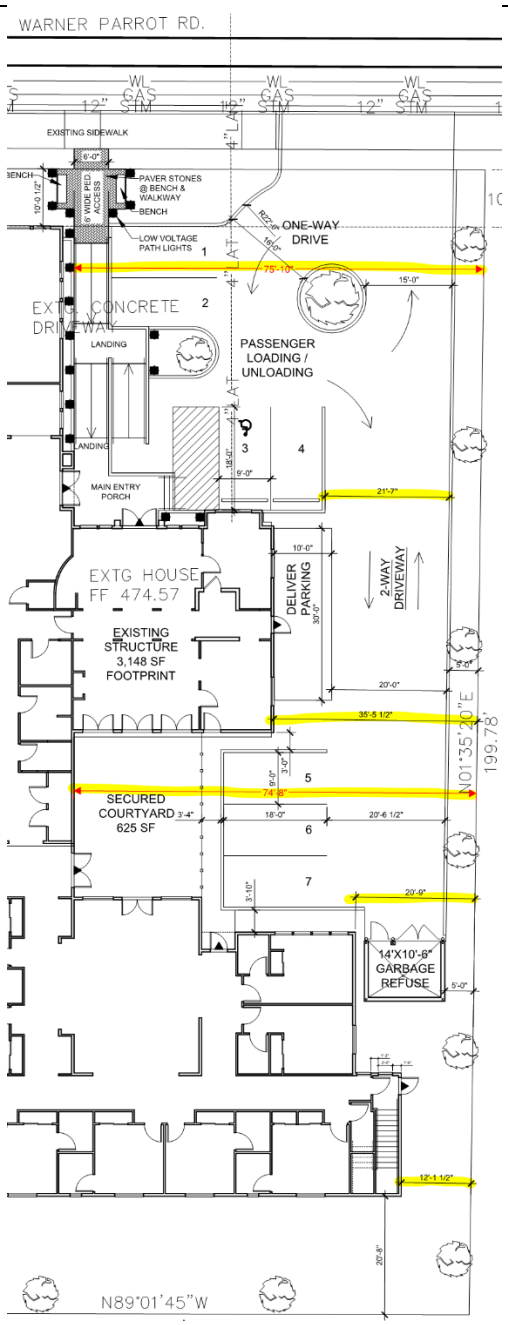
Right side setbacks (east) from front to rear:

- 12’ 7 ½”
- 13’ 2”
- 25’ 2 ½”
- 13’ 11 ½”
- 12’ 7”
- 12’ 9 ½”

Left side setbacks (west) from front to rear:

- 75’-10”
- 35’-5 ½”
- 74’-8”
- 13’ 11 ½”
- 12’-1 ½”

The smallest setback proposed is 12’ – 1½”.



Minimum corner side yard setback	*10 ft.*
Finding: Not applicable. The lot is not located on a corner.	
Minimum rear yard setback	*20 ft, except* *15 ft - Porch* *10 ft - ADU*
Finding: Complies as proposed. Smallest setback proposed: 20’-5”.	

Garage setback	*20 ft. from ROW, except 5 ft. Alley*
Finding: Not applicable. No garages are proposed.	

Notes:

1. *For land divisions, lot sizes may be reduced pursuant to OCMC 16.08.065.*
2. *Accessory structures may have reduced setbacks pursuant to OCMC 17.54.010.B.*

Finding: Complies as proposed. The refuse and recycling enclosure is located 5' from the property line, which exceeds the minimum required setback of three feet for an accessory structure.

17.08.050 - Density standards.

A. Density standards in the R-10, R-8 and R-6 districts are as follows:

Table 17.08.050

Standard	***R-10***	***R-8***	***R-6***
Minimum net density	*3.5 du/acre*	*4.4 du/acre*	*5.8 du/acre*
Maximum net density	*4.4 du/acre*	*5.4 du/acre*	*7.3 du/acre*

Finding: Not applicable. The applicant has not proposed separate dwelling units.

B. Exceptions.

1. Any dwelling units created as accessory dwelling units or internal conversions do not count towards the minimum or maximum density limits in Table 17.08.050.

2. Corner duplexes shall count as a single dwelling unit for the purposes of calculating density.

3. Cluster housing is permitted at higher densities exempt from the standards in Table 17.08.050; see OCMC 17.20.020.

Finding: Not applicable. The applicant has not proposed separate dwelling units.

<u>CHAPTER 17.41 TREE PROTECTION, PRESERVATION, REMOVAL AND REPLANTING STANDARDS</u>

17.41.020 - Tree protection—Applicability.

1. Applications for development subject to OCMC 16.08 (Land Divisions) or OCMC 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for

those developments. Compliance with this chapter is required from the date a land use application is filed until a land division is recorded or other development approval is final.

2. For public capital improvement projects, the City Engineer shall demonstrate compliance with these standards pursuant to a Type I process.

3. Tree canopy removal greater than twenty-five percent on areas with greater than twenty-five percent slope, unless exempted under OCMC 17.41.040, shall be subject to these standards.

4. A heritage tree or grove which has been designated pursuant to the procedures of OCMC 12.32 shall be subject to the standards of this section.

5. A tree that has been planted pursuant to this section shall remain or shall be replaced with a new tree if removed.

Finding: Complies with conditions. The applicant indicated that there are no trees on the site that require tree protection, removal, or mitigation. This does appear likely based on aerial photographs (See 2019 aerial photograph) but must be verified.

Prior to issuance of a building permit, the applicant shall provide clear evidence that there are no trees larger than 6" d.b.h. within the proposed footprint of the expanded building prior to issuance of a building permit. If there are any trees greater than 6" d.b.h. that require removal the applicant shall provide a tree removal plan and appropriate mitigation pursuant to this Chapter OCMC 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

<u>CHAPTER 17.50 ADMINISTRATION AND PROCEDURES</u>

17.50.050 – Pre-application conference.

A Pre-application Conference. Prior to a Type II – IV or Legislative application, excluding Historic Review, being deemed complete, the applicant shall schedule and attend a pre-application conference with City staff to discuss the proposal, unless waived by the Community Development Director. The purpose of the pre-application conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal.

<u>1.</u> To schedule a pre-application conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee.

<u>2.</u> At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans.

3. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the pre-application conference.
B. A pre-application conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant shall schedule and attend another conference before the City will accept a permit application. The Community Development Director may waive the pre-application requirement if, in the Director's opinion, the development has not changed significantly and the applicable municipal code or standards have not been significantly amended. In no case shall a pre-application conference be valid for more than one year.
Finding: Complies as proposed. The applicant applied for and attended the required pre-application conference, file number PA-19-00039 on July 30, 2019. Written summaries of the meeting were provided to the applicant by staff.

17.50.055 - Neighborhood association meeting.
Neighborhood Association Meeting. The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.
A. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, Planning Commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the City-recognized neighborhood association in whose territory the application is proposed no earlier than one year prior to the date of application. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.
B. The applicant shall request via email or regular mail a request to meet with the neighborhood association chair where the proposed development is located. The notice shall describe the proposed project. A copy of this notice shall also be provided to the chair of the Citizen Involvement Committee.
C. A meeting shall be scheduled within thirty days of the date that the notice is sent. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall host a meeting inviting the neighborhood association, Citizen Involvement Committee, and all property owners within three hundred feet to attend. This meeting shall not begin before six p.m. on a weekday or may be held on a weekend and shall occur within the neighborhood association boundaries or at a City facility.
D. If the neighborhood association is not currently recognized by the City, is inactive, or does not exist, the applicant shall request a meeting with the Citizen Involvement Committee.
E. To show compliance with this section, the applicant shall submit a copy of the email or mail notice to the neighborhood association and CIC chair, a sign-in sheet of meeting attendees, and a summary of issues discussed at the meeting. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, postcard or other correspondence used, and a summary of issues discussed at the meeting and submittal of these materials shall be required for a complete application.
Finding: Complies as proposed. Currently, the South End Neighborhood Association is inactive. The applicant attended a Citizen Involvement Committee meeting on August 3, 2020 to discuss the project. The agenda and video of the meeting is available at https://www.orcity.org/meetings.

17.50.090 - Public notices.
All public notices issued by the city announcing applications or public hearings of quasi-judicial or legislative actions, shall comply with the requirements of this section.

B. Notice of Public Hearing on a Type III or IV Quasi-Judicial Application.
Notice for all public hearings concerning a quasi-judicial application shall conform to the requirements of this subsection. At least twenty days prior to the hearing, the city shall prepare and send, by first class mail, notice of the hearing to all record owners of property within three hundred feet of the subject property and to any city-recognized neighborhood association whose territory includes the subject property. The city shall also publish the notice on the city website within the city at least twenty days prior to the hearing. Pursuant to OCMC 17.50.080.H, the applicant is responsible for providing an accurate and complete set of mailing labels for these property owners and for posting the subject property with the city-prepared notice in accordance with OCMC 17.50.100. Notice of the application hearing shall include the following information:

1. *The time, date and location of the public hearing;*
2. *Street address or other easily understood location of the subject property and city-assigned planning file number;*
3. *A description of the applicant's proposal, along with a list of citations of the approval criteria that the city will use to evaluate the proposal;*
4. *A statement that any interested party may testify at the hearing or submit written comments on the proposal at or prior to the hearing and that a staff report will be prepared and made available to the public at least seven days prior to the hearing;*
5. *A statement that any issue which is intended to provide a basis for an appeal to the city commission shall be raised before the close of the public record. Issues must be raised and accompanied by statements or evidence sufficient to afford the city and all parties to respond to the issue;*
6. *The notice shall state that a city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal;*
7. *A statement that the application and all supporting materials and evidence submitted in support of the application may be inspected at no charge and that copies may be obtained at reasonable cost at the planning division offices during normal business hours; and*
8. *The name and telephone number of the planning staff person responsible for the application or is otherwise available to answer questions about the application.*

Finding: Complies as proposed. A public notice of the first evidentiary hearing before the Planning Commission scheduled for August 24 2020 conforming to this section was provided by mailing to all property owners and residents within 300 feet of the property, on the city website, with signs posted on the property, and by email to the CIC and affected agencies on July 10, 2020. On August 24, 2020, the Planning Commission continued the public hearing to the date certain of October 23, 2020.

17.50.100 - Notice posting requirements.
Where this chapter requires notice of a pending or proposed permit application or hearing to be posted on the subject property, the requirements of this section shall apply.
A. City Guidance and the Applicant's Responsibility. The City shall supply all of the notices which the applicant is required to post on the subject property and shall specify the dates the notices are to be posted and the earliest date on which they may be removed. The City shall also provide a statement to be signed and returned by the applicant certifying that the notice(s) were posted at the correct time and that if there is any delay in the City's land use process caused by the applicant's failure to correctly post the subject property for the required period of time and in the correct location, the applicant agrees to extend the applicable decision-making time limit in a timely manner.
B. Number and Location. The applicant shall place the notices on each frontage of the subject property. If the property's frontage exceeds six hundred feet, the applicant shall post one copy of the notice for each

six hundred feet or fraction thereof. Notices do not have to be posted adjacent to alleys or unconstructed right-of-way. Notices shall be posted within ten feet of the street and shall be visible to pedestrians and motorists. Notices shall not be posted within the public right-of-way or on trees. The applicant shall remove all signs within ten days following the event announced in the notice.

Finding: Complies as proposed. A public notice of the first evidentiary hearing before the Planning Commission scheduled for August 24 2020 conforming to this section was provided by mailing to all property owners and residents within 300 feet of the property, on the city website, with signs posted on the property, and by email to the CIC and affected agencies on July 10, 2020. On August 24, 2020, the Planning Commission continued the public hearing to the date certain of October 23, 2020.

17.50.140 – Financial guarantees.

When conditions of permit approval require a permitee to construct certain public improvements, the City shall require the permitee to provide financial guarantee for construction of the certain public improvements. Financial guarantees shall be governed by this section.

A. Form of Guarantee. Guarantees shall be in a form approved by the City Attorney. Approvable forms of guarantee include irrevocable standby letters of credit to the benefit of the City issued by a recognized lending institution, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the City. The form of guarantee shall be specified by the City Engineer and, prior to execution and acceptance by the City shall be reviewed and approved by the City Attorney. The guarantee shall be filed with the City Engineer.

B. Performance Guarantees. A permittee shall be required to provide a performance guarantee as follows.

1. After Final Approved Design by The City: The City may request the Permittee to submit a Performance Guarantee for construction of certain public improvements. A permitee may request the option of submitting a Performance Guarantee when prepared for temporary/final occupancy. The guarantee shall be one hundred twenty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the City Engineer.

2. Before Complete Design Approval and Established Engineered Cost Estimate: The City may request a permittee to submit a Performance Guarantee for construction of certain public improvements. A permitee may request the option of submitting a performance guarantee before public improvements are designed and completed. The guarantee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the City Engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the City Engineer.

C. Release of Guarantee. The guarantee shall remain in effect until the improvement is actually constructed and accepted by the City. Once the City has inspected and accepted the improvement, the City shall release the guarantee to the permittee. If the improvement is not completed to the City's satisfaction within the time limits specified in the permit approval, the City Engineer may, at their discretion, draw upon the guarantee and use the proceeds to construct or complete construction of the improvement and for any related administrative and legal costs incurred by the City in completing the construction, including any costs incurred in attempting to have the permittee complete the improvement. Once constructed and approved by the City, any remaining funds shall be refunded to the permittee. The City shall not allow a permittee to defer construction of improvements by using a performance guarantee, unless the permittee agrees to construct those improvements upon written notification by the City, or at some other mutually agreed-to time. If the permittee fails to commence construction of the required improvements within six months of being instructed to do so, the City may, without further notice, undertake the construction of the improvements and draw upon the permittee's performance guarantee to pay those costs.

D. Fee-in-lieu. When conditions of approval or the City Engineer allows a permittee to provide a fee-in-lieu of actual construction of public improvements, the fee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the City Engineer. The percentage required is to ensure adequate funds for the future work

involved in design, bid, contracting, and construction management and contract closeout. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the City Engineer. The fee-in-lieu shall be submitted as cash, certified check, or other negotiable instrument acceptable by the City Attorney.

Finding: Complies with condition. The applicant shall submit a performance guarantee which is equal to one hundred twenty percent of the estimated cost of constructing the public improvements shown in a city approved construction plan submitted by the applicant's engineer. The estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall remain in effect until the improvement is actually constructed and accepted by the city. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.50.141 – Public improvements – Warranty

All public improvements not constructed by the City, shall be maintained and under warranty provided by the property owner or developer constructing the facilities until the City accepts the improvements at the end of the warranty period. The warranty is to be used at the discretion of the City Engineer or designee to correct deficiencies in materials or maintenance of constructed public infrastructure, or to address any failure of engineering design.

A. Duration of Warranty. Responsibility for maintenance of public improvements shall remain with the property owner or developer for a warranty period of two years.

B. Financial Guarantee. Approvable forms of guarantee include irrevocable standby letters of credit to the benefit of the City issued by a recognized lending institution, bond, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the City. The form of guarantee shall be specified by the City Engineer and, prior to execution and acceptance by the City shall be reviewed and approved by the City Attorney. The guarantee shall be filed with the City Engineer.

C. Amount of Warranty. The amount of the warranty shall be equal to fifteen percent of the estimated cost of construction of all public improvements (including those improvements that will become owned and maintained by the City at the end of the two year maintenance period), and shall be supported by a verified engineering estimate and approved by the City Engineer. Upon expiration of the warranty period and acceptance by the City as described below, the City shall be responsible for maintenance of those improvements.

D. Transfer of Maintenance. The City will perform an inspection of all public improvements approximately forty-five days before the two-year warranty period expires. The public improvements shall be found to be in a clean, functional condition by the City Engineer before acceptance of maintenance responsibility by the City. Transfer of maintenance of public improvements shall occur when the City accepts the improvements at the end of the two year warranty period.

Finding: Complies with condition. The applicant shall provide a Maintenance Guarantee in the amount of fifteen percent of the cost to construct all public improvements as shown in a city approved construction plan submitted by the applicant's engineer. The estimated costs shall be supported by a verified engineering estimate approved by the City Engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall warrant to the City of Oregon City that construction of public improvements will remain, for a period of twenty-four (24) months from the date of acceptance, free from defects in materials and workmanship. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.52 OFF-STREET PARKING AND LOADING

17.52.010 - Applicability.
The construction of a new structure or parking lot, or alterations to the size or use of an existing structure, parking lot or property use shall require site plan review approval and compliance with this chapter. This chapter does not apply to single-family attached, detached residential dwellings and duplexes.
Finding: Applies. The proposal includes modifications to the existing parking lot.

17.52.020 - Number of automobile spaces required.
A. The number of parking spaces shall comply with the minimum and maximum standards listed in Table 17.52.020. The parking requirements are based on spaces per one thousand square feet net leasable area unless otherwise stated.

Table 17.52.020		
LAND USE	*PARKING REQUIREMENTS*	
	MINIMUM	*MAXIMUM*
Senior housing, including congregate care, residential care and assisted living facilities; nursing homes and other types of group homes	*1 per 7 beds*	*1 per 5 beds*
Office	*2.70*	*3.33*

1. Multiple Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.
Finding: Complies as proposed. The minimum required off-street parking for a 30-bed facility with 400 square feet of office space (office + conference room) is 5 spaces. The maximum number of spaces of off-street parking permitted is seven (7) spaces.

Care Facility: Minimum: 30 beds ÷ 7 = 4.28 = 4 spaces
Maximum: 30 beds ÷ 5 = 6 spaces

Office: Minimum: 400 sf X 2.7 / 1000 = 1.08 = 1 space

Maximum: 400 sf X 3.33 / 1000 = 1.33 = 1 space

The applicant has proposed 7-off street spaces and one unmarked loading space for deliveries.

There have been several public comments that the proposed parking is insufficient and concerns that parking for visitors, guests and employees would be overflow onto the street. On-street parking is permitted abutting the property and may be credited as additional parking. There is space for four on-street parking spaces abutting the site.

The applicant provided a revised parking plan in response to these comments and the modified proposal is for the maximum amount of parking permitted under the code. The applicant does not request a parking modification to add more parking and staff does not recommend one.

2. Requirements for types of buildings and uses not specifically listed herein shall be determined by the Community Development Director, based upon the requirements of comparable uses listed.

Finding: Not applicable. The proposed uses are listed on table 17.52.020.

3. Where calculation in accordance with the above list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.
Finding: Complies as proposed. Fractions were rounded in accordance with this chapter.

4. Fleet vehicle parking shall be accommodated within the maximum parking ratio, except that in GI, CI, and MUE zones, fleet vehicle parking may be included in a parking lot in addition to the maximum number of permitted parking spaces.
Finding: Not applicable. The proposal does not include fleet vehicles.

5. A change in use within an existing habitable building located in the MUD Design District or the Willamette Falls Downtown District is exempt from additional parking requirements. Additions to an existing building and new construction are required to meet the minimum parking requirements for the areas as specified in Table 17.52.020 for the increased square footage.
Finding: Not applicable. The proposal is not within these districts.

B. Parking requirements can be met either onsite, or offsite by meeting one or multiple of the following conditions:
1. Parking may be located on the same site as the associated use which it is supporting.
Finding: Complies as proposed. All parking requirements can be met on-site**.**

2. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the Community Development Director.
Finding: Complies as proposed. The proposal includes an assisted living facility with a small office and the parking for these uses was calculated together.

3. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlay (e.g., uses primarily of a daytime versus nighttime nature), that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.
Finding: Not applicable. The applicant did not propose shared parking.

4. On-Street Parking. On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space shall not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:
a. Dimensions. The following constitutes one on-street parking space:
1. Parallel parking: twenty-two feet of uninterrupted and available curb;
2. Forty-five and/or sixty-degree diagonal parking: Fifteen feet of curb;
3. Ninety-degree (perpendicular) parking: Twelve feet of curb.
4. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general

public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.
Finding: Complies as proposed. The applicant indicated that there is space available abutting the side for four spaces, should it be necessary. The property frontage has 85' of available abutting curb for on-street parking, not including the driveway, which is the equivalent of four parallel parking spaces (85 / 22 = 3.86 = 4 spaces). There have been several public comments that the proposed parking was insufficient and concerns that parking for visitors, guests and employees would be overburden the on-street parking. The applicant provided a revised parking plan that proposes the maximum allowable off-street parking for the proposed land use. Staff does not anticipate that there will be any additional need for further off-street parking.

*C. Reduction of the Number of the Minimum Automobile Spaces Required. Any combination of the reductions below is permitted unless otherwise noted... (*remaining code omitted for brevity).
Finding: Not applicable. The applicant has not requested a reduction in parking spaces.

17.52.030 - Standards for automobile parking.
A. Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety and meet requirements of OCMC 16.12.035. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.
Finding: Complies as proposed. See also 16.12.035. The applicant submitted a transportation study prepared by Charbonneau Engineering, which included an analysis of ingress and egress safety and sight distance and was found to meet or exceed AASHTO standards. The driveway is designed with ample maneuvering space and a circular, one-way driveway at the entrance which will assure that there are no backing movements or other maneuvering within the right-of-way.

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

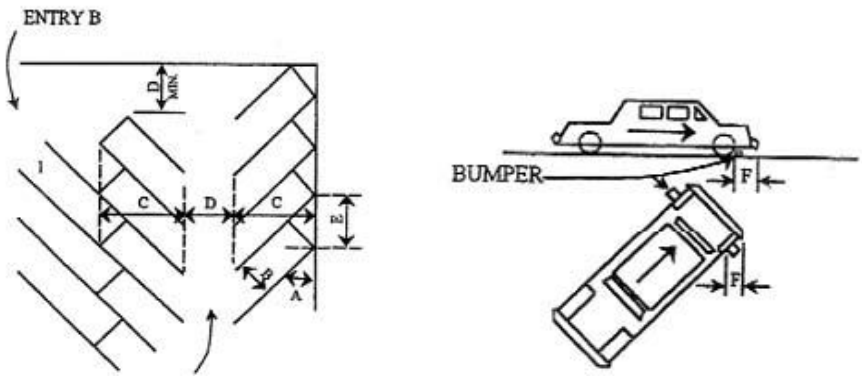
C. Drainage. Drainage shall be designed in accordance with the requirements of OCMC 13.12 and the City public works stormwater and grading design standards.
Finding: See findings from section 13.12 of this report.

D. Dimensional Standards.
1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all-weather surface to a street or alley. Parking stalls in compliance with the American with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty-five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The Community Development Director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this chapter.

PARKING STANDARD
PARKING ANGLE SPACE DIMENSIONS

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

All dimensions are to the nearest tenth of a foot.



Finding: Complies with condition. The applicant has proposed seven off-street parking stalls, which are numbered 1-7 on the revised site plan.

- Spaces #1, #2, #4-#7 measure 9’ X 18’ (Compact)
- Space #3 measures 18’ X 17’ (ADA compliant)

At least 35%, or two of the spaces may be compact while the remainder are required to be standard width and depth (9’ X 19’). Five of the spaces shall be required to be lengthened by one additional foot to be at least 19 feet deep. It appears likely that this can be done by painting longer stripes for spaces between the spaces without changing the proposed parking layout or reducing drive aisle widths below the minimum required. The applicant proposed a two-way drive-aisle at least 20 feet wide, conforms to the standard. Prior to issuance of a permit associated with the development, the applicant shall submit a revised parking lot layout which conforms to this code section. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

2. Alternative parking/plan. Any applicant may propose an alternative parking plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. In such situations, the Community Development Director may approve an alternative parking lot plan with variations to parking dimensions of this section. The alternative shall be

consistent with the intent of this chapter and shall create a safe space for automobiles and pedestrians while providing landscaping to the quantity and quality found within parking lot landscaping requirements.
Finding: Not applicable. The applicant has not proposed an alternative parking plan.

E. Carpool and Vanpool Parking. New developments with seventy-five or more parking spaces, excluding projects where seventy-five percent or more of the total floor area is residential , and new hospitals, government offices, group homes, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."
Finding: Not applicable. The proposal does not require that any of the parking spaces be designated for carpool or vanpool parking.

17.52.040 - Bicycle parking standards.
B. Number of Bicycle Spaces Required. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the Community Development Director, is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in OCMC 17.52.020 for determining automobile parking space requirements. Modifications to bicycle parking requirements may be made through the site plan and design, conditional use, or master plan review process.
*TABLE A Required Bicycle Parking Spaces**
Where two options for a requirement are provided, the option resulting in more bicycle parking applies. Where a calculation results in a fraction, the result is rounded up to the nearest whole number.

USE	*MINIMUM BICYCLE PARKING*	*MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered*
Nursing home or care facility	*1 per 30 auto spaces (minimum of 2)*	*30% (minimum of 1)*
Bank, office	*1 per 20 auto spaces (minimum of 2)*	*50% (minimum of 1)*

**Covered bicycle parking is not required for developments with two or fewer parking stalls.*
Finding: Complies with conditions. The proposal requires a minimum of two bicycle parking spaces, one for the care facility and one for the office. The applicant stated that two bicycle parking spaces will be provided on a staple rack outside and 2 bicycle parking spaces will be provided inside a storage within the building, however, the applicant did not indicate the bicycle parking on their submitted plans. Prior to issuance of a permit associated with the development, the applicant shall submit a revised bicycle parking plan conforming to all applicable requirements of OCMC 17.52.040 – Bicycle Parking Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

C. Design Standards.
1. Bicycle parking facilities shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or uncovered rack onsite, or within the adjacent right-of-way.
Finding: See finding under (B) above.

2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign shall be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings.
Finding: See finding under (B) above.

3. All bicycle racks shall be designed so that:
a. The bicycle frame is supported horizontally at two or more places.
b. The frame and at least one wheel of the bicycle can be locked to the rack with a standard U-type lock.
c. The user is not required to lift the bicycle onto the bicycle rack.
d. Each bicycle parking space is accessible without moving another bicycle.
e. It is a minimum of thirty inches tall and eighteen inches wide between the two points of contact.
f. Provides an area of six feet by two feet per bicycle.
g. All bicycle racks and lockers shall be securely anchored to the ground or to a structure.
Finding: See finding under (B) above.

17.52.060 - Parking lot landscaping.
A. Applicability. Unless otherwise specified, construction of new parking lots and alterations of existing parking lots shall comply with parking lot landscaping standards. Parking lot landscaping requirements within this section do not apply to parking structures or parking garages, except landscaping as required in OCMC 17.62.
Finding: Applicable. The applicant proposed parking lot landscaping.

B. Development Standards.
1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.
Finding: Complies as proposed. The proposed landscaping throughout the parking lot is uniformly distributed. The proposed parking spaces are located along the side of the building, and due to the small number of spaces required no interior landscaping is proposed.

2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.
Finding: Complies as proposed. All areas of the parking lot not used for parking, maneuvering, or circulation are proposed to be landscaped.

3. Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping.
Finding: Complies as proposed. The landscape plan includes a mix of deciduous and coniferous trees spread throughout the perimeter parking lot landscaping. The entrance roundabout is considered part of the parking lot and the island in the roundabout is proposed to be landscaped and include a tree.

4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List or approved by an arborist;
Finding: Complies with conditions. The landscape plan identifies that most of the parking lot trees will be a minimum of two inches in caliper, however there are several smaller tree species and conifer trees that are typically stocked and grown in 15-gallon containers, or sold by height, and which may not be available as two-inch caliper trees. Therefore, the applicant's landscape architect shall assure that the proposed parking lot trees are the largest available or two-inch caliper or 6' tall for coniferous trees, whichever is largest, and selected and planted according to American Nurseryman standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

5. At maturity, all of the landscaped area shall be planted in ground cover plants, which includes grasses. Mulch (as a ground cover) shall only be allowed underneath plants at full growth and within two feet of the base of a tree and is not a substitute for ground cover.

Finding: Complies with conditions. The landscaping plan includes landscaped areas planted with ground cover. The applicant shall provide revised landscaping plans that include this standard as part of the Planting Notes. Prior to issuance of a building permit, the applicant shall include a revised landscaping plan that include the statement; "At maturity, all of the landscaped area shall be planted in ground cover plants, which includes grasses. Mulch (as a ground cover) shall only be allowed underneath plants at full growth and within two feet of the base of a tree and is not a substitute for ground cover" in the Planting Notes on the applicable landscaping plan sheet or sheets. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

6. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the Community Development Director, that can demonstrate adequate maintenance;

Finding: Complies with conditions. The applicant did not submit an irrigation plan demonstrating compliance with this criterion. Prior to issuance of a building permit, the applicant shall include a revised landscaping plan that includes details for the irrigations systems required. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

7. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.

Finding: Complies as proposed. The landscaping plan indicates that all landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards

C. Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots and associated drive aisles shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the Community Development Director may approve an interruption in the perimeter parking lot landscaping for a single driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.

Finding: Complies as proposed. The perimeter landscaping strip buffer along the east property line is five feet in width.

1. The perimeter parking lot are[a] shall include:

a. Trees spaced a maximum of thirty feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;

Finding: Complies as proposed. The perimeter parking lot landscaping includes trees spaced a maximum of 30 feet apart, and a tree on either side of the parking lot entryway.

b. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.

Finding: Complies as proposed. The applicant proposed an evergreen hedge adjacent to the right-of-way.

D. Parking Area/Building Buffer. Except for parking lots with fewer than five parking stalls, parking areas (excluding drive aisles with no adjacent parking) shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:
1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) meeting the standards for perimeter parking lot area landscaping; or:
2. Minimum seven foot sidewalks with shade trees spaced a maximum of thirty feet apart in three-foot by five-foot tree wells.
Finding: **c**omplies with **c**onditions. **The applicant has proposed 7 off-street spaces, therefore this standard applies. The applicant shall provide a revised parking plan that provides a minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) between the 90-degree parking spaces abutting the building and the building wall. Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

E. Interior Parking Lot Landscaping. Surface parking lots with more than five parking stalls shall include at least forty-five square feet of interior parking lot landscaping per parking stall to improve the water quality, reduce storm water runoff, and provide pavement shade. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Fractions shall be rounded up when calculating the required number of plantings. Interior parking lot landscaping shall include:
a. A minimum of one tree per four parking spaces.
Finding: Complies as proposed. The proposed parking area is not considered a "surface" parking lot in the typical sense dues to its small size; however, the applicant has proposed a round entrance island of approximately 180 square feet in area and another. Additionally, the applicant is proposing the use of porous asphalt to infiltrate stormwater run-off as well as stormwater planters**.**

b. A minimum of 1.5 shrubs per parking space.
Finding: Complies with conditions. The applicant revised the parking plan with seven spaces, which would subsequently require 10 shrubs. Prior to issuance of permits, the applicant shall provide a revised landscaping plan which indicates compliance with this standard. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

c. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.
Finding: Not applicable. The applicant did not propose more than eight contiguous parking spaces.

F. Alternative landscaping plan.
Any applicant may propose an alternative landscaping plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. Alternative plans may include the use of low impact development techniques and minimized landscaping requirements. In such situations, the Community Development Director may approve variations to the landscaping standards of OCMC 17.52.060 in accordance with A and/or B below.
1. General Review Standard. The alternative shall meet the standards in OCMC 17.62.015- Modifications that will better meet design review requirements.
Finding: Not applicable. The applicant did proposed an alternative landscaping plan for the parking lot.

2. Credit for Pervious/Low Impact Development. The Community Development Director may count up to fifty percent of the square footage of any pervious hardscaped landscape material within a parking lot that is designed and approved pursuant to the City's adopted stormwater and low impact development design standards toward minimum landscaping requirements for the site. (This includes porous pavement detention, open celled block pavers, porous asphalt, porous concrete pavement, porous turf, porous gravel, etc.).

Finding: Not applicable. The applicant has not requested that the proposed porous asphalt be credited towards the site landscaping requirements.

17.52.080 - Maintenance.

The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.

All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

a. It will not interfere with the maintenance or repair of any public utility;

b. It will not restrict pedestrian or vehicular access; and

c. It will not constitute a traffic hazard due to reduced visibility.

Finding: Complies as proposed. The applicant's narrative identified that the landscaped areas will be maintained by the owner in accordance with this section.

17.52.090 - Loading areas.

B. Applicability.

OCMC 17.52.090 applies to uses that are expected to have service or delivery truck visits with a forty-foot or longer wheelbase, at a frequency of one or more vehicles per week. The City Engineer and decision maker shall determine through site plan and design review the number, size, and location of required loading areas, if any.

Finding: Not applicable. The applicant did not propose service or delivery by a truck with a forty-foot or longer wheelbase.

CHAPTER 17.54 SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS

17.54.100 Fences, Hedges, Walls, and Retaining Walls.
A. A fence, hedge, wall, retaining wall, or combination thereof may be located on real property, not within the right-of-way, subject to all of the following:
1. A fence, hedge, wall, retaining wall, or combination thereof located in front of a building may be up to 3.5-feet in total height as measured from the finished grade at any point on the fence.
2. A fence, hedge, wall, located next to, or behind the forward most building, or within more than forty feet of the right-of-way, whichever is less may be up to:
a. Six feet in total height for residential properties with less than five units as measured from the finished grade at any point on the fence; or
b. Eight feet in total height for all other uses as measured from the finished grade at any point on the fence.
3. A retaining wall or combination of a fence, hedge, wall located next to and behind the forward most building, or within more than forty feet of the right-of-way, whichever is less, may be up to (as measured from the finished grade) 8.5 feet in height from the finished grade.
4. Fences, hedges, and/or walls located within two feet above a retaining wall, as measured on a horizontal plane, shall be measured together for the purposes of determining height.
5. Property owners shall ensure compliance with the Traffic Sight Obstruction requirements in Chapter 10.32 of the Oregon City Municipal Code.
6. Retaining walls completely below the elevation of the right-of-way may be up to six feet in height.
7. Minimum fall protection required by the Building Official, such as railings, is not included in the height of a retaining wall but must comply with the fence height requirements.
Finding: Complies as proposed. A standard 6' tall cedar fence will be installed along the property lines that abut the adjacent neighbors, and 6' tall cedar fence is proposed for the secure courtyard area on the eastern side of the building. Fences in front of the building shall be no taller than 3.5 feet tall.

B. When no other practicable alternative exists, the City Engineer may permit a fence, hedge, wall, retaining wall, or combination thereof to be located within the right-of-way subject to all of the following:
1. A Revocable Permanent Obstruction in the Right of Way permit is granted per OCMC 12.04.120;
2. Retaining walls, fences, or hedges comply with OCMC 17.54.100.A, unless determined to be impracticable by the City Engineer.
3. The abutting property owner shall ensure compliance with the Traffic Sight Obstruction requirements in Chapter 10.32 of the Oregon City Municipal Code.
Finding: Not applicable. The applicant did not propose a fence in the right-of-way.

C. It is unlawful for any person to erect any electric fence or any fence constructed in whole or in part of barbed wire or to use barbed wire, except as erected in connection with security installations at a minimum height of six feet, providing further that prior written approval has been granted by the City Manager.
Finding: Not applicable. The applicant did not propose an electric or barbed wire fence.

CHAPTER 17.56 CONDITIONAL USES

17.56.010 - Permit—Authorization—Standards—Conditions.
A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the Planning Commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the Planning Commission or City Commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require Planning Commission or City Commission approval of a modification to the original conditional use permit unless authorized in this chapter.

Finding: Applicable. The proposal to expand the existing 5-bed residential care home into a larger 30-bed assisted living facility requires conditional use approval from the Planning Commission.

A. Conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the Planning Commission or City Commission after due notice and public hearing, according to procedure as provided in OCMC 17.50. The applicant shall provide evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrate that the proposed use also satisfies the following criteria:

Finding: Complies with conditions. This application for conditional use approval requires a Type III decision by the Planning Commission following a public hearing that has been publicly noticed in accordance with OCMC 17.50. The applicant has provided or will provide evidence substantiating that the proposed use satisfies the applicable criteria that follow. Staff has recommended appropriate conditions of approval to assure that all of the requirements of this title relative to the proposed use are satisfied in addition to the approval criteria of below. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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

Finding: Complies as proposed. The proposed use is listed as "J. Assisted living facilities; nursing homes and group homes for over fifteen patients", in the list of conditional uses for the R-10 low density residential district.

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

Finding: Complies with Condition. The site is flat and large (approximately 23,938 square feet in size, 200 feet deep and 124 feet wide) with direct access to street frontage along Warner Parrott Rd. Warner Parrott Road. The lot has adequate sewer, water, gas, and electric utilities to serve the proposed use. The size of the site lends itself to a larger building that meets the maximum 40% lot coverage standard, setback standards, and building height standards. There are no protected natural features known on the site that would be otherwise be impacted by the proposal.

3. Development shall demonstrate compliance with OCMC 16.12;

Finding: See findings under OCMC 16.12.

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

Finding: Complies with conditions. The applicant stated the proposed development does not create any impact to the surrounding area or neighborhood. As mentioned in the applicant's narrative, the site abuts a Warner Parrot Road, and takes access from this street, which is a minor arterial road connecting South End Road to Molalla Ave. The proposed development is for a senior care facility which will provide assisted living and memory care for its residents. The residents do not drive and therefore traffic impacts are minimal. The Transportation Analysis Letter property Charbonneau Engineering provides details regarding the transportation impacts associated with the proposed expansion.

Further, according to the applicant, the owner and manager of the facility will be using this facility as their permanent home and has attempted to design the character of the building to reflect the existing building and residential characteristics. Landscaping and screening (6' tall cedar fences) will be provided to provide privacy to the adjacent neighbors and to the subject site. All resident outdoor activities will be done in the courtyard that is in between the building walls. Staff concurs.

Various public comments were submitted in opposition to the proposed building design, with concerns about potential loss of light and sun, safe access, privacy, lack of parking, removal of trees, incompatibility of size, the smaller 10' front setback, traffic, obstructed vision along Warner Parrott Road, demolition and construction noise, the "fit" or lack of character of the building with the adjacent neighborhood, and loss of property values and livability.

The applicant has provided a revised site plan and building design in response to public comment. The applicant modified the proposal as follows:

- Reduced the size and overall mass of the building by opening up the center courtyard.
- Addition of additional off-street parking to 8 spaces, including one unmarked delivery space. With 4 available on-street parking spaces abutting the property the total spaces is 12.
- Reduce lot coverage reduced slightly from 39% to 38%.
- Increased front window percentage.
- Revised landscaping due to increased off-street parking areas

The proposed building's overall square footage for both floors exceeds 17,000 square feet and has a footprint over 9,000 square feet, which obviously contrasts with the typically size of single-family homes which average between 2,000 to 4,000 square feet. The overall mass and scale of the proposed building would contrast with the adjacent existing one-story single-family homes in this predominantly single-family residential neighborhood.

It is worth noting that the proposed building would be permitted, without additional land use approval, to be just as large in size if it were proposed as a very large Single Family home, assuming the property owner had the means and desire to do so. The proposed building meets or exceeds the dimensional standards of the underlying zone for setbacks, lot coverage and building height.

As an assisted living facility where none of the residents have cars, the proposed use would generate only slightly more traffic than two single family homes on the same area of land. See findings under OCMC 16.12. for compliance with the City's Transportation System Plan. Employees, visitors and services would generate virtually all of the vehicle trips.

The proposed amount of parking meets the minimum required in OCMC 17.52. Public comments have been submitted concerning overflow parking that could unduly burden adjacent property owner's ability to park on the Warner Parrott Road and endanger motorists and pedestrians. These concerns have not been substantiated in the submitted transportation analysis. However, the applicant has indicated their willingness to be responsive to those comments and accommodate additional on-site parking.

The proposal would not substantially limit, impair, or preclude the use of surrounding properties for the primary uses listed in the underlying district.

Regarding construction noise, Per Oregon City Municipal Code 9.12.023, noises that are prohibited include:
(E) The construction, demolition, alteration or repair of any building or the excavation of any streets and highways in a residentially zoned neighborhood between the hours of ten p.m. and seven a.m., Monday through Saturday; and between eight p.m. and nine a.m. on Sunday.

This regulation is enforced through inspection and code enforcement of building permit conditions. It is not a zoning regulation.

Regarding claims of loss of property value, there are no relevant approval criteria that require the analysis of potential impacts to property values because of development, and such claims are not supported by evidence in the record. Simple analysis of historic property values generally indicates that property values are affected by many factors, but generally rise, rather than fall, in response to demand from new residents, and in response to comparable new residential development that complies with applicable building and zoning regulations and engineering standards.

As the finding under 17.08.040 indicated, the applicant has proposed side yards setbacks which exceed the minimum 8' setbacks of the R-10 zone, and at 24 feet tall at its maximum point, the building height is shorter than the maximum permitted height of 35 feet. The proposed side setbacks vary from 12 feet to 35 feet because of building wall articulations to break up horizontal massing.

Staff discussed various options with the owner and applicant and with their acknowledgment and input, and the applicant has revised the building plans to address the public comments, and reduce the overall scale and mass of the building by making the changes discussed above.

Staff recommends an additional condition to further mitigate for the increased building mass and size. Prior to issuance of a building permit, the applicant shall plant additional evergreen screening trees at intervals no greater than 35' to appropriately screen the facility in all locations that are closer than 15 feet from the property line to appropriately screen the facility.

Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

5. The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use.
Finding: The proposal is consistent with applicable Land Use Goals and Policies in Section 2 of the Comprehensive Plan:

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.
Finding: Complies as proposed. The proposed development would be situated on a large lot that allows for this type of development. The larger building and expansion to thirty beds provides efficient use of the property as an assisted living facility and a more efficient use of the land by creating living places for the elderly.

Policy 2.1.1
Create incentives for new development to use land more efficiently, such as by having minimum floor area ratios and maximums for parking and setbacks.
Finding: Complies as proposed. The current development, allowed through a conditional use in the underlying zone, utilizes and meets the development standards set forth in the R-10 zoning standards and proposed the maximum allowable off-street parking.

Policy 2.1.2

Encourage the vertical and horizontal mixing of different land-use types in selected areas of the city where compatible uses can be designed to reduce the overall need for parking, create vibrant urban areas, reduce reliance on private automobiles, create more business opportunities and achieve better places to live.
Finding: Complies as proposed. The proposed development achieves several of these policies. It will allow for a land use types that provides safe housing for the elderly, the site is located on a transit street, creates business opportunities and jobs to the staff that will care for the residents living in the facility, and allows for a living place for the elderly in the community that is in an easily accessible residential setting.

Goal 2.3 Corridors
Focus transit-oriented, higher intensity, mixed-use development along selected transit corridors.
Finding: Complies as proposed. Warner Parrot Road is currently not used as transit street, however the street is designated as a minor arterial road in the Oregon City Transportation Plan. The proposed development location has easy access to public transportation being located directly on Warner Parrott Road, should a public transportation route be provided in the future.

Policy 2.3.1
Ensure planning for transit corridors includes facilities and access management, aesthetics (including signage and building facade improvements), infill and redevelopment opportunities, high-density residential development, and business assistance to existing businesses.
Finding: Complies as proposed. The proposed development will provide an infill of a large lot that will benefit from being on a transit-oriented street.

Goal 2.4 Neighborhood Livability
Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.
Finding: Complies with conditions. Please also refer to the findings under section 17.56.010(A)(4) above. The proposed development will provide living opportunities for the elderly in the community to live in an easily accessible residential setting. The site location of the site also allows for this use to take place in this setting due to surrounding development being a mix of schools, churches, single family dwellings, and apartments. With the recommended conditions of approval, the physical layout of the proposed facility will respect the concerns or the residents of the surrounding neighborhood while implementing the goals and policies of the Comprehensive Plan as discussed in this report. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this policy standard through the Conditions of Approval.**

Policy 2.4.1
Develop local neighborhood plans to strengthen and protect residential neighborhoods and historic areas from infill development; such as development along linear commercial corridors.
Finding: Not applicable. There is no applicable local neighborhood plan for the area. Although the development is in a low-density residential zone, the use is allowed through a conditional use and the development itself is residential in nature. The site is not located within a historical area.

Policy 2.4.2
Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.

Finding: Complies as proposed. The provision of assisted living facilities in existing residential neighborhoods contributes to neighborhood vitality by providing opportunities for elderly residents and their families to seek specialized care in their neighborhoods, close to their families, and by doing so foster greater community activity and sense of place. As Oregon City residents live longer and more active lives there will a greater need for such facilities.

Policy 2.4.5
Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.
Finding: Complies as proposed. The conditional use process allows a proposal for an assisted living facility that will provide senior care for those with or without a memory care diagnosis which meets this policy by allowing this type of development for the community and elderly residents of Oregon City.

B. Permits for conditional uses shall stipulate restrictions or conditions which may include, but are not limited to, a definite time limit to meet such conditions, provisions for a front, side or rear yard greater than the minimum dimensional standards of the zoning ordinance, suitable landscaping, off-street parking, and any other reasonable restriction, condition or safeguard that would uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the Planning Commission.
Finding: Complies with conditions. Staff has recommended conditions of approval to require significant revisions to the proposal architecturally and structurally. As shown in this report, the proposal meets or exceeds the dimensional standards of the R-10 zone, and the applicant has revised the site plan and building in response to public comments concerns off-street parking and building massing. These conditions are attached to this staff report in order to uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties.

If the Planning Commission wishes to add additional conditions to further mitigate for the increased building mass and size, staff suggests the following:

- Plant additional landscape buffering and trees to appropriately screen the facility in locations that more closely abut neighboring structures.
- Any other revisions to the building or site suggested by the Planning Commission or Applicant that are mutually acceptable to both during the public hearing.

Staff has determined that it is possible, likely and reasonable that the applicant can meet this policy standard through the Conditions of Approval.

C. Any conditional use shall meet the dimensional standards of the zone in which it is to be located pursuant to subsection B. of this section unless otherwise indicated, as well as the minimum conditions listed below.
Finding: Complies as proposed. See also findings under 17.08.040 and 17.62.055. The application is required to comply with the dimensional standards of the underlying R-10 zone except for when site plan and design standards require otherwise. The building is also required to comply with the Institutional, office, multi-family, retail, and commercial building standards in OCMC 17.62.055.

D. In the case of a use existing prior to the effective date of the ordinance codified in this title and classified in this title as a conditional use, any change of use expansion of lot area or expansion of structure shall conform with the requirements for conditional use.
Finding: Not applicable. The existing use as a group home with 5 beds is not classified as a conditional use, however, the expansion to 30 beds is considered a change of use requiring conditional use approval.

E. The Planning Commission may specifically permit, upon approval of a conditional use, further expansion to a specified maximum designated by the Planning Commission without the need to return for additional review.
Finding: Not applicable. The applicant has not proposed further expansion beyond the requested 30 beds.

17.56.020 - Permit—Application.
A. A property owner or authorized agent shall initiate a request for a conditional use by filing an application with the city recorder. The applicant shall submit a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. The application shall be accompanied by the filing fee listed in OCMC 17.50.080 to defray the costs of publication, investigation and processing.
Finding: Complies as proposed. The application was submitted by the owner and their representative pursuant to OCMC 17.50 and OCMC 17.62 and the submittal requirements listed therein, and all applicable review fees were paid.

B. Before the Planning Commission or City Commission may act on a conditional use application, it shall hold a public hearing thereon, following procedure as established in OCMC 17.50.
Finding: Complies as proposed. The public hearing before the Planning Commission was publicly noticed in accordance with the public notice procedures in OCMC 17.50. For further details see findings under section 17.50.090 and 17.50.100 earlier in this report.

17.56.025 - Minor modifications to legal conditional uses.
Minor modifications to an approved conditional use permit may be permitted. If permitted, the modification shall be reviewed as a minor site plan and design review. A minor modification to an approved conditional use permit is considered one of the following:
A. Modification to a structure for the purpose of enhancing the aesthetics of the building and there is no increase in the interior usable space;
B. Except for shelters, a maximum addition of up to one thousand square feet to a commercial, office, institutional, public, multi-family, or industrial building provided that the addition is not more than thirty-five percent of the original building square footage; or
C. Revisions to parking alignment and/or related vehicle circulation patterns.
Finding: Not applicable. This is not a minor modification to an approved conditional use permit.

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

A. Building Openings. *The city may limit or prohibit building openings within fifty feet of residential property in a residential zone if the openings will cause glare, excessive noise or excessive traffic which*

would adversely affect adjacent residential property as set forth in the findings of the Planning Commission.
Finding: Not applicable. The proposed use is a quiet and residential in nature. Most of the openings that will be on site are from resident bedrooms. The outdoor lighting proposed will comply with the outdoor lighting standards, which prohibit glare. Outdoor activities will take place in the interior courtyard which will provide privacy to the neighbors. The use is also considered a low traffic use and therefore there will not be any negative impacts to the privacy, noise, or traffic of the area and surrounding properties. For these reasons, staff does not recommend prohibitions on building openings within fifty feet of adjacent residential properties.

B. Additional Street Right-of-Way. The dedication of additional right-of-way may be required where the city plan indicates need for increased width and where the street is inadequate for its use; or where the nature of the proposed development warrants increased street width.
Finding: See findings under section 16.12 earlier in this report. No additional right-of-way dedication is required.

F. Residential Care Facilities.
1. In addition to the general provisions of OCMC 17.56.020, any application shall include a description of the proposed use, including the number of residents and the nature of the condition or circumstances for which care, or a planned treatment or training program will be provided, the number of staff and the estimated length of stay per resident and the name of the agency responsible for regulating or sponsoring the use.
Finding: Complies with conditions. The applicant did not provide the required details listed in this section. The applicant stated that the proposed facility will always maintain its license from the State of Oregon. Prior to issuance of a certificate of occupancy for the facility, the applicant shall provide details of the proposed use, including the number of residents and the nature of the condition or circumstances for which care, or a planned treatment or training program will be provided, the number of staff and the estimated length of stay per resident and the name of the agency responsible for regulating or sponsoring the use. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this policy standard through the Conditions of Approval.**

2. Approval of a conditional use application for a residential care facility shall include the following minimum standards where applicable:
a. The proposed facility shall maintain all applicable licenses required by the appropriate agencies for the use described in the application.
Finding: Complies with conditions. See findings under (1) above.

b. All residential care facilities shall be subject to design review. Special considerations for this use are:
i. Compatibility in appearance with the surrounding area;
Finding: Complies with conditions. See findings under OCMC 17.56. and OCMC 17.62 in this report.

ii. Provisions of usable on-site open space appropriate to the needs of the residents and the nature of the care, treatment or training provided;
Finding: Complies as proposed. Open space area for the resident's use will be located in the courtyard. This will ensure safety for the residents when they are outside as well as provide privacy for them and the neighbors.

iii. Clearly defined property boundaries.

Finding: Complies as proposed. The site boundaries will be clearly defined with a 6' tall cedar fence and landscaping.

17.56.070 - Periodic review of conditional use permits.
A. The City Commission may provide for the periodic review of some or all of the conditional use permits previously issued by the city, or, with regard to lands annexed by the city, those such permits issued by the county. In providing for such review, the City Commission may designate classes of such previously issued permits for which periodic review shall be undertaken.
B. Such review shall be accomplished as an administrative action under Chapter 17.50 and shall be limited to the question of whether additional conditions should be imposed on a conditional use in the light of changing circumstances and more efficient implementation of the city's comprehensive plan.
C. Notwithstanding the provisions of Chapter 17.58, any additional conditions shall be met as a requirement for continued operation of the conditional use.
Finding: Not applicable. The City Commission has not requested periodic review of this conditional use application.

CHAPTER 17.62 - SITE PLAN AND DESIGN REVIEW

17.62.015 - Modifications that will better meet design review requirements.
The review body shall consider modification of certain site related development standards of this Chapter specified below. These modifications may be approved as part of a Type II design review process.
Finding: Not applicable. The applicant has not requested any modifications pursuant to this section.

17.62.030 - When required.
Site plan and design review shall be required for all development of real property in all zones except the low and medium density residential districts, unless otherwise provided for by this title or as a condition of approval of a permit. Site plan and design review shall also apply to all conditional uses, cluster housing developments, multi-family uses, manufactured home parks, and non-residential uses in all zones. Site Plan and Design Review does not apply to activities occurring within the right-of-way except for communication facilities pursuant to OCMC 17.80.
Site plan and design review is required for a change in use between the uses in Table 17.62.030:
Table 17.62.030

Existing Use	*Proposed Use*
Residential	*Nonresidential use, including but not limited to: commercial, office, industrial, retail, or institutional*
Single-family or duplex	*3 or more dwellings*

Site plan and design review shall not alter the type and category of uses permitted in the underlying zoning districts.
The general standards of section 17.62.050 do not apply to 3-4 plex, duplex, single-family attached dwellings, single-family detached residential unit, internal conversions, live/work dwelling and accessory dwelling unit Type I applications.
Finding: Applicable. The applicant has proposed a conditional use, which requires site plan and design review.

17.62.040 – Items required.
G. Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide:

1. A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and
2. A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.
If, after forty-five days' notice from the applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the City will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils.
Finding: Complies as proposed. In response to notification about the development proposal, the applicant received a copy of separate letters from the Oregon State Historic Preservation Office (SHPO) Archeologist notifying the applicant of applicable state laws ORS 358.905 and ORS 97.74, and from the Cultural Protection Specialist for the Confederated Tribes of the Grande Ronde recommending that archeological investigations be performed prior to any ground disturbing activities and that an Inadvertent Discovery Plan (IDP) be in place. Each letter provides a recommended course of action. These letters are attached to the applicant's narrative.

17.62.050 - General Standards
All development shall comply with the following standards:
A. Landscaping.
1. Existing native vegetation is encouraged to be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.
Finding: Complies with conditions. The application did not indicate removal of all plants listed on the Oregon City Nuisance Plant List prior to issuance of a final occupancy permit for the building. If present, the applicant shall remove all noxious and nuisance vegetation on the site prior to issuance of a final certificate of occupancy. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this policy standard through the Conditions of Approval.**

2. The amount of landscaping required is found in the standards for each underlying zone. Where the underlying zone does not contain and minimum landscaping standard, the minimum site landscaping shall be 15% of the total site area. Except as allowed elsewhere in Title 16 or 17 of this Code, all areas to be credited towards landscaping shall be installed with growing plant materials.
Finding: Complies as proposed. According to the submitted landscape plan, 9,121 square feet of landscaping is proposed (38.1%). The landscape plan indicates that all areas to be credited towards landscaping shall be installed with growing plant materials.

3. Pursuant to OCMC 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.
Finding: Not applicable. The subject site is not located within the Natural Resource Overlay District.

4. A landscaping plan shall be prepared by a registered landscape architect for new or revised landscaped areas and parking lots. Landscape architect approval is not required for tree removal and/or installation if the species are chosen from an approved street tree list. A certified landscape designer, arborist, or nurseryman shall be acceptable in lieu of a landscape architect for projects with less than five hundred square feet of landscaping. All landscape plans shall include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the landscape area. Plant species listed on the Oregon City Nuisance Plant list are prohibited and native species are encouraged. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees.
Finding: Complies with conditions. The applicant submitted a landscaping plan prepared by Christopher Baumann, Oregon Registered Landscape Architect, which identifies a visual variety of plants, shrubs and trees, including a mix of vertical and horizontal elements. The proposal does not indicate that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. The landscaping plan does not identify that within three years of planting, landscaping will cover one hundred percent of the landscaped area. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a revised landscaping plan which identifies that no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees, and that within three years of planting, landscaping will cover one hundred percent of the landscaped area. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

5. Landscaping shall be visible from public thoroughfares to the extent practicable.
Finding: Complies as proposed. Existing and proposed landscaping will be visible from Warner Parrott Road to the extent practicable.

6. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of OCMC 10.32, Traffic Sight Obstructions.
Finding: Complies as proposed. The applicant's transportation engineer indicated that the landscaping proposed would comply with the vision requirements in OCMC 10.32.

B. Vehicular Access and Connectivity.
1. Parking areas shall be located behind the building façade that is closest to the street, below buildings, or on one or both sides of buildings.
Finding: Complies as proposed. The applicant has shown that parking is proposed along the side of the building. This is possible partly because portions of the expanded building are required to be built close to the street in accordance with OCMC 17.62.055.

2. Existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements which provide connection from the right-of-way to the adjoining property shall be provided.
Finding: Not applicable. The adjacent land uses are developed as residentially zoned single family residences, so no existing or future connections to these sites are required.

3. Parcels larger than three acres shall provide streets as required in OCMC 16.12.
Finding: Not applicable. The site is smaller than 3 acres (approximately ½ acre).

4. Parking garage entries shall not be more than half of the streetscape.
Finding: Not applicable. A parking garage has not been proposed as part of this development.

C. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:
1. Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct and not cross a drive aisle. Exceptions may be allowed by the director where steep slopes, a physically constrained site, or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.
Finding: Complies as proposed. A 6' wide paved walkway is proposed that connects the building's main entrance to the public sidewalk at Warner Parrott Rd.

2. The pedestrian circulation system shall connect all main entrances, parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard.
Finding: Complies as proposed. The applicant has proposed a main entrance walkway / wheelchair ramp connecting to the front door from which a secondary ramp connects to the ADA accessible parking space. There are two additional pathways, one leading around the northwest corner of the building and connecting to a fire entrance door, and a second leading from the parking lot to a fire exit door at the southwest corner of the building. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

3. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent sites, except within industrial zoning designations.
Finding: Not applicable. No additional connections are required to connect to adjacent buildings.

4. Elevated external stairways or walkways shall not extend beyond the building facade except for external stairways or walkways located in, or facing interior courtyard areas that are not visible from the street or a public access easement. This standard does not apply to sky-bridges or sky-ways.
Finding: Not applicable. No elevated external stairways or walkways are proposed.

5. On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.
Finding: Complies with conditions. The two proposed smaller pathways indicated on the site plans are only three-feet wide. No walkways are proposed abutting vehicle travel lanes. No pedestrian walkways are proposed to cross drive aisles within the parking lot. Prior to issuance of a building permit the applicant shall provide a revised site plan that indicates that all on-site pedestrian walkways are at least five feet wide. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

D. All development shall maintain continuous compliance with applicable federal, state, and City standards.

Finding: Complies as proposed. The applicant's narrative identified that the development proposal will maintain continuous compliance with applicable federal, state, and City standards.

E. Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided pursuant to OCMC 16.12. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to City standards as set out in the City's facility master plans and public works design standards. A development may be required to modify or replace existing offsite systems if necessary to provide adequate public facilities. The City may require over sizing of facilities where necessary to meet standards in the City's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the City for over sizing based on the City's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.
Finding: See findings under section 16.12.

F. If a transit agency, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or transit stop connection be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the review authority shall require such improvement, using designs supportive of transit use. Improvements at a major transit stop may include intersection or mid-block traffic management improvements to allow for crossings at major transit stops, as identified in the City's Transportation System Plan.
Finding: Complies as proposed. Notice of this application was provided to Tri-Met, who did not comment on the proposal. There are currently no bus stops on Warner Parrott Road. Private vehicles may use the on-site driveway to pick-up and drop off passengers.

G. Screening of Mechanical Equipment: Commercial, mixed-use, institutional, and multi-family buildings shall include the following measures to screen or block views of mechanical equipment from adjacent streets according to the following requirements.
1. Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened from view from the adjacent street on all new buildings or building additions. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building's architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened from adjacent streets, as viewed from the sidewalk or future sidewalk location on the adjacent street at pedestrian level. In the event such parapet wall does not fully screen all rooftop equipment, then the rooftop equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary facade of the building so as to achieve complete screening. Screening requirements do not apply to new or replacement equipment on existing buildings. New or replacement rooftop mechanical equipment on existing buildings shall be painted or powder-coated.
Finding: Complies as proposed. The applicant indicated that all mechanical equipment will be screened with fencing and landscaping. No roof mounted or wall mounted mechanical equipment is proposed.

2. Wall-mounted mechanical HVAC and air conditioning equipment, and groups of multiple utility meters shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted

mechanical equipment, including air conditioning and groups of multiple utility meters, that extend six inches or more from the outer building wall shall be screened from view from adjacent streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building. Vents which extend six inches or less from the outer building wall shall exempt from this standard if painted.

Finding: Complies as proposed. The applicant indicated that all mechanical equipment will be screened with fencing and landscaping. No roof mounted or wall mounted mechanical equipment is proposed.

3. Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least eighty percent of the view from the public right of way.

Finding: Complies as proposed. The applicant indicated that all mechanical equipment will be screened with fencing and landscaping. No roof mounted or wall mounted mechanical equipment is proposed.

4. This section shall not apply to the installation of solar energy panels, photovoltaic equipment, wind power generating equipment, dishes/antennas, pipes, vents, and chimneys.

Finding: Not applicable. No solar energy panels, photovoltaic equipment, wind power generating equipment, dishes/antennas, pipes, vents, and chimneys are proposed.

H. Building Materials.

1. Prohibited Materials. The following materials shall be prohibited in visible locations from the right-of-way or a public access easement unless an exception is granted by the Community Development Director based on the integration of the material into the overall design of the structure.

i. Vinyl or plywood siding (including T-111 or similar plywood).

ii. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.

iii. Corrugated fiberglass.

iv. Chain link fencing (except for temporary purposes such as a construction site, gates for a refuse enclosure, stormwater facilities, when excepted by 17.62.050.H.2.vii, or when located on properties within the General Industrial District).

v. Crushed colored rock/crushed tumbled glass.

vi. Non-corrugated and highly reflective sheet metal.

vii. Tarps, except for the protection of outside storage.

Finding: Not applicable. The application does not propose any prohibited materials.

2. Special Material Standards. The following materials are allowed if they comply with the requirements found below:

i. Concrete Block. When used for the front façade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.

ii. Metal Siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level) except when used for a temporary structure.
iii. Exterior insulation and finish system (EIFS) and similar troweled finishes shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.
iv. Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.
v. Membrane or fabric covered storage areas are permitted as temporary structures, excluding the use of tarps.
vi. Vinyl or powder coated chain link fencing is permitted for City-owned stormwater management facilities, reservoirs, and other public works facilities such as pump stations, maintenance yards, and storage yards not located within the General Industrial District.
vii. Chain link fencing is permitted in the following circumstances:
1. Within City-owned parks and recreational facilities
2. On any property when used for a baseball or softball backstop or dugout, track and field facility, or sports court.
Finding: Complies as proposed. The following building materials are proposed: wood and composite siding (fiber cement), stone veneer, and composite panels (fiber cement) with concealed fasteners and aluminum joints.

J. Development shall comply with requirements of the following Oregon City Municipal Code chapters, as applicable, including but not limited to:
1. 12.04 Streets, Sidewalks and Public Places
2. 12.08 Public and Street Trees
3. 13.04 Water Service System
4. 13.08 Sewer Regulations
5. 13.12 Stormwater Management
6. 16.12 Minimum Improvements and Design Standards for Development
7. 17.20 Residential Design Standards for ADU's, Cluster Housing, Internal Conversions, Live/Work Units, and Manufactured Home Parks
8. 17.40 Historic Overlay District
9. 17.41 Tree Protection Standards
10. 17.42 Flood Management Overlay District
11. 17.44 Geologic Hazards
12. 17.47 Erosion and Sediment Control
13. 17.48 Willamette River Greenway
14. 17.49 Natural Resource Overlay District
15. 17.50 Administration and Procedures
16. 17.52 Off-Street Parking and Loading
17. 17.54 Supplemental Zoning Regulations and Exceptions
18. 17.58 Lawful Nonconforming Uses, Structures, and Lots
19. 17.65 Master Plans and Planned Unit Development
Finding: Applies. The applicable chapters are included within this report.

17.62.055 –Institutional, office, multi-family, retail, and commercial building standards.
B. Applicability. This section applies to institutional, office, multi-family, retail and commercial buildings except accessory structures less than one thousand square feet and temporary structures.

Finding: Applies. OCMC definition 17.04.595 - ***Institutional development*** includes all public, semi-public and private community facilities and uses, including government office and maintenance facilities, educational facilities, research institutions, correctional institutions, museums, libraries, stadiums, hospitals, ***residential care facilities***, auditoriums and convention or meeting halls, churches, parks and public recreational facilities, automobile parking structures, and other similar facilities and uses. The proposed residential care facility is considered institutional development. Therefore, these standards apply.

C. Conflicts. With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.
Finding: Complies as proposed. No conflicts have been identified. The applicant has designed the front of the building to comply with these building standards. The site is in a residential zone. Although there are commercial and institutional developments around the site and along Warner Parrott Rd. (churches, gas station, schools, apartments) the building has also been designed to match the aesthetics, finishes, colors, etc. of the existing 2-story house that is being converted as well as the surrounding area.

D. Siting of Structures. On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property. Multi-family developments shall be placed no farther than twenty feet from the front property line. This section does not apply to properties with less than forty feet of frontage.
Finding: Complies with condition. The property frontage is approximately 123.79 feet wide, so the standard requires that sixty percent (74 feet) of the property frontage be occupied by building within five feet of the property line. The existing house on the property is setback approximately 63 feet from the street, which is conforming for a residential use. The proposed building addition width is only 38' wide at the front (30%). The applicant did not request a variance or modification of this standard. The applicant shall provide a revised site plan indicating that at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line prior to issuance of a building permit.

Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:
1. *Tables, benches or other approved seating area.*
2. *Cobbled, patterned or paved stone or enhanced concrete.*
3. *Pedestrian scale lighting.*
4. *Sculpture/public art.*
5. *Fountains/Water feature.*
6. *At least twenty square feet of landscaping or planter boxes for each tenant facade fronting on the activity area.*
7. *Outdoor café.*
8. *Enhanced landscaping or additional landscaping.*
9. *Other elements, as approved by the Community Development Director, that can meet the intent of this section.*

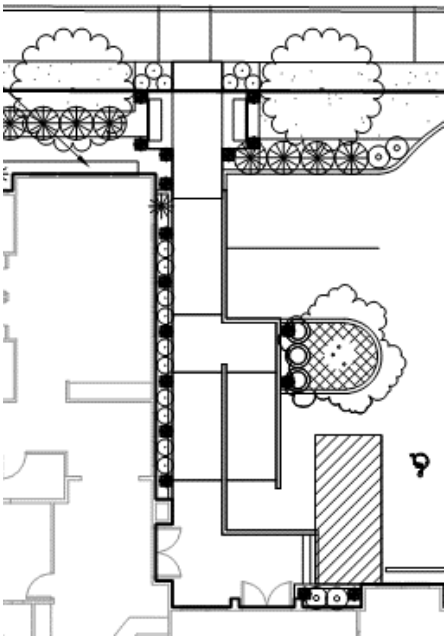
Finding: Complies as proposed. The building is setback 10' from the right-of-way in order to accommodate the required ten-foot wide public utility easement. The applicant has proposed four elements including additional paving, two benches, pedestrian level lighting, and enhanced landscaping in the setback area, which exceeds the minimum number of pedestrian elements required.

E. Building Orientation. All buildings along the street frontage shall face the front most architecturally significant facade toward the street and have a functional primary entrance facing the street. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.

Finding: Complies as proposed. The applicant has designed the front façade to be the most architecturally significant. The entrance of the building has a roof over the recessed main entrance door. This is the existing entrance of the building that is being used for the expanded building as well. The entrance is highlighted using stone materials and a gable roof.

F. Entryways. Entrances shall include a doorway and a minimum of four of the following elements:

1. Display windows; recesses or projections; peaked roof or raised parapet over the door; canopy of at least five feet in depth; porch; distinct materials; architectural details such as tile work and moldings; pedestrian amenities such as benches, planters or planter boxes; landscape treatments integrating arbors, low walls, trellis work; or similar elements. Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk.



Finding: Complies as proposed. The entrance of the building has the following elements:

1. A roof over the recessed main entrance door. This is the existing entrance of the building that is being used for the expanded building as well.
2. The entrance is highlighted using stone materials and a gable roof.
3. Landscape treatments (planters).
4. Display windows.

H. Variation in Massing. For street facing facades greater than 120 feet in length a modulation is required which extends through all floors. Decks and roof overhangs may encroach up to three feet per side into the modulation. The modulation shall meet one of the following dimensional requirements:

1. A minimum depth of two percent of the length of the façade and a minimum width of thirty percent of the length of the façade; or

2. A minimum depth of four percent of the length of the façade and a minimum width of twenty percent of the length of the façade.

Finding: Not applicable. The street facing façade is 96’ 8 ½” in length, less than 120 feet, and is therefore not required to comply with this standard.

I. Building Design Elements.
1. All front and side facades shall provide a design element or architectural feature that add interest and detail such that there are no blank walls of thirty feet in length or more, measured horizontally. Features that can meet this requirement include:
a. Change in building material or texture;
b. Window or door;
c. Balcony; or
d. Pillar or post
Finding: Complies as proposed. The proposed street facing façade has several features that meet this standard, including:

1. Changes in building materials through the use of stone elements, smooth paneling, and lap siding, with window trim around all windows.
2. Windows and doors.
3. Second story balcony with pillar (left side).

Additionally, the proposed front façade includes a variety of gable and hip roof projections, and vertical articulations at the intervals less than 30’ in length from left to right as shown on elevations drawings

1. Street facing facades shall include additional design features. For every thirty feet of façade length, three of the following elements are required:
a. Decorative materials on more than ten percent of the total wall area (e.g., brick or stonework, shingles, wainscoting, ornamentation, and similar features);
b. Decorative cornice and/or roof line (e.g., for flat roofs);
c. Roof gable;
d. Recessed entry;
e. Covered canopy entry;
f. Cupola or tower;
g. Dormer;
h. Balcony;
i. Pillars or posts;
j. Repeating pattern of building materials;
k. A change in plane of at least two feet in width and six inches in depth;
l. Bay or oriel window; or

m. An alternative feature providing visual relief and detail as approved by the Community Development Director

Finding: Complies as proposed. The proposed street facing façade exceeds the minimum number of design elements as follows (left to right):

- First 30’ (5 elements): changes in plane >2’ wide and 6” deep, balcony, pillar, hip and gabled roof, repeating building materials
- Second 30’ (5 elements): changes in plane >2’ wide and 6” deep, gabled roof, repeating building materials, recessed entry, stonework >10%.
- Third 30’ (4 elements): changes in plane >2’ wide and 6” deep, gabled roofs, repeating building materials, stonework >10%. The remaining 6’ of façade are not calculated.

3. Building Detail Variation. Architectural features shall be varied on different buildings within the same development. At least two of the required features on each street-facing elevation shall be distinct from the street-facing elevations of other buildings within the same development.

Finding: Not applicable. There is only one building proposed.

J. Windows.

1. The minimum windows requirements are set forth in Table 17.62.055.J. Windows are measured in lineal fashion between 3.5 feet and six feet from the ground. For example, a one hundred foot long building elevation would be required to have at least sixty feet (sixty percent of one hundred feet) of windows in length between the height of 3.5 feet and six feet from the ground.

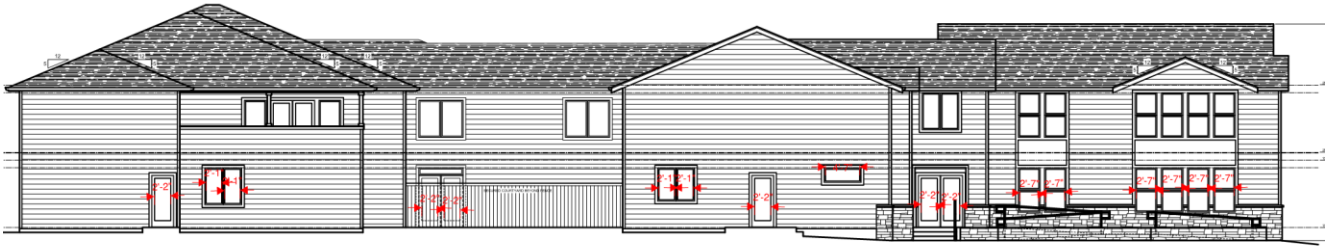
Table 17.62.055.J Minimum Windows				
Use	*Ground Floor: Front and Street Facing Facades*	*Upper floor(s): Front and Street Facing Facades*	*Ground Floor: Side(s) Facades*	*Upper Floor(s): Side(s) Facades*
Non-Multi-Family (or Portions of Buildings Thereof)	*60%*	*10%*	*30%*	*10%*

Finding: Complies with conditions.

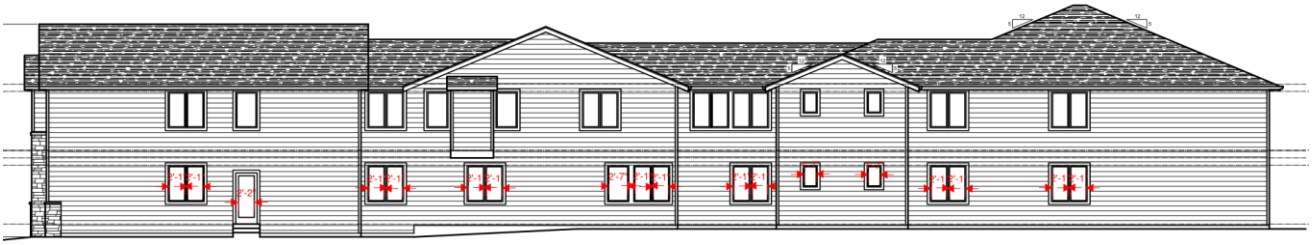
Front façade:

The front facing façade measures 96’ 8 ½”. 96’ 8 ½” x .6 = 58’. The front façade requires 58’ of windows between 3.5 feet and six feet from the ground. The applicant has proposed 52’ of windows (measuring glass only). *Based on this measurement, 5’ of additional windows is required on the front façade.*

Ground floor façade (east or left side):
The east ground floor façade measures 169’ 2 ½” in length. 169’ 2 ½” x .3 = 50.7’. The east ground floor facade requires 50.7’ of windows between 3.5 feet and six feet from the ground. The applicant has proposed 41.5’ of windows (measuring glass only). *Based on this measurement, 9.2’ of additional windows is required on the east ground floor front façade.*



Ground floor façade (west or right side):
The west ground floor façade also measures 169’ 2 ½” in length. 169’ 2 ½” x .3 = 50.7’. The west ground floor facade requires 50.7’ of windows between 3.5 feet and six feet from the ground. The applicant has proposed 37’.025 of windows (measuring glass only). *Based on this measurement, 13.7’ of additional windows is required on the west ground floor front façade.*



Upper floor windows on the front and sides all comply with the 10% minimum.

The applicant has the following options to comply with the standard:

A. Provide revised elevations indicating compliance with the minimum percentage of windows for the ground floor facades on the front and sides, or,
B. Request a modification to this standard pursuant to OCMC 17.62.015 for consideration by the Planning Commission. The applicant shall provide a memorandum that addresses the applicable criteria for the modification.

The applicant has indicated that they can revise the plans provide the correct percentage windows. Prior to issuance of a building permit the applicant shall provide revised plans that show 60% windows on the front ground floor façade and 30% on the sides. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

2. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.

Finding: Complies as proposed. The applicant indicated that reflective glass is not proposed and this standard is met.

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

4. Multi-family windows shall incorporate window trim at least four inches in width when surrounded by horizontal or vertical lap siding.
Finding: Not applicable. This is not a multi-family development.

K. Roof Treatments. The maximum length of any continuous roofline on a street-facing façade shall be seventy-five feet without a cross gable or change in height of at least two feet.
Finding: Complies as proposed. The longest length of continuous roofline on the street-facing façade is 64.4 feet.

L. Drive-through facilities shall:
1. Be located at the side or rear of the building.
2. Be designed to maximize queue storage on site.
Finding: Not applicable. The proposal does not include a drive-through facility.

M. Special development standards along transit streets.
Finding: Not applicable. This section of Warner Parrott Road is not served by transit.

17.62.065 - Outdoor lighting.
B. Applicability.
1. General.
a. All exterior lighting for any type of commercial, mixed-use, industrial, institutional, or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.
b. The City Engineer or Public Works Director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.
2. Lighting Plan Requirement. All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan shall be submitted concurrently with

the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.
Finding: Complies as proposed. A lighting plan was provided with the application.

3. Excepted Lighting. The following types of lighting are excepted from the requirements of this section.
a. Residential lighting for single-family attached and detached homes, and duplexes
b. Public street and right-of-way lighting.
c. Temporary decorative seasonal lighting provided that individual lamps have a light output of sixty watts or less.
d. Temporary lighting for emergency or nighttime work and construction.
e. Temporary lighting for theatrical, television, and performance areas, or for special public events.
f. Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character.
g. Lighting required and regulated by the Federal Aviation Administration.
Finding: Not applicable. The proposal does not include any of the listed exceptions.

C. Design and Illumination Standards.
1. Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 foot-candles of light as measured at the property line.
Finding: Complies with condition. The submitted photometric plan does not indicate foot-candle levels for the western property line adjacent to the secured outdoor area. Prior to issuance of a building permit, the applicant shall provide a revised lighting plan that indicates foot-candle levels of 0.5 or less at the property line. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

2. Lighting shall be provided in parking lots and vehicular circulation areas.
Finding: Complies as proposed. Lighting is proposed in these areas by the wall packs mounted on the building.

3. Lighting shall be provided in pedestrian walkways, pedestrian plazas, and pedestrian circulation areas.
Finding: Complies as proposed. Path lighting and wall packs are proposed to illuminate the pedestrian walkways, outdoor recreation areas, and the parking area.

4. Lighting shall be provided at all building entrances.
Finding: Complies as proposed. Lighting will be provided at all building entrances.

5. With the exception of pedestrian scale lighting, all light sources shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property.
Finding: Complies as proposed. All outdoor fixtures will be equipped with covers to prevent glare. See lighting plan for types and locations of fixtures.

6. The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger

than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.
Finding: Not applicable. This is not a multi-family development.

7. Floodlights shall not be utilized to light all or any portion of a building facade between 10 p.m. and 6 a.m.
Finding: Complies as proposed. The applicant indicted that accent lighting will be not be used between 10 p.m. and 6 a.m.

8. Lighting on outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.
Finding: Not applicable. No outdoor canopies are proposed.

9. All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.
Finding: Complies as proposed. The applicant indicated that the building is operational on a 24 hour basis and that only lights needed for safety will be used after 10 p.m.

10. Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object.
Finding: Complies as proposed. The applicant indicated that accent lighting will be provided in such a way as to only light the object it is intending to highlight. Accent lighting will be turned off after 10 p.m.

11. For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.
Finding: Complies as proposed. No decorative lighting will project beyond the building line or landscape feature it is highlighting.

12. No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.
Finding: Not applicable. Flickering or flashing lights are not proposed.

13. Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, are allowed a light post height up to eighty feet in height.
Finding: Not applicable. These types of uses are not part of the proposal.

14. Main building entrances shall be well lighted and visible from any transit street. The minimum lighting level for building entries fronting on a transit street shall be three foot-candles.
Finding: Complies as proposed. The entrance to the building will be illuminated by wall mounted lights.

17.62.085 - Refuse and recycling standards for commercial, industrial, office, institutional, and multi-family developments.
The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses, other than single-family or duplex residences, single-family attached dwellings, 3-4 plexes, internal conversions, or accessory dwelling units (ADUs), shall include a refuse and recycling enclosure. The area(s) shall be:
A. Fully enclosed and visually screened;
B. Located in a manner easily and safely accessible by collection vehicles;

C. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
D. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
E. Maintained by the property owner;
F. Used only for purposes of storing solid waste and recyclable materials;
G. Designed in accordance with applicable sections of the Oregon City Municipal Code (including OCMC 8.20—Solid Waste Collection and Disposal) and city adopted policies.
Enclosures are encouraged to be sized appropriately to meet the needs of current and future tenants and designed with sturdy materials which are compatible to the primary structure(s).
Finding: Complies as proposed. A detached trash enclosure with a roof is proposed on the site. Plans for this structure have been provided. It will be located on the end of the driveway for easy access by the building occupants and the collection agency. The trash will be constructed of wood and masonry products with a roof and be fully screened.

III. CONCLUSION AND RECOMMENDATION

Based on the analysis and findings as described above, staff concludes that the proposed development located at 182 Warner Parrott Road., Oregon City, Oregon 97045, and identified as Clackamas County Map 3-2E-06CB-01502, can meet the requirements as described in the Oregon City Municipal Code by complying with the Conditions of Approval provided in this report. Therefore, the Community Development Director recommends approval with conditions, based upon the findings and exhibits contained in this staff report.

EXHIBITS:

1. Vicinity Map
2. Applicant's Narrative and Original Plans
3. Applicant's revised plans
4. Public Comments
5. Traffic Analysis Letter
6. Letter from John Replinger

OREGON CITY
Community Development – Plann
698 Warner Parrott Road | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION FORM

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

File Number(s): _____

Proposed Land Use or Activity: Site Plan and Design Review; Conditional Use Review for a proposed 30 bed residential care facility with memory care endorsement.

Project Name: Asteria Care Number of Lots Proposed (If Applicable): N/A

Physical Address of Site: 182 Warner Parrott Rd. Oregon City, Oregon 97045

Clackamas County Map and Tax Lot Number(s): 3-2E-06CB-01502

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: Edward Radulescu Date: 5.7.20

Mailing Address: 919 NE 19th Ave. Suite 155 Portland, Oregon 97232

Phone: 503.679.2493 Fax: _____ Email: eddie@eprdesign.com

Property Owner(s):

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: Petronella Donovan, Daniel Donovan Date: 5.7.20

Mailing Address: 182 Warner Parrott Rd Oregon City, OR 97045

Phone: (503) 810-9045 Fax: 503.657-6783 Email: petra@donovaninvestments.com

Representative(s):

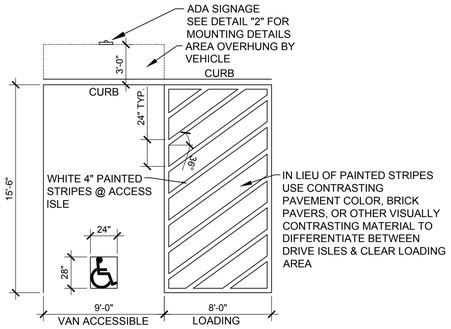
Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

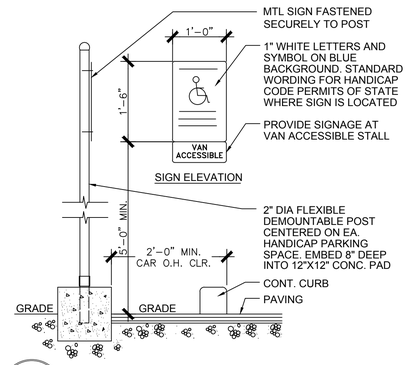
Phone: _____ Fax: _____ Email: _____

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



1 / A0.1 VAN ACCESSIBLE PARKING STALL W/ LOADING AREA

SCALE: 3/16" = 1'-0"



2 / A0.1 ACCESSIBILITY SIGNAGE

SCALE: 3/4"=1'-0"

SITE DETAILS:

SITE ADDRESS:	182 WARNER PARROTT RD. OREGON CITY, OREGON
JURISDICTION:	CITY OF OREGON CITY
SITE ZONING:	R-10; SINGLE FAMILY
PROPOSED USE:	RESIDENTIAL CARE FACILITY WITH MEMORY CARE ENDORSEMENT
LAND USE PROCESSES REQUIRED:	TYPE III SITE PLAN & DESIGN REVIEW CONDITIONAL USE REVIEW
TOTAL SITE AREA:	23,932 S.F.
SITE DENSITY PROPOSED:	30 RESIDENT BEDS
BUILDING COVERAGE: PAVED SURFACES:	39.3% (9,407 S.F.) 22.6% (5,404 S.F.)
PROPOSED LANDSCAPED AREA:	9,121 S.F. (38.1%)
MIN. SETBACKS REQUIRED:	20' FRONT, 20' REAR, 10' ON ONE INTERIOR SIDE, 8' FEET ON OTHER INTERIOR SIDE
MAX. SETBACKS ALLOWED:	10' FRONT
PROPOSED BUILDING HEIGHT:	APPROX. 29'
TOTAL PARKING SPACES:	4 W/ (1) VAN ACCESSIBLE SPACE ONSITE 4 OFF-STREET PARKING SPACES 8 TOTAL SPACES (5 REQUIRED)
TOTAL BICYCLE PARKING:	2 SPACES
FIRE DISTRICT:	CLACKAMAS FIRE
GARBAGE:	OREGON CITY
WATER DISTRICT:	CLACKAMAS
SEWER DISTRICT:	WES

GENERAL SITE PLAN NOTES:

SITE FURNISHINGS SUCH AS FENCES, & ANY OTHER FURNISHINGS SHALL BE CONSTRUCTED W/ 20% SUSTAINABLE HARVESTED MATERIALS, SUCH AS FORESTRY STEWARDSHIP COUNCIL (FSC)-CERTIFIED WOOD & RECYCLED CONTENT MATERIALS, EXCLUDING PLASTICS. THE INTENT OF THIS STANDARD CAN ALSO BE ACHIEVED THROUGH THE USE OF LOCALLY SOURCED MATERIALS, ORIGINATING WITHIN 500 MILES OF THE SITE

A MIN. OF 20% RECYCLED CONTENT PAVEMENT OR PAVEMENT BASE,SUCH AS CONCRETE GRINDINGS FOR BASE MATERIALS OR BLAST FURNACE SLAB ADDITIVES OR ASPHALT W/ GLASS FOR HARD-SCAPE ELEMENTS SUCH AS STREETS, SIDEWALKS, PATHS, PARKING AREAS & COURTYARDS SHALL BE PROVIDED

REFERENCE LANDSCAPE PLANS FOR LANDSCAPE PLANTING DETAILS

REFERENCE CIVIL SHEETS FOR R.O.W. IMPROVEMENTS, PERVIOUS PAVEMENT DETAILS, STORM-WATER MANAGEMENT, ETC.

PROVIDE A LEVEL CEMENT CONCRETE PAD, MIN. 4" THICK, @ GROUND ELEVATION. THE PAD SHALL BE DESIGNED TO DISCHARGE SURFACE WATER RUNOFF TO PREVENT STANDING WATER TO DRAIN @ GARBAGE ENCLOSURE

THE VEHICULAR APPROACH AREA & STAGING AREA SHALL NOT HAVE A PERCENT OF GRADE EXCEEDING 3%, SLOPED IN ANY DIRECTION

PROVIDE A CLEAR STAGING AREA IN FRONT OF THE ENCLOSURE W/ A MIN. LENGTH & WIDTH TO ALLOW FOR A 3' PERIMETER AROUND ALL SIDES OF THE CONTAINER WHEN BEING SERVICES OUTSIDE OF THE ENCLOSURE

A MIN. OF 3', INCLUDING PAD AREA, SHALL BE PROVIDED IN FRONT OF EACH CONTAINER FOR MANEUVERABILITY IN DEPOSITING SOLID WASTE OR RECYCLABLE MATERIALS

PROVIDE A "NO PARKING" SIGN THAT SHALL BE PAINTED TO ON THE PAVEMENT IN FRONT OF THE GARBAGE AREA TO PROVIDE SAFE & UNOBSTRUCTED ACCESS FOR SERVICING CONTAINERS

GARBAGE & RECYCLING ENCLOSURE GATES SHALL SWING FREE OF OBSTRUCTIONS & HAVE RESTRAINERS IN THE OPEN & CLOSED POSITIONS. THE GATE SWING SHOULD OPEN TO A MIN. OF 120 DEGREES

OFF STREET PARKING SHALL BE COMPLETED PRIOR TO ISSUANCE OF CERT. OF OCC. & PROVIDED FOR EMPLOYEES & VISITORS. NO STORAGE OF NON-OPERABLE VEHICLES OR OF MATERIALS PERMITTED

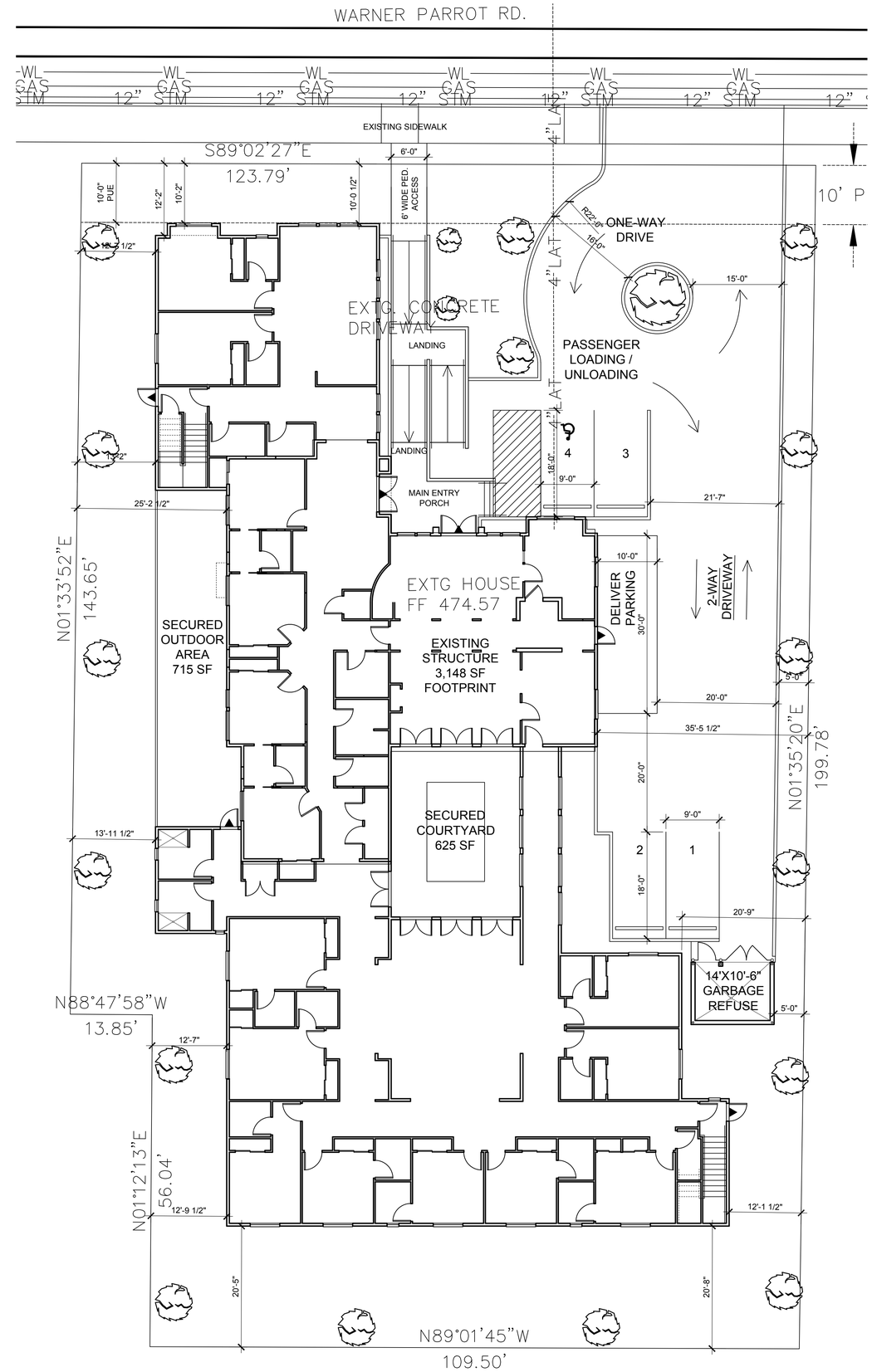
OWNER TO FURNISH ALL OUTDOOR FURNITURE SHOWN ON SITE PLAN

ALL PEDESTRIAN WALKWAYS, BUILDING ENTRANCES AND EXITS, AND OUTDOOR USE AREAS TO HAVE LIGHTING PROVIDING A MIN. OF 5 FOOT CANDLE ILLUMINATION, TYP.

A / A0.1 *PROPOSED SITE PLAN*

SCALE: 3/32"=1'-0"

NORTH



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515 NW Saltzman Rd., No. 722
Portland, Oregon 97229
503-710-8551
503-297-0409
nwarchitecture@gmail.com

epr DESIGN

919 N.E. 19th Ave. Suite 155
Portland, Oregon 97232
503-265-8461
www.eprdesign.com
design@eprdesign.com

REGISTERED ARCHITECT
John MacKinnon
John R. MacKinnon
PORTLAND, OREGON
STATE OF OREGON

EXPIRES: 12-31-21

ASTERIA CARE
182 Warner Parrott Rd.
Oregon City, Oregon 97045
30 Bed RCF + Memory Care

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PERMIT SET

1 -

PROPOSED SITE PLAN

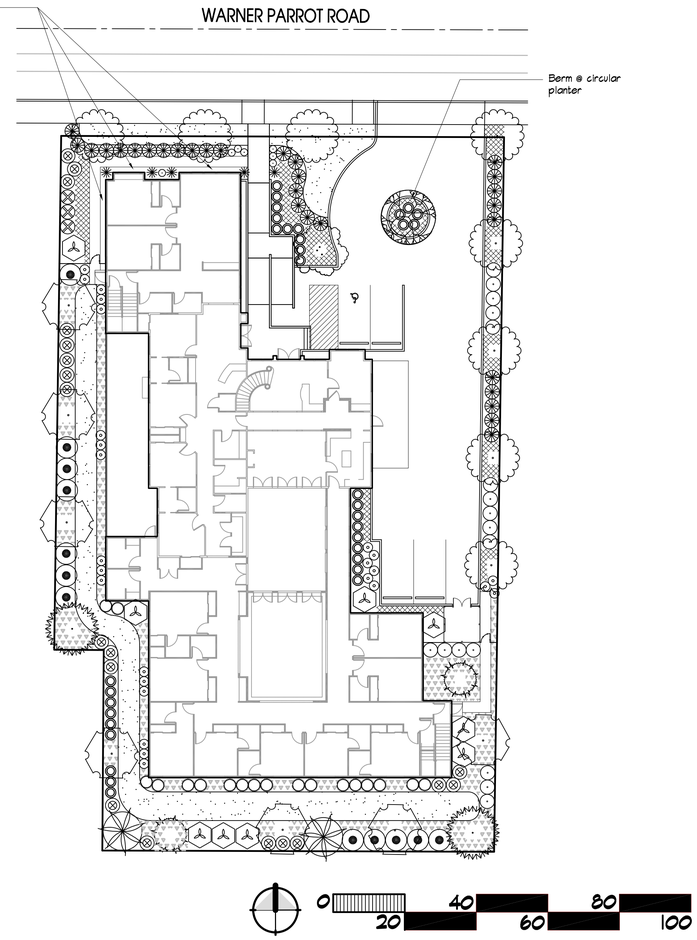
REVISED:

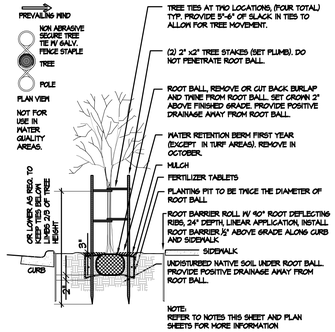
DATED: 10/7/2019

DRAWN BY:

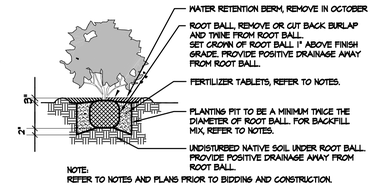
SHEET: A0.1

Install strip of drain rock (4" deep) along building base as shown between sidewalk and building

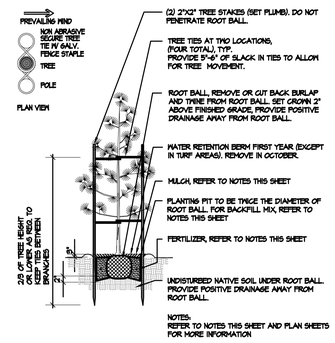




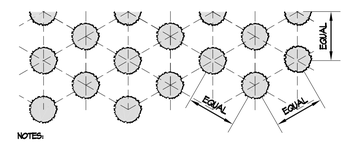
A B & B Tree Planting Detail
Not To Scale — SECTION / PLAN VIEW



C B & B Shrub Planting Detail
Not To Scale — SECTION



B B & B Tree Planting Detail: Evergreen under 8' Height
Not To Scale — SECTION / PLAN VIEW



NOTES:

ALL GROUND COVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN PLANTING LEGEND.

GROUND COVER TO BE LOCATED ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY HARD SURFACE, UNLESS OTHERWISE SPECIFIED.

D Ground Cover Planting Detail
Not To Scale — PLAN VIEW

PLANT LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QUANTITY
TREES			
	ACER GRISEUM PAPERBARK MAPLE	2" cal. min.	8
	CERCIS CANADENSIS EASTER REDBUD	2" cal. min.	7
	LAGERSTROEMIA INDICA X FAURIEI 'ZUNI' ZUNI CRAPE MYRTLE	15 GAL. TREE FORM	1
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' LITTLE GEM SOUTHERN MAGNOLIA	15 GAL. TREE FORM	1
	PINUS FLEXILIS 'VANDERWOLF PYRAMID' BLUE PYRAMIDAL PINE	6' TALL MIN.	2
	PICEA PUNGENS 'FASTIGIATA' COLUMNAR BLUE COLORADO SPRUCE	6' TALL MIN.	2
SHRUBS			
	ABELIA X GRANDIFLORA 'KALEIDOSCOPE' KALEIDOSCOPE ABELIA	1 GAL.	17
	CAMELLIA X 'WINTER SNOWMAN' WINTER'S SNOWMAN ICE ANGELS CAMELLIA	2 GAL.	17
	COTINUS COGGYGRIA 'ROYAL PURPLE' ROYAL PURPLE SMOKE TREE	2 GAL.	2
	EUPHORBIA X MARTINII 'ASCOT RAINBOW' ASCOT RAINBOW SPURGE	1 GAL.	7
	ILEX CRENATA 'SKY PENCIL' AKY PENCIL JAPANESE HOLLY	2 GAL.	5
	ILEX BLABRA 'COMPACTA' COMPACT INKBERRY HOLLY	2 GAL.	29
	MISCANTHUS SINENSIS 'MORNING LIGHT' MORNING LIGHT MAIDEN GRASS	1 GAL.	19
	NANDINA DOMESTICA 'MOON BAY' MOON BAY HEAVENLY BAMBOO	2 GAL.	33
	OSMANTHUS HETEROPHYLLUS 'GOSHIKI' GOSHIKI FALSE HOLLY	2 GAL.	3
	PENNISETUM ALOPECUROIDES 'HAMELN' HAMELN FOUNTAIN GRASS	1 GAL.	26
	RHODODENDRON X MIYAMA 'PICOBELLO' PICOBELLO WHITE RHODODENDRON	2 GAL.	9
	SPIREA JAPONICA 'GOLDFLAME' GOLD FLAME SPIREA	2 GAL.	18
GROUNDCOVER			
	COTONEASTER DAMMERI BEARBERRY COTONEASTER	1 GAL.	130 36" O.C.
	LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILY TURF	1 GAL.	126 24" O.C.
	TURF (SEED OR SOD), PER OWNER		

PLANTING NOTES

1. ALL BOUNDARIES, EASEMENTS, UTILITIES AND LEGAL ENCUMBRANCES TO BE CONFIRMED WITH OWNER PRIOR TO BEGINNING WORK. PROPERTY LINES AND SURVEY INFORMATION PROVIDED BY EPR DESIGN.
2. IN NO WAY IS THIS PLAN TO BE INTERPRETED TO EXCEED THE LEGAL BOUNDARIES OF THE OWNER'S REAL PROPERTY.
3. THE LANDSCAPE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF BOUNDARIES, UTILITIES AND WETLANDS.
4. THIS PLAN SHALL BE INSTALLED TO MEET ALL APPLICABLE CITY, COUNTY, STATE AND FEDERAL CODES.
5. THIS PLAN SHALL BE CONSIDERED PRELIMINARY UNTIL APPROVED BY ALL GOVERNING AGENCIES. IMPLEMENTATION OF THIS PLAN SHALL NOT PROCEED UNTIL ISSUANCE OF ALL RELATED PERMITS.
6. PLANT QUANTITIES ARE FOR INFORMATION ONLY. IN CASE OF ANY DISCREPANCY, THE PLAN SHALL GOVERN.
7. ALL WORK IS TO BE PERFORMED BY LICENSED CONTRACTORS AND EXPERIENCED WORKERS.
8. THE CONTRACTOR IS TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL REPAIR ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR'S WORK, AT NO ADDITIONAL COST TO THE OWNER. CONTACT ALL UTILITY PROVIDERS SERVING THE SITE AREA 48 HOURS PRIOR TO ANY EXCAVATION.
9. ALL PLANT MATERIALS SHALL MATCH SPECIFICATIONS PER SPECIES AND SHALL COMPLY WITH ANSI Z60.1 'STANDARD FOR NURSERY STOCK'.
10. THE CONTRACTOR SHALL ADHERE TO THE OREGON ASSOCIATION OF NURSERIES GUIDELINES FOR PLANTING PRACTICES.
11. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELEMENTS ON AND OFF SITE, RESULTING FROM THE CONTRACTOR'S WORK.
12. THE CONTRACTOR IS RESPONSIBLE FOR THE VIABILITY OF ALL PLANT MATERIAL FOR 2 YEARS AFTER COMPLETION OF PLANTING. DISEASED, DYING, OR DEAD PLANT MATERIAL SHALL BE REPLACED BY THE CONTRACTOR DURING THE TWO YEAR PERIOD AND MAINTAINED FOR AN ADDITIONAL 2 YEAR PERIOD.
13. IMMEDIATELY UPON BID AWARD, CONTRACTOR SHALL SECURE THE PLANT MATERIALS AS SPECIFIED FROM AVAILABLE SOURCES. IN THE EVENT THAT PLANT MATERIALS ARE NOT AVAILABLE, CONTACT LANDSCAPE ARCHITECT FOR APPROVED SUBSTITUTIONS. NO SUBSTITUTION FOR PLANT MATERIAL WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
14. TOP DRESS ALL SHRUB AND GROUND COVER AREAS (NOT LAWN) WITH 3" OF FIR BARK MULCH. SUBMIT SAMPLE TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION.
15. TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD TO SUIT SITE REQUIREMENTS AS DIRECTED BY THE LANDSCAPE ARCHITECT.
16. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANTING PITS HAVE POSITIVE DRAINAGE. PLANT PITS FULLY FLOODED WITH WATER SHALL DRAIN WITHIN (12) HOURS OF FILLING.
17. FINISH GRADE SHALL BE SET TO ALLOW POSITIVE DRAINAGE
18. ROTOTILL 2" OF COMPOST INTO ALL PLANTED AREAS.
19. INCORPORATE PEAT INTO THE ROOT ZONE OF RHODODENDRONS, AZALEAS AND OTHER ACID LOVING PLANTS.
20. INCORPORATE 10-20-20 FERTILIZER INTO THE ROOT ZONE OF ALL NEW PLANTINGS.
21. RONSTAR, OR APPROVED EQUAL, PREEMERGENT HERBICIDE TO BE APPLIED TO ALL PLANTED AREAS PER MANUFACTURERS INSTRUCTIONS.
22. EXISTING VEGETATION TO BE SPRAYED WITH ROUNDUP, OR APPROVED EQUAL, PER MANUFACTURERS INSTRUCTIONS. SUFFICIENT TIME SHALL BE GIVEN TO ALLOW EXISTING MATERIAL TO DIE. REMOVE EXISTING ST. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
23. CROWN LAWN AREAS AND GRADE TO PROVIDE POSITIVE DRAINAGE.
24. ROLL LAWN AREA TO INSURE PROPER COMPACTION TO MINIMIZE SETTLING.
25. AMEND SOIL IN LAWN AREAS WITH 80 LBS. OF DOLOMITE LIME AND 40 LBS. OF 10-20-20 SLOW RELEASE FERTILIZER OR EQUIVALENT. PROVIDE A 3" LAYER OF SANDY LOAM TOPSOIL FOR LAWN AND BED AREA.
26. SEED LAWN AREAS WITH GRASS SEED MANUFACTURER'S RECOMMENDATIONS. COVER SEED WITH FINE MULCH APPLIED WITH ROLLER OR HYDROSEED.
27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
28. PLANT MATERIAL SHALL BE PLANTED W/ ROOT CROWN 1" ABOVE FINISHED GRADE TO ALLOW POSITIVE DRAINAGE AWAY FROM CROWN.
29. STAKE ALL TREES OVER 6 FT. IN HEIGHT PER DETAILS ON THIS SHEET.
30. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
31. ALL PLANTING SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM.
32. ALL PLANT MATERIALS FURNISHED ARE TO BE HEALTHY, UNIFORMLY BRANCHED AND WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS.
33. ALL PLANT MATERIALS FURNISHED ARE TO BE FREE FROM DEAD OR BROKEN BRANCHES, LICHENS, SCARS, BROKEN BARK OR WOUNDS. ALL PLANT MATERIALS WILL BE INSECT, WEED, AND DISEASE FREE ACCORDING TO THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF AGRICULTURE FOR NURSERY PLANT MATERIALS SOLD FOR WHOLESALE OR RETAIL. ALL PRUNING WOUNDS MUST BE WELL HEALED WITH NO EVIDENCE OF DECAY.
34. FIELD CONFIRM ALL SITE CONDITIONS, AREAS AND SIZES PRIOR TO BIDDING & CONSTRUCTION. DO NOT SCALE FROM PLANS.

IRRIGATION NOTE

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP AND/OR SPRAY IRRIGATION SYSTEM. REFER TO CIVIL ENGINEERING PLANS FOR WATER SOURCE.

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Portland, Oregon 97229
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503-297-0409
nwarchitecture@gmail.com

epr DESIGN
919 N.E. 19th Ave. Suite 155
Portland, Oregon 97232
503-265-8461
www.eprdesign.com
design@eprdesign.com

PRELIMINARY NOT FOR CONSTRUCTION SUBJECT TO APPROVAL

ASTERIA CARE
182 Warner Parrott Rd.
Oregon City, Oregon 97045
30 Bed RCF + Memory Care

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PERMIT SET

1 -

PROPOSED LANDSCAPE PLAN

REVISED:

DATED: 01/21/20

DRAWN BY: HA

SHEET: L1.0

Planning Solutions, Inc.
4400 NE 77th Avenue
Suite 275
VANCOUVER, WA 98662
VOICE: 360-750-9000 FAX: 360-713-6102
www.planningsolutionsinc.com

E:\OneDrive - Planning Solutions Inc\Project Folder\2020 Projects\1551-Asteria Care Landscape\2.0 LU Process\2.03 PLR (current)\01 RD 11.20\Plans_1551 PLR S1 PL RD.dwg, 12/21/2020 10:15:42 AM, Adobe PDF.pc3

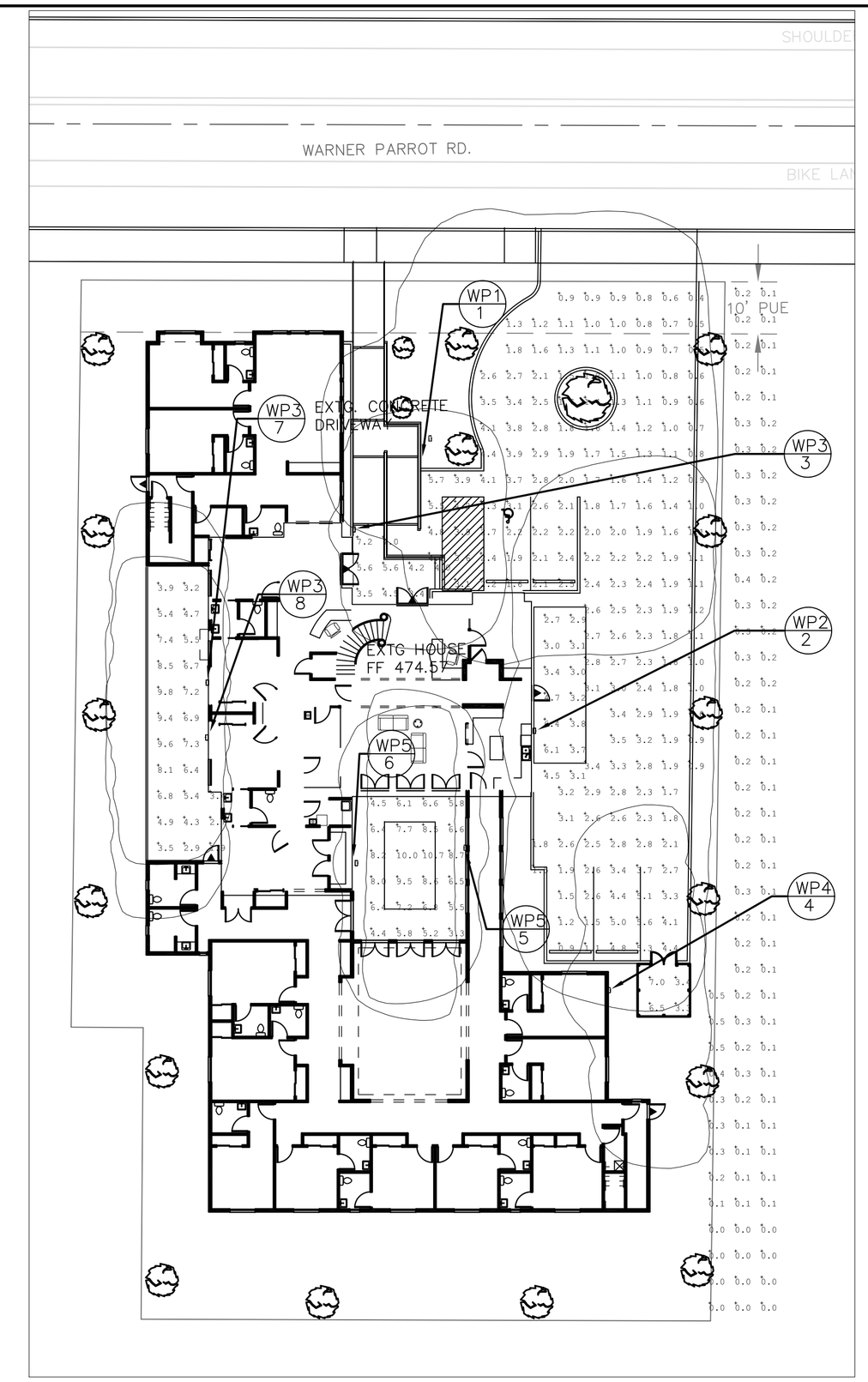
WP1 / X = INSTALL 66W PRIVATE WALL PACK #. (X = WALL PACK #).

WP2 / X = INSTALL 66W PRIVATE WALL PACK #. (X = WALL PACK #).

WP3 / X = INSTALL 34W PRIVATE WALL PACK #. (X = WALL PACK #).

WP4 / X = INSTALL 34W PRIVATE WALL PACK #. (X = WALL PACK #).

WP5 / X = INSTALL 34W PRIVATE WALL PACK #. (X = WALL PACK #).



WALL PACK NOTES:

1: WALL PACK SHALL BE BRONZE, 66W/34W, LED WALL PACK.
APPROVED WALL PACKS ARE:
WP1: GLEON GWC-AF-02-LED-E1-T4FT-BZ-7030-600
WP2: GLEON GWC-AF-02-LED-E1-SL3-BZ-7030-600
WP3: GLEON GWC-AF-01-LED-E1-SL4-BZ-7030-600
WP4: GLEON GWC-AF-01-LED-E1-SL2-BZ-7030-600
WP5: GLEON GWC-AF-01-LED-E1-SL3-BZ-7030-600

NUMERIC SUMMARY						
PROJECT: WARNER PARROT						
LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN
COURTYARD	ILLUMINANCE	FC	6.96	10.70	3.30	2.11
PARKING LOT	ILLUMINANCE	FC	2.20	5.70	0.50	4.40
DELIVERY AREA	ILLUMINANCE	FC	3.83	6.40	2.70	1.42
ENTRY PORCH	ILLUMINANCE	FC	5.00	7.20	3.40	1.47
GARBAGE AREA	ILLUMINANCE	FC	5.05	7.00	3.30	1.53
OUTDOOR PLAY AREA	ILLUMINANCE	FC	5.83	9.80	1.90	3.07
OFF-SITE	ILLUMINANCE	FC		0.50		

WALL PACK INFORMATION TABLE

WALLPACK NUMBER	MH	WATTS	LUMENS
1	15 FT	66	7963
2	15 FT	66	6649
3	8 FT	34	3233
4	9 FT	34	3967
5	8 FT	34	3402
6	8 FT	34	3402
7	8 FT	34	3233
8	8 FT	34	3233

STREETLIGHTING DESIGN
Scale: 1" = 20'

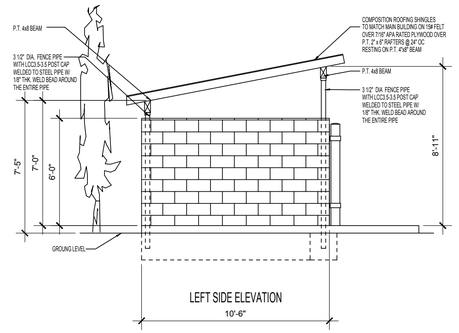
Northstar Electrical Contractors
11055 S.W. Clay Street
Sherwood, Oregon 97140
Phone 503-612-0840
Fax 503-612-0891
Email adam.suminski@NorthStarElect.com

WARNER PARROT
OREGON CITY, OREGON

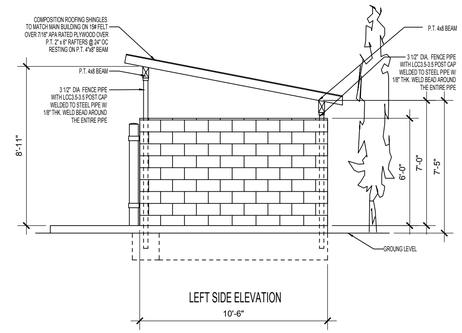
REV DATE	NO.	REV DESCRIPTION

Title: STREET LIGHTING
Designed by: Adam Suminski
Checked by: Jesse Culp
Date: February 6, 2020

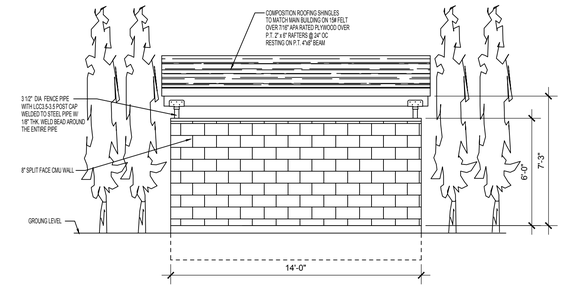
DWG. NO
EL1



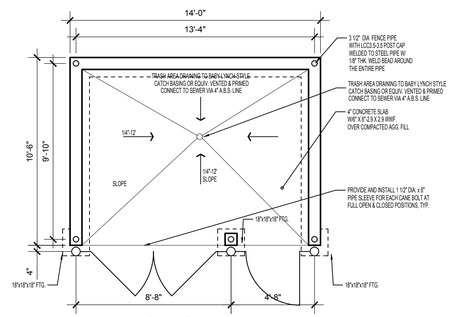
LEFT SIDE ELEVATION



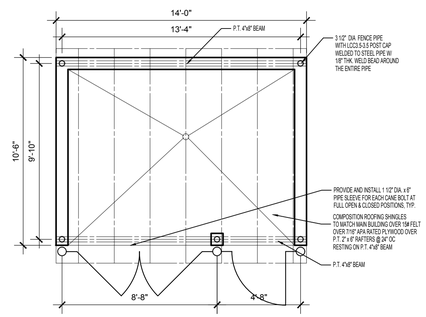
LEFT SIDE ELEVATION



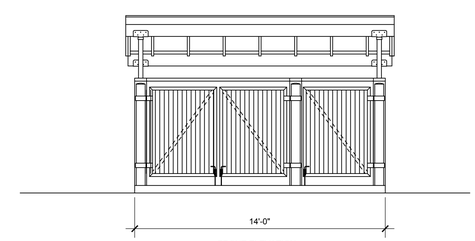
BACK ELEVATION



FOUNDATION PLAN



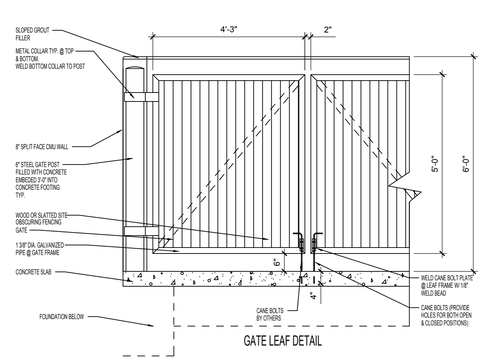
TRASH ENCLOSURE PLAN



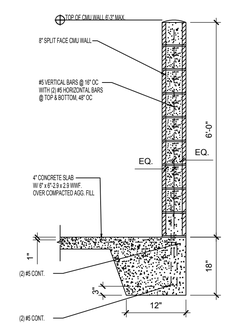
FRONT ELEVATION

A / A1.2 *TRASH ENCLOSURE*

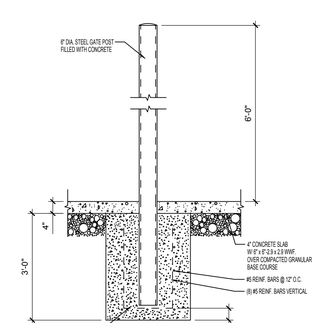
SCALE: 1/4" = 1'-0"



GATE LEAF DETAIL



WALL SECTION (N.T.S.)



POST DETAIL (N.T.S.)

B / A1.2 *TRASH ENCLOSURE DETAIL*

SCALE: 1/2" = 1'-0"

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515 NW Saltzman Rd., No. 722
Portland, Oregon 97229
503-710-8551
503-297-0409
nwarchitecture@gmail.com

epr DESIGN
919 N.E. 19th Ave. Suite 155
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design@eprdesign.com

REGISTERED ARCHITECT
John MacKinnon
John R. MacKinnon
PORTLAND, OREGON
STATE OF OREGON
EXPIRES: 12-31-21

WARNER PARROTT RD.
182 Warner Parrott Rd.
Oregon City, Oregon 97045
25 Bed RCF + Memory Care

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PERMIT SET

1 -

PROPOSED GARBAGE ENCLOSURE

REVISED:

DATED: 2/18/2020

DRAWN BY:

SHEET:

A0.2

A
A2.0

FRONT ELEVATION (NORTH)

SCALE: 3/16" = 1'-0"

B
A2.0

REAR ELEVATION (SOUTH)

SCALE: 3/16" = 1'-0"

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1

PROPOSED BUILDING ELEVATIONS

REVISED:

DATED: 8/20/2019

DRAWN BY:

SHEET: A2.0

C A2.1 *LEFT SIDE ELEVATION (EAST)*
SCALE: 1/8" = 1'-0"

D A2.1 *RIGHT SIDE ELEVATION (WEST)*
SCALE: 1/8" = 1'-0"

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WARNER PARROTT RD.
182 Warner Parrott Rd.
Oregon City, Oregon 97045
25 Bed RCF + Memory Care

These plans and the designs herein are copyrighted under Federal Law by EPR DESIGN, LLC. & NW ARCHITECTURE & DESIGN, P.C.

PERMIT SET

1 -

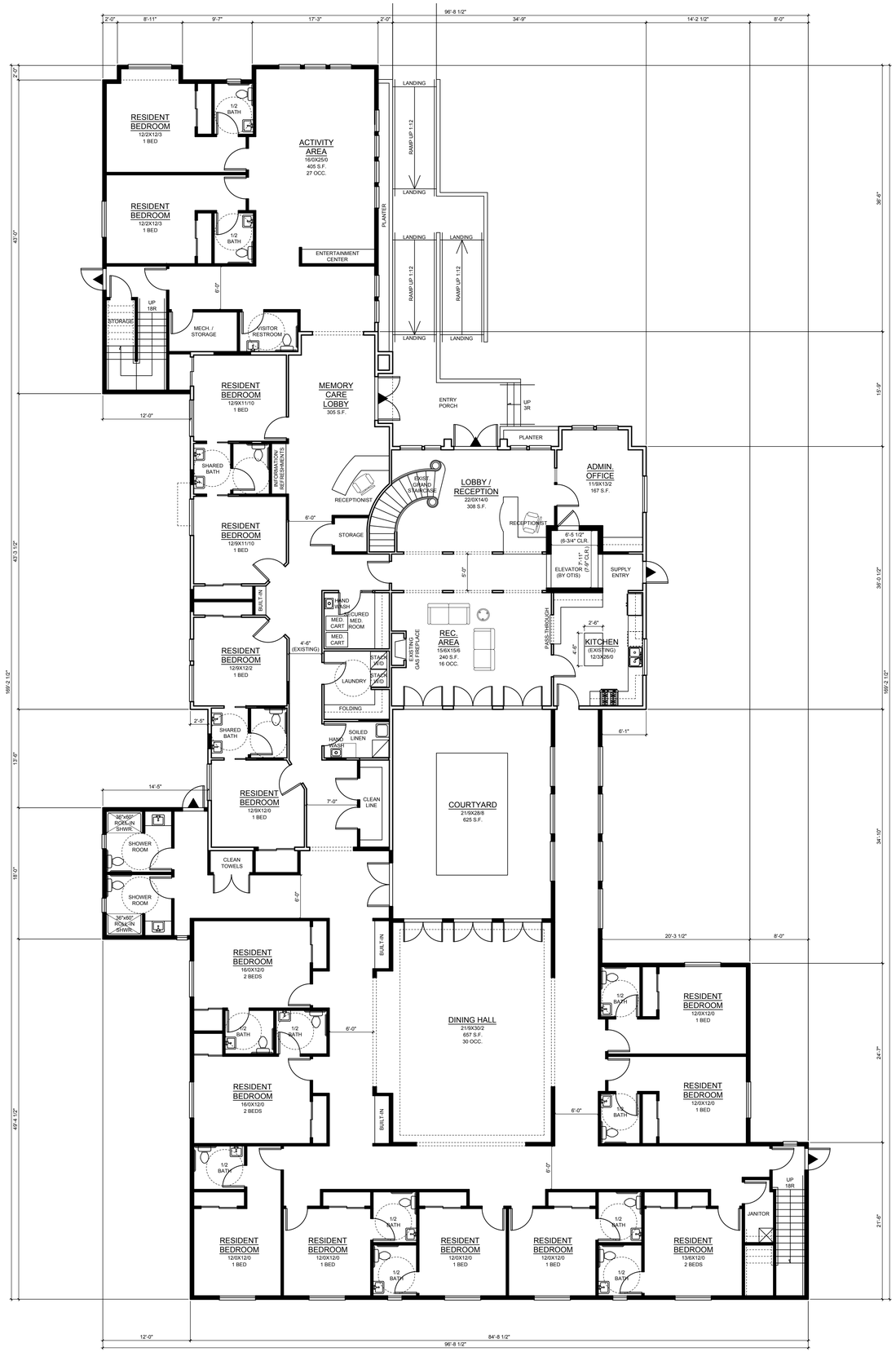
PROPOSED BUILDING ELEVATIONS

REVISED:

DATED: 8/20/2019

DRAWN BY:

SHEET: A2.1



A / A3.1 GROUND LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

GROUND LEVEL RESIDENT BEDS: 18
GROUND LEVEL AREA: 9,378 SF
(3,142 SF EXIST. + 6,236 SF NEW)

LEGEND:

- SEE DOOR SCHEDULE
- BUILDING EGRESS
- SEE WINDOW DETAILS ON A1.1
- 2x SOUND INSULATED WALL. SEE DETAIL ON A4.0

GENERAL NOTES:

ALL CORRIDOR DOORS TO BE MIN. 20 MINUTE RATED PER TABLE 715.4 FIRE PARTITIONS.
EXCEPTION: RESIDENT BEDROOM DOORS NOT REQUIRED TO BE RATED.

RESIDENT SLEEPING UNITS TO BE ACCESSIBLE UNITS W/ ACCESSIBLE RESTROOMS.

RESIDENT BEDROOM DOORS ACCESSING THE CORRIDOR TO BE EQUIPPED WITH SMOKE GASKETS, POSITIVE LATCHING, & LEVER TYPE HANDLES W/ KEYED LOCKS.

RESIDENT AREAS TO BE ATTENDED BY STAFF ON A 24-HR. BASIS.

TYP. CEILING HEIGHTS TO BE 9'-0" U.N.O.

SEE BUILDING ELEVATIONS & WINDOW DETAILS SHEET FOR WINDOW STYLES, SIZES, & HEAD HEIGHTS, TYP.

EXTERIOR SIDEWALKS & CONCRETE PATIO AREAS SHOWN FOR COORDINATION ONLY. SEE SITE PLAN FOR ADDITIONAL INFORMATION.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

KITCHEN TO COMPLY W/ OAR 333-150-0000 FOOD SANITATION RULES.

PROVIDE A 50GPM GREASE INTERCEPTOR AT KITCHEN. CONNECT ALL KITCHEN DRAIN FIXTURES TO GREASE INTERCEPTOR. GREASE INTERCEPTOR SHALL CONNECT TO MAIN SEWER LINE IN CRAWL SPACE.

PROVIDE NON-ABSORBENT SURFACE TO A HEIGHT OF 4' ABOVE FLOOR @ WALLS OF COMMON RESTROOMS & BATHING FACILITIES. FULL HEIGHT @ SHOWERS

CARPETING TO WITHSTAND A MIN. CRITICAL RADIANT FLUX AS REQUIRED FOR CLASS II MATERIALS, NFPA 253

FURNISHINGS BY OWNER. SHOWN FOR INFORMATION ONLY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

SEE ELEVATION DRAWINGS FOR WINDOW & EXTERIOR DOOR HEAD HEIGHTS.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. PLUMBING WALLS 2x6 DFL #2 STUDS @ 16" O.C. (U.N.O.).

TYPICAL EXTERIOR SHEATHING U.N.O.:
5/8" DENSGLASS FIRE GUARD SHEATHING OVER STRUCTURAL WALL SHEATHING (SEE STRUCTURAL)

TYPICAL INTERIOR SHEATHING U.N.O.:
5/8" TYPE "X" GYP. WALL BOARD.
SEE DETAIL FOR 1-HOUR & 2-HOUR FIRE RATED ASSEMBLIES. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN FOR LOCATION OF 2-HR CEILING @ OCCUPANCY SEPARATION REQUIREMENTS.

KEYNOTES:

1. PROVIDE ADA COMPLIANT HANDRAIL.

FLOOR FINISHES:

RESIDENT BEDROOMS:	LAMINATE WOOD
RESIDENT RESTROOMS:	TILE W/ INTEGRAL TILE BASE COVE
COMMON SHOWER ROOMS:	TILE W/ INTEGRAL TILE BASE COVE
CORRIDORS:	LAMINATE WOOD
DINING & ACTIVITY AREAS:	LAMINATE WOOD
KITCHEN:	TILE W/ INTEGRAL TILE BASE COVE
LAUNDRY AREAS:	TILE W/ INTEGRAL TILE BASE COVE
SOILED LINEN AREAS:	TILE W/ INTEGRAL TILE BASE COVE
JANITORS CLOSETS:	TILE W/ INTEGRAL TILE BASE COVE
LOBBY:	LAMINATE WOOD
ADMIN. OFFICE:	LAMINATE WOOD
STORAGE AREAS:	LAMINATE WOOD
NURSE / MED. ROOM	LAMINATE WOOD
STAIRWELLS:	COMMERCIAL GRADE CARPET

NW A&D
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Portland, Oregon 97229
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503-297-0409
nwarchitecture@gmail.com

epr DESIGN
919 N.E. 19th Ave. Suite 155
Portland, Oregon 97232
503-265-8461
www.eprdesign.com
design@eprdesign.com

REGISTERED ARCHITECT
John MacKinnon
John R. MacKinnon
PORTLAND, OREGON
STATE OF OREGON
EXPIRES: 12-31-19

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25 Bed RCF + Memory Care

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PERMIT SET

1 -

PROPOSED GROUND LEVEL FLOOR PLAN

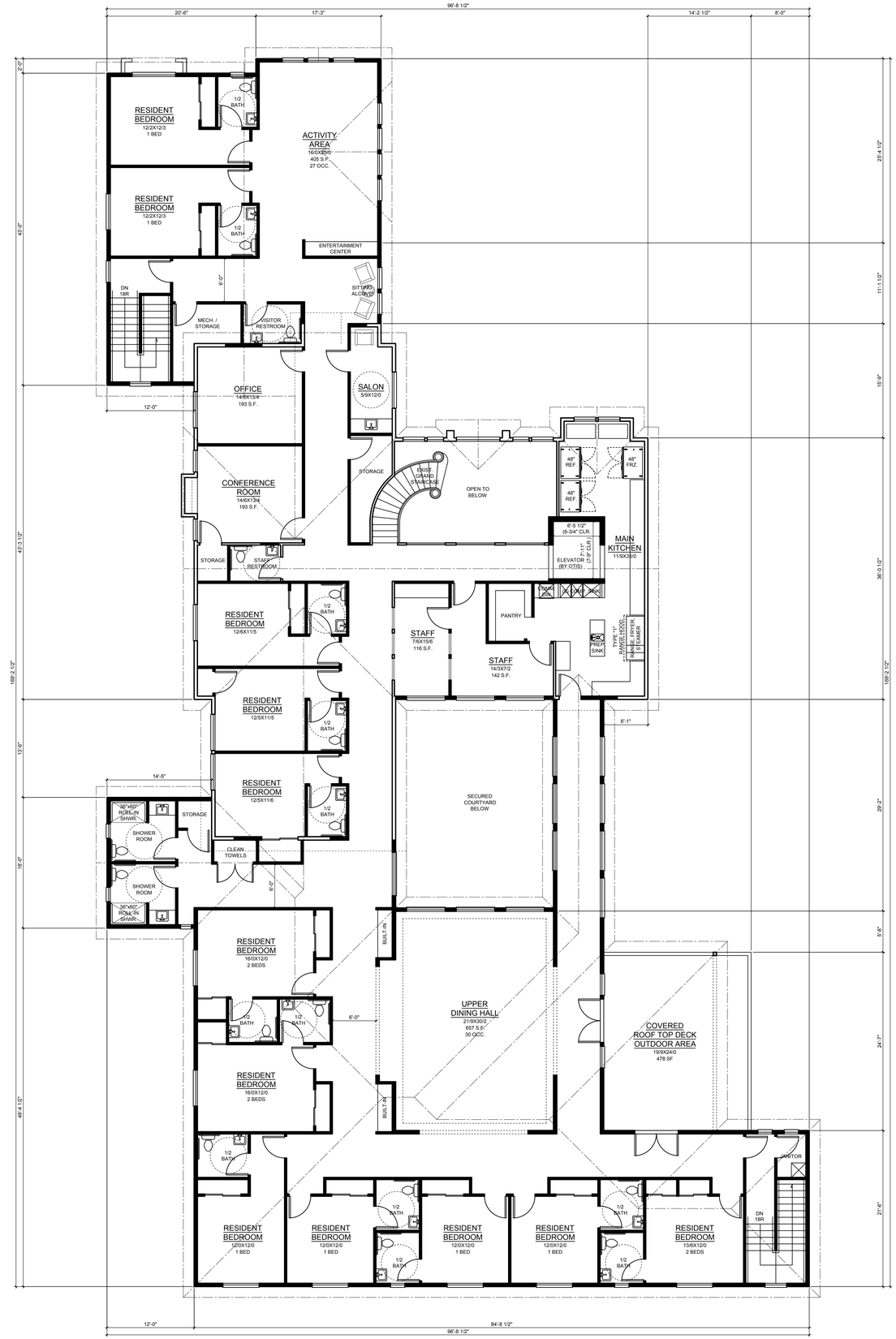
REVISED:

DATED: 8/20/2019

DRAWN BY:

SHEET: A3.1

NORTH



A / A3.2 *2ND LEVEL FLOOR PLAN*

SCALE: 1/8" = 1'-0"

2ND LEVEL RESIDENT BEDS: 12
2ND LEVEL AREA: 8,350 SF
(2,840 SF EXIST. + 5,510 SF NEW)

LEGEND:

- SEE DOOR SCHEDULE
- BUILDING EGRESS
- SEE WINDOW DETAILS ON A1.1
- 2x SOUND INSULATED WALL. SEE DETAIL ON A4.0

GENERAL NOTES:

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PERMIT SET

1 -

PROPOSED 2ND LEVEL FLOOR PLAN

REVISED:

DATED: 8/20/2019

DRAWN BY:

SHEET: A3.2

NORTH

TRAFFIC ANALYSIS LETTER

FOR

ASTERIA CARE MEMORY CARE FACILITY

182 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

CITY OF OREGON CITY

PREPARED BY

CHARBONNEAU ENGINEERING LLC

1-23-20

REGISTERED PROFESSIONAL ENGINEER
9301
OREGON
July 22, 1977
FRANK R. CHARBONNEAU

RENEWS: 12-31-21

JANUARY 2020

MEMORANDUM

Date: January 23, 2020

To: Edward Radulescu, B.S. Arch, EPR Design, 825 NE 20th Avenue - Suite 202, Portland OR 97232

From: Frank Charbonneau, PE, PTOE; Gary Spanovich

Subject: Transportation Analysis Letter; Asteria Memory Care Facility at 182 Warner Parrott Road, Oregon City, Oregon 97045

This letter has been prepared for the Asteria Warner Parrott Road Memory Care Facility development in the City of Oregon City. Development of this Memory Care Facility does not exceed the City of Oregon City's trip generation (The 10th Edition, year 2017 of the ITE Manual was used) threshold of 25 AM & PM peak hour trips or 250 daily trips and as a result a transportation analysis letter (TAL) has been prepared. Capacity analysis of nearby public intersections and the site driveways is not required. The transportation analysis letter includes a description of the site, trip generation documentation, verification of the street spacing standards, sight distance assessment, and review of the traffic safety conditions.

Site Development

The Asteria Warner Parrott Road Memory Care Facility will be located on residential property on the south side of Warner Parrott Road at 182 Warner Parrott Road. Development of the site will include some demolition and construction of a memory care building facility as follows:

- **30 resident beds**
- **9,407 sq. ft. of building coverage**
- **5,404 sq. ft. of paved surface**
- **23,932 sq. ft. of total site area**
- **29 feet, building height**
- **R-10, single family zoning**
- **Parking Spaces: 4 onsite spaces (1 van accessible); 4 off street; 8 total**
- **Bicycle Parking: 2 spaces**

The Appendix contains the Site Plan; Functional Classification System; and the Vicinity Map the project location.

The map below highlights the project location.

PROJECT LOCATION – 182 Warner Parrott Road

Trip Generation

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, eighth edition, were utilized to estimate the site's trip generation. Assisted Living (ITE code #254) trip rates were applied to estimate the trips generated by the proposed use. The table in the Appendix presents the trip generation estimate for the memory care center. The 10th Edition, year 2017 of the ITE Manual was used.

Trip Generation Summary

The Appendix contains the results of the trip generation analysis. In summary the Warner Parrott Road Memory Care Facility is expected to generate up to 78 daily trips, six AM peak hour trips, and eight PM peak hour trips.

Access Spacing

The spacing of the existing driveways and the proposed site access on Warner Parrott Road between King Road and Woodlawn Avenue was reviewed for conformance to the City's spacing standards. Warner Parrott Road is classified

by the City of Oregon City as a minor arterial. King Road, Woodlawn Avenue, Boynton St are all classified as local streets.

Contained in the Appendix is a copy of Table 4 of the City of Oregon City Design Standards identifies the spacing between local streets along a minor arterial as 150 feet. Based on the spacing measurements the proposed site access will located 160 feet west of Boynton St; 390 feet east of King Road; and 390 feet west of Woodlawn Avenue. The City of Oregon City does not have a spacing standard for single-family residential driveways

Sight Distance

Sight distance along Warner Parrott Road was reviewed in accordance with AASHTO standards. The speed along Warner Parrott Road is posted for 30 MPH. Based on the posted speed AASHTO recommends a minimum sight distance of 390 feet be available.

The sight distance and the required sight distance standards will be exceeded as the available sight distance exceeds 390 feet in both directions. Sight distance is as follows:

- Roadway is flat in both directions
- To the West, .1 mile or 528 feet
- To the East, .2 mile or 1056 feet

With development of the Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded; and it does.

Safety Review

Accident data for the three-year period between 01/01/15 and 12/31/17 for Warner Parrott Road from South End Road to Central Point Road was requested from the ODOT crash analysis unit. This data has not yet come in; but will be added as an Addendum to this report when it arrives.

Conclusion

The transportation analysis letter for the Warner Parrott Road Memory Care Facility has been prepared to document the trip generation, access spacing, and the sight distance availability. Development of the Warner Parrott Road Memory Care Facility will consist of a 30 bed unit building that is projected to generate 78 daily trips, six AM peak hour trips, and eight PM peak hour trips.

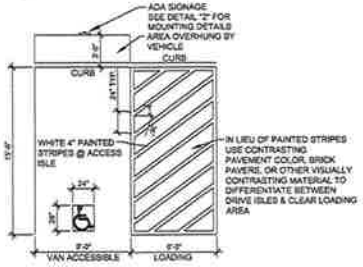
The spacing of streets and private driveways along Warner Parrott Road was reviewed for comparison to the City's spacing standards. Warner Parrott Road is classified by the City of Oregon City as a minor arterial and Boynton St; King Road; and Woodlawn Avenue are classified as local streets with more than 150

feet of separation. The City's standard identifies the spacing between local streets on a minor arterial as 150 feet. Currently, the City of Oregon City does not have a spacing standard for single-family residential driveways. The existing driveway also functions for an existing house used as a memory care facility; so the driveway already exists; the proposal simply adds beds to the existing facility.

There are no obstructions to the sight distance and the required sight distance standards will be exceeded as the available sight distance exceeds 390 feet in both directions. With development of the Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded. Obstruction by landscaping, signing, parking, buildings, or other objects would be unsafe.

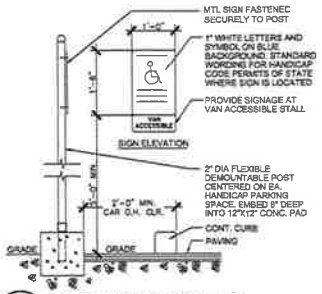
Accident data for the roadway will be added as an Addendum to this report, when received from ODOT.

APPENDIX



1 A0.1 VAN ACCESSIBLE PARKING STALL W/ LOADING AREA

SCALE: 3/16" = 1'-0"



2 A0.1 ACCESSIBILITY SIGNAGE

SCALE: 3/4"=1'-0"

SITE DETAILS:

SITE ADDRESS	182 WARNER PARROTT RD OREGON CITY, OREGON
JURISDICTION:	CITY OF OREGON CITY
SITE ZONING:	R-10, SINGLE FAMILY
PROPOSED USE:	RESIDENTIAL CARE FACILITY WITH MEMORY CARE OVERSIGHT
LAND USE PROCEDURES REQUIRED	TYPE III SITE PLAN & DESIGN REVIEW CONDITIONAL USE REVIEW
TOTAL SITE AREA	23,222 S.F.
SITE DENSITY PROPOSED:	30 RESIDENT BEDS
BUILDING COVERAGE: PAVED SURFACES:	33.3% (8,407 S.F.) 22.9% (5,454 S.F.)
PROPOSED LANDSCAPED AREA:	8,121 S.F. (35.1%)
MIN. SETBACKS REQUIRED	20' FRONT, 20' REAR, 10' ON SIDE WITHIN R-10 ZONE 8' FEET ON OTHER INTERIOR SIDE
MAX. SETBACKS ALLOWED:	10' FRONT
PROPOSED BUILDING HEIGHT:	APPROX. 29'
TOTAL PARKING SPACES:	4 (6) (1) VAN ACCESSIBLE SPACE ONSITE 4 OFF-STREET PARKING SPACES 8 TOTAL SPACES (8 REQUIRED)
TOTAL BICYCLE PARKING:	2 SPACES
FIRE DISTRICT:	CLACKAMAS FIRE
GARBAGE	OREGON CITY
WATER DISTRICT:	CLACKAMAS
SEWER DISTRICT:	WCB

GENERAL SITE PLAN NOTES:

SITE FURNISHINGS SHALL BE CONSTRUCTED IN 20% SUSTAINABLE MATERIALS, SUCH AS NORTHWEST STEWARDSHIP COUNCIL (FSC) CERTIFIED WOOD & RECYCLED CONTENT MATERIALS, EXCLUDING PLASTICS. THE INTENT OF THIS STANDARD CAN ALSO BE ACHIEVED THROUGH THE USE OF LOCALLY SOURCED MATERIALS, ORIGINATING WITHIN 500 MILES OF THE SITE.

A MIN. OF 20% RECYCLED CONTENT PAVEMENT OR PAVEMENT BASE SUCH AS CONCRETE CRUSHED FOR BASE MATERIALS OR SLAG FURNACE SLAG ADDITIVES OR ASPHALT W/ 15 LBS PER HARDSCAPE ELEMENT'S SUCH AS STREETS, SIDEWALKS, PATHS, PARKING AREAS & COURTYARDS SHALL BE PROVIDED

REFERENCE LANDSCAPE PLANS FOR LANDSCAPE PLANTING DETAILS

REFERENCE CIVIL SHEETS FOR R.O.W. IMPROVEMENTS, PERVIOUS PAVEMENT DETAILS, STORM WATER MANAGEMENT, ETC.

PROVIDE A 1 LEVEL CEMENT CONCRETE PAD MIN. 4" THICK @ GROUND ELEVATION. THE PAD SHALL BE DESIGNED TO DISCHARGE SURFACE WATER NAMELY TO PREVENT STANDING WATER TO DRAIN @ GARBAGE ENCLOSURE

THE VEHICULAR APPROACH AREA & STAGING AREA SHALL NOT HAVE A PERCENT OF GRADE EXCEEDING 3% SLOPED IN ANY DIRECTION.

PROVIDE A CLEAR STAGING AREA IN FRONT OF THE ENCLOSURE W/ A MIN. LENGTH & WIDTH TO ALLOW FOR A 3' PERIMETER AROUND ALL SIDES OF THE CONTAINER WHEN BEING SERVICED OUTSIDE OF THE ENCLOSURE

A MIN OF 2', INCLUDING PAD AREA, SHALL BE PROVIDED IN FRONT OF EACH CONTAINER FOR MANEUVERABILITY IN DEPOSITING SOLID WASTE OR RECYCLABLE MATERIALS

PROVIDE A "NO PARKING" SIGN THAT SHALL BE PAINTED TO ON THE PAVEMENT IN FRONT OF THE GARBAGE AREA TO PROVIDE SAFE & UNOBSTRUCTED ACCESS FOR SERVICING CONTAINERS

GARBAGE & RECYCLING ENCLOSURE GATES SHALL SWING FREE OF OBSTRUCTIONS & HAVE IBS TRAINERS IN THE OPEN & CLOSED POSITIONS. THE GATE SWING SHOULD OPEN TO A MIN. OF 120 DEGREES

OFF STREET PARKING SHALL BE COMPLETED PRIOR TO ISSUANCE OF CERT. OF OCC. & PROVIDED FOR EMPLOYEES & VISITORS. NO STORAGE OF NON-OPERABLE VEHICLES OR OF MATERIALS PERMITTED

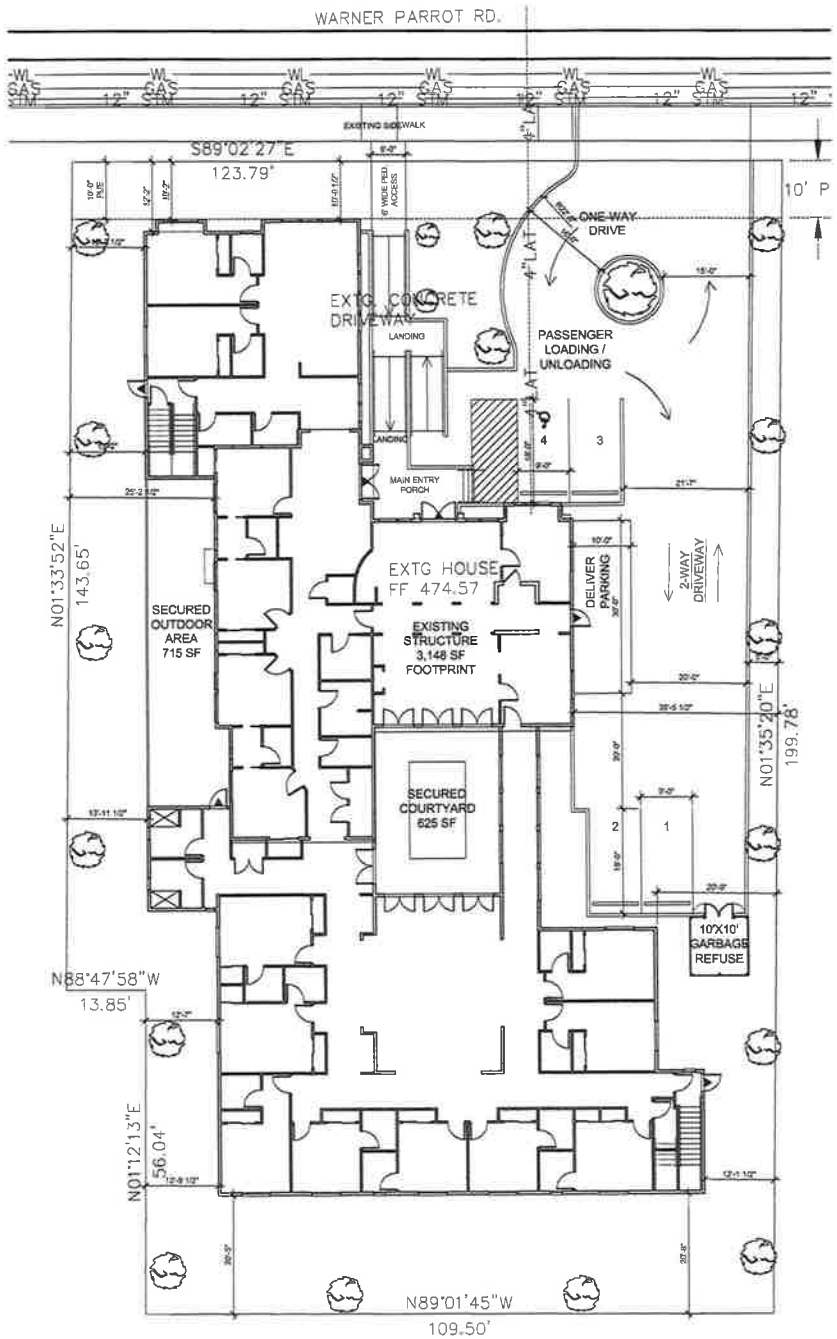
DAMAGE TO PUBLIC ALL OUTDOOR FURNITURE SHOWN ON SITE PLAN

ALL PEDESTRIAN WALKWAYS, BUILDING ENTRANCES AND EXITS AND OUTDOOR USE AREAS TO HAVE LIGHTING PROVIDING A MIN. OF 5 FOOT CANDLE ILLUMINATION TYP.

A A0.1 PROPOSED SITE PLAN

SCALE: 3/32"=1'-0"

NORTH



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REGISTERED ARCHITECT John R. MacKusson PORTLAND, OREGON STATE OF OREGON

EXPIRES: 12-31-19

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PERMIT SET

1

PROPOSED SITE PLAN

REVISED:

DATED: 10/7/2019

DRAWN BY:

SHEET: A0.1

City of Oregon City

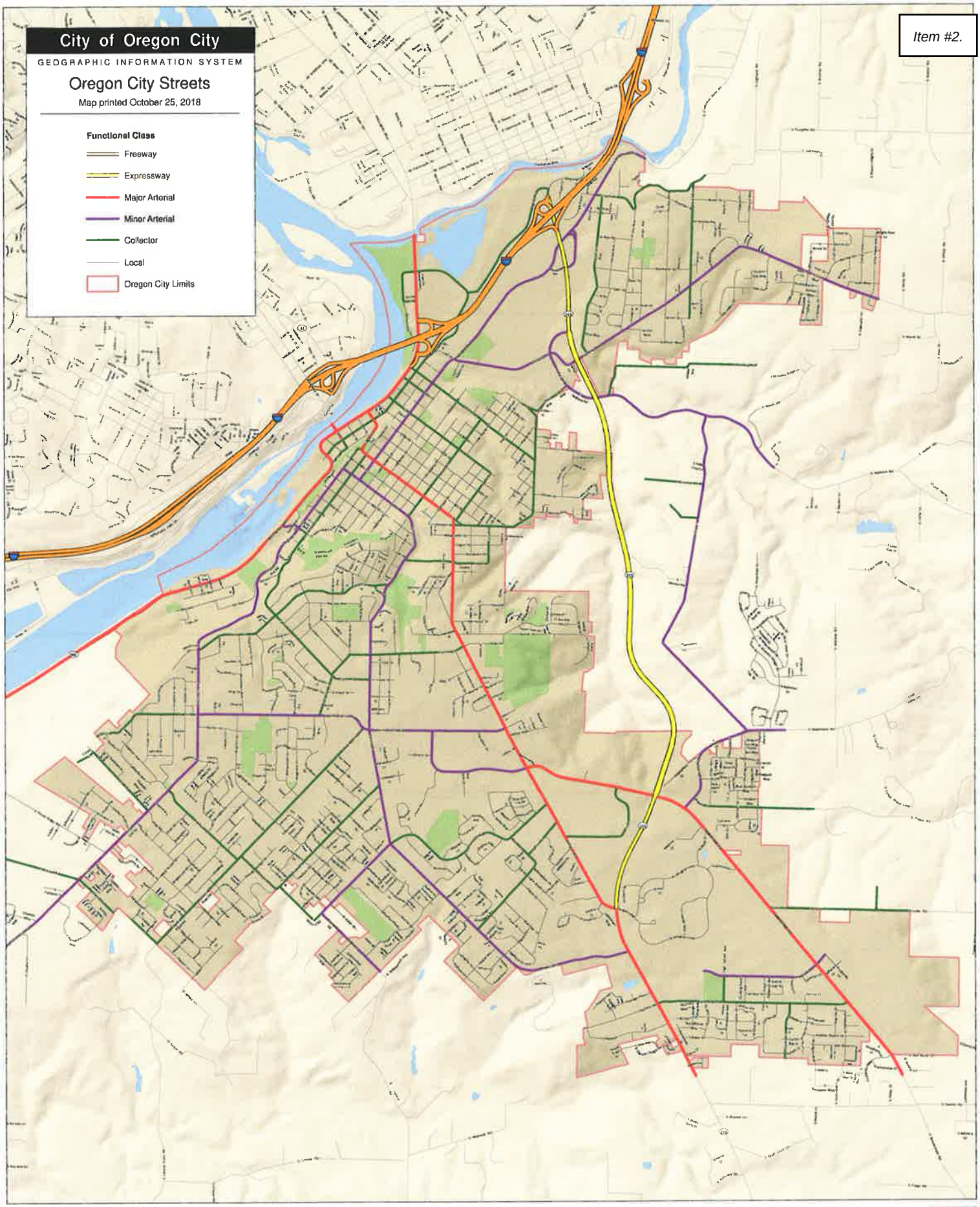
GEOGRAPHIC INFORMATION SYSTEM

Oregon City Streets

Map printed October 25, 2018

Functional Class

- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local
- Oregon City Limits



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.

N W E S

0 0.5 1 2 Miles

0 5,000 10,000 Feet

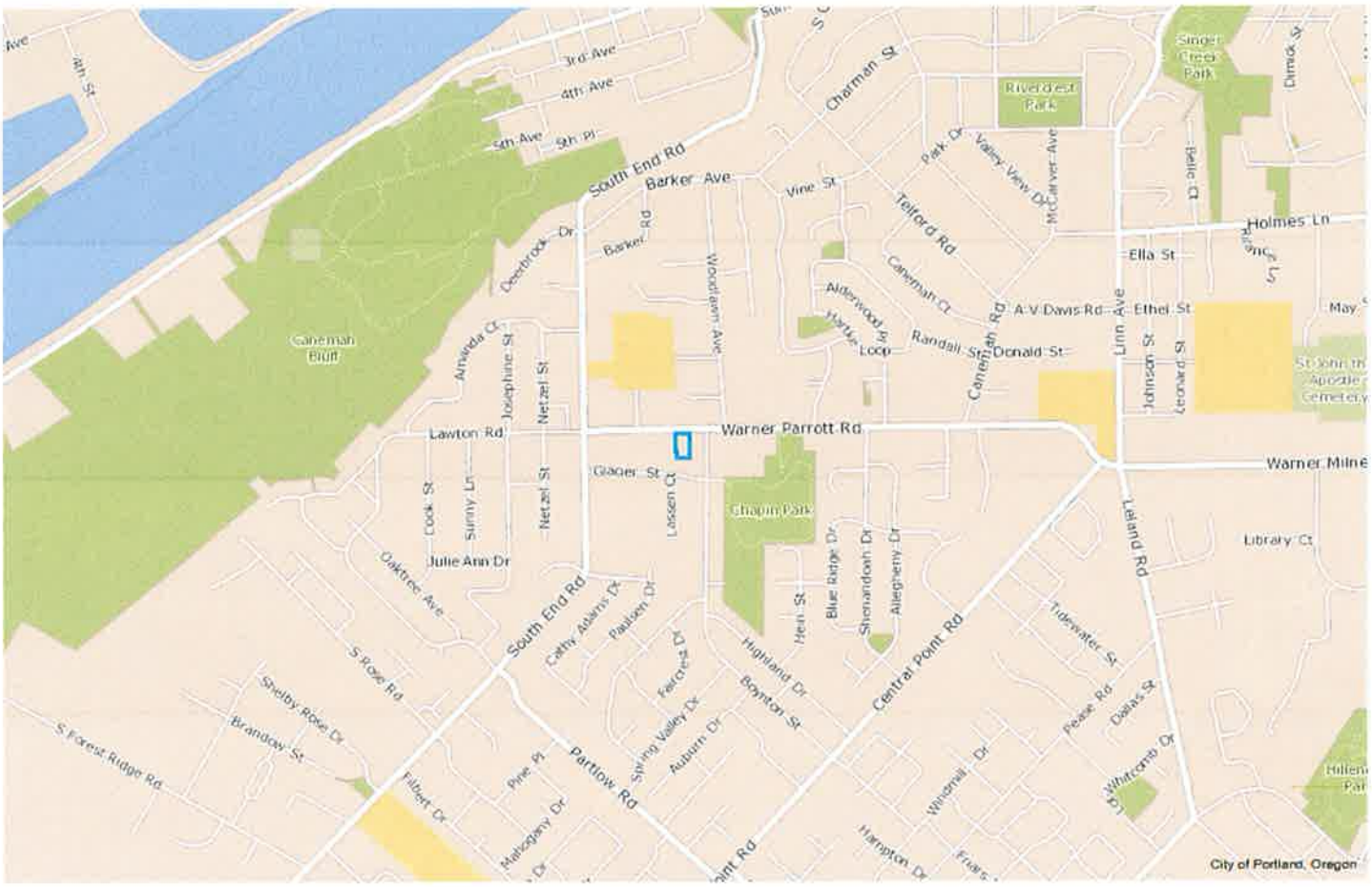
City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629
www.orcity.org

Plot date: October 25, 2018
Map name: Streets - Functional
Plot name: Streets - Functional Classes - 36x48P - 20181025.pdf

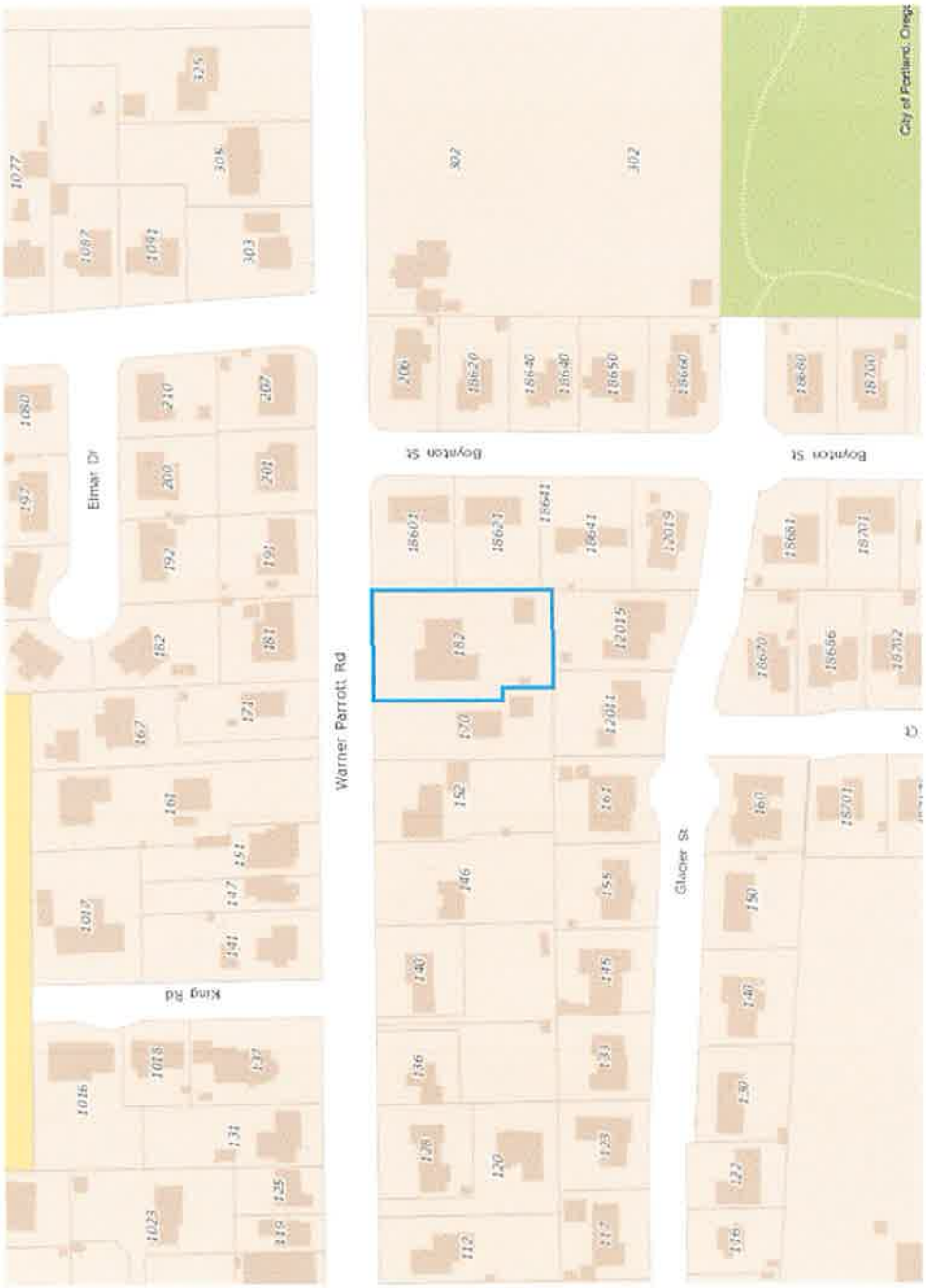
Please recycle with colored office grade paper.

Item #2.

Snapshot



SITE


Warner Parrott Rd
King Rd
Elmar Dr
Boynton St
Boynton St
Glacier St
City of Portland, Oregon
SITE

Item #2.

Search...

Query Map | Find Features | Measure | Draw | Tool Labels ✕

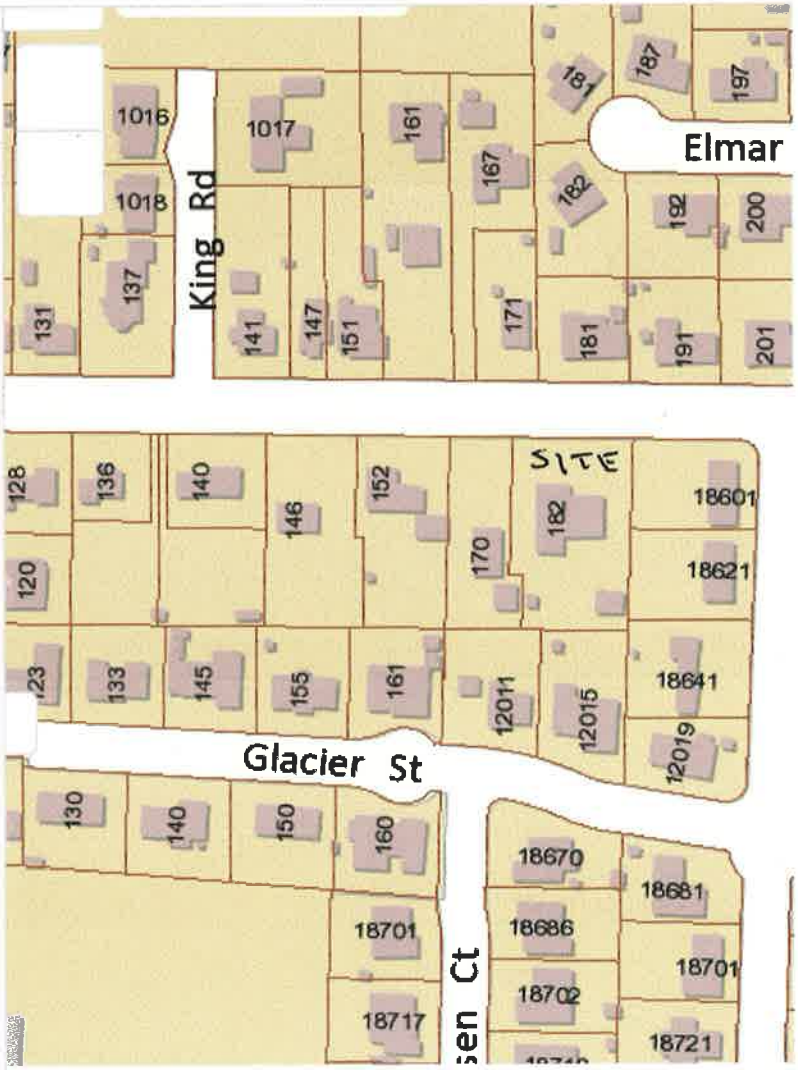
Report | Print | Tools | Share

Pan | Zoom In | Zoom Out | Initial View | Previous | Next | Point

Navigation Tools | Query Tools

Filter Layers... Filter

- [x] Address Numbers
- [ ] Address Pts
- [x] Street Names
- [ ] Streams
- [ ] Contours (2ft)
- [ ] Contours (10ft)
- [ ] Building Outlines
- [x] Taxlots
- [x] Taxlots (Outside UGB)
- [x] Transportation
- [ ] Transportation - PMUF
- [ ] Transportation Planning



Layers

0 100 200ft

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: 1

Open Date: 1/17/2020
Analysis Date: 1/17/2020

ITE	Land Use	Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
254	ASSISTLIVE 1		39	39	78		4	2	6		3	5	8
	30 Beds												
Unadjusted Volume			39	39	78		4	2	6		3	5	8
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			39	39	78		4	2	6		3	5	8

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

Table 4 - Minimum Public Intersection Spacing Standards

	Distance in Feet between Streets of Various Classifications									
	Between Minor Arterial and Minor Arterial	Between Minor Arterial and Collector	Between Minor Arterial and Neighbor hood Collector	Between Minor Arterial and Local Street	Between Collector Street and Collector Street	Between Collector Street and Neighbor hood Collector	Between Collector and Local Street	Between Neighbor hood Collector and Local Street	Between two adjacent Local Streets	Figure Number
Measured along a Minor Arterial Street	1320	800	600	300	600	300	150	150	150	1
Measured along a Collector Street	800	800	600	300	600	300	150	150	150	2
Measured along a Neighborhood Collector Street	800	600	300	300	300	150	150	150	150	3
Measured along a Local Street	600	600	300	300	300	150	150	150	150	4

Source: City of Oregon City Draft Design Standards.

Crash Analysis and Safety Review Addendum Ro January 23, 2020 Transportation Analysis Letter (TAL) Submitted to the City of Oregon City For Asteria Memory Care Facility at 182 Warner Parrott Road

Date: February 4, 2020

TO: John Replinger, PE, City of Oregon City

From: Gary Spanovich, Charbonneau Engineering

Copy: Frank Charbonneau, PE

CRASH ANALYSIS

Accident data for the three year period between 2015 and 2017 for Warner Parrott Road from Linn Avenue to South End Road, this can be found in the attachments from ODOT.

There were no accidents reported in the immediate vicinity of the site (182 Warner Parrott Road).

The following were the closest intersections with traffic accidents.

- TO THE WEST – To the west the nearest accident location was at King Road & Warner Parrott; In 2016 there were two accidents, one was a driver error and the second was a rear end, failed to avoid driver ahead; the intersection is 450 feet to the east from the proposed site.
- TO THE EAST – To the east the nearest accident was at Birchwood Drive & Warner Parrott; in 2015 a driver was following too close and caused a rear end accident; this intersection is 1200 feet to the east from the proposed site.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes on Warner-Parrott Rd between South End Rd & Linn Ave **Including ending Intersections**
January 1, 2015 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2017 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2016														
BACKING	0	1	0	1	0	1	0	1	0	1	0	0	1	0
REAR-END	0	1	1	2	0	1	0	1	1	1	1	0	0	0
SIDESWIPE - OVERTAKING	0	1	1	2	0	1	0	1	1	2	0	0	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2016 TOTAL	0	4	2	6	0	4	0	3	3	5	1	1	1	1
YEAR: 2015														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	0	0	0
2015 TOTAL	0	1	0	1	0	2	0	1	0	1	0	0	0	0
FINAL TOTAL	0	5	3	8	0	6	0	5	3	7	1	2	1	1

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CITY STREET LOCATIONS BY COUNTY - DRIVER BEHAVIOR FORMAT

Crashes on Warner-Parrott Rd between South End Rd & Linn Ave **Including ending Intersections**
January 1, 2015 through December 31, 2017

CLACKAMAS COUNTY

SERIAL NO	DATE	TIME	DAY	*COUNTY OR CITY NAME	CRASH LOCATION	COLL TYPE	EVENT	CAUSE	ERROR	SURF	TOT VEH	VEHICLE TYP/OWN #1	#2	PEOPLE KILL	INJ	ALC	SPED
05511	11/26/2016	7A	SA	Oregon City	CANEMAH RD AT WARNER-PARROTT RD	TURN		02	028	WET	2	011	011	0	1	N	N
01429	04/14/2017	1P	FR	Oregon City	SHENANDOAH DR AT WARNER-PARROTT RD	TURN		02		DRY	2	010	010	0	0	N	N
03831	09/19/2015	2P	SA	Oregon City	WARNER-PARROTT RD 100 FT W OF BIRCHWOOD DR	REAR		07	026,043	DRY	2	011	011	0	2	N	N
00958	02/28/2016	8P	SU	Oregon City	WARNER-PARROTT RD 75 FT W OF CANEMAH RD	REAR		29		WET	2	010	010	0	0	N	N
05610	12/02/2016	7A	FR	Oregon City	WARNER-PARROTT RD 100 FT W OF KING RD	SS-O		10		WET	2	010	010	0	0	N	N
04153	09/09/2016	12P	FR	Oregon City	WARNER-PARROTT RD 140 FT W OF KING RD	REAR		29	026	DRY	2	011	011	0	1	N	N
04264	09/16/2016	4P	FR	Oregon City	WARNER-PARROTT RD 100 FT W OF LELAND RD	BACK		10	011	DRY	2	011	011	0	1	N	N
02436	05/31/2016	3P	TU	Oregon City	WARNER-PARROTT RD 70 FT W OF LINN AVE	SS-O		13	045	DRY	2	011	011	0	1	N	N

VEHICLE OWNERSHIP CODES

Code	Short Description	Long Description
0	N/A	Not collected for PDO Crashes
1	PRVTE	Private
2	GOVMT	Government
3	PUBLC	Public
4	RENTL	Rental vehicle
5	STOLN	Stolen vehicle
9	UNKN	Unknown ownership

VEHICLE TYPE CODES

Code	Short Description	Long Description
00	PDO	Not collected for PDO Crashes
01	PSNGR CAR	Passenger car, pickup, light delivery, etc.
02	BOBTAIL	Truck tractor with no trailers (bobtail)
03	FARM TRCTR	Farm tractor or self-propelled farm equipment
04	SEMI TOW	Truck Tractor with trailer/mobile home in tow
05	TRUCK	Truck with non-detachable bed, panel, etc.
06	MOPED	Moped, minibike, seated motor scooter, motor bike
07	SCHL BUS	School bus (includes van)
08	OTH BUS	Other bus
09	MTRCYCLE	Motorcycle, dirt bike
10	OTHER	Other: forklift, backhoe, etc.
11	MOTRHOME	Motorhome
12	TROLLEY	Motorized Street Car/Trolley (no rails/wires)
13	ATV	ATV
14	MTRSCTR	Motorized scooter (standing)
15	SNOWMOBILE	Snowmobile
99	UNKNOWN	Unknown vehicle type

CAUSE CODES

Code	Short Description	Medium Description	Long Description	Code Termination Date
00	NO CODE	NO CODE APPLICABLE	No cause associated at this level	
01	TOO-FAST	TOO FAST FOR COND	Too fast for conditions (not exceed posted speed)	
02	NO-YIELD	FAILED YIELD ROW	Did not yield right-of-way	
03	PAS-STOP	PASSED STOP SIGN	Passed stop sign or red flasher	
04	DIS SIG	DISREGRD TRAF SIGNAL	Disregarded traffic signal	
05	LEFT-CTR	LEFT OF CTR/STRADDLE	Drove left of center on two-way road; straddling	
06	IMP-OVER	IMPROPER PASSING	Improper overtaking	
07	TOO-CLOS	FOLLOW TOO CLOSE	Followed too closely	
08	IMP-TURN	IMPROPER TURN	Made improper turn	
09	DRINKING	ALC OR DRUGS	Alcohol or Drug Involved	12/31/2002
10	OTHR-IMP	OTHER DRIVE ERR	Other improper driving	
11	MECH-DEF	MECH DEFECT	Mechanical defect	
12	OTHER	OTHER	Other (not improper driving)	
13	IMP LN C	IMP LANE CHANGE	Improper change of traffic lanes	
14	DIS TCD	DISRG OTHR TCD	Disregarded other traffic control device	
15	WRNG WAY	WRONG WAY / 1-WAY RD	Wrong way on one-way road; wrong side divided road	
16	FATIGUE	DRIVER FATIGUED	Driver drowsy/fatigued/sleepy	
17	ILLNESS	PHYSICAL ILLNESS	Physical illness	
18	IN RDWY	ILLEGALLY IN RDWY	Non-motorist illegally in roadway	
19	NT VISBL	NOT VISIBLE	Non-motorist not visible; non-reflective clothing	
20	IMP PKNG	IMPROPER PARKING	Vehicle improperly parked	
21	DEF STER	DEFECTIVE STEERING	Defective steering mechanism	
22	DEF BRKE	DEFECTIVE BRAKES	Inadequate or no brakes	
24	LOADSHFT	LOAD SHIFTED	Vehicle lost load or load shifted	
25	TIREFAIL	TIRE FAILURE	Tire Failure	
26	PHANTOM	PHANTOM VEHICLE	Phantom / Non-contact Vehicle	
27	INATTENT	INATTENTION	Inattention	
28	NM INATT	NON-MTRST INATTENT	Non-Motorist Inattention	
29	F AVOID	FAIL AVOID VEH AHEAD	Failed to avoid vehicle ahead	
30	SPEED	EXCED POSTED SPEED	Driving in excess of posted speed	
31	RACING	SPEED RACING	Speed Racing (per PAR)	
32	CARELESS	CARELESS DRIVING	Careless Driving (per PAR)	
33	RECKLESS	RECKLESS DRIVING	Reckless Driving (per PAR)	
34	AGGRESV	AGGRESSIVE DRIVING	Aggressive Driving (per PAR)	
35	RD RAGE	ROAD RAGE	Road Rage (per PAR)	
40	VIEW OBS	VIEW OBSCURED	View obscured	
50	USED MDN	IMP USE MEDIAN/SHLDR	Improper use of median or shoulder	
51	FAIL LN	F MAINT LANE	Failed to maintain lane	12/31/2015
52	OFF RD	RAN OFF RD	Ran off road	12/31/2015

ERR CODES

Code	Short Description	Medium Description	Long Description
000	NONE	NO ERROR	No error
001	WIDE TRN	WIDE TURN	Wide turn
002	CUT CORN	CUT CORNER	Cut corner on turn
003	FAIL TRN	F OBEY TRN	Failed to obey mandatory traffic turn signal, sign or lane markings
004	L IN TRF	LTRN FNT TRAF	Left turn in front of oncoming traffic
005	L PROHIB	LTRN PROHIB	Left turn where prohibited
006	FRM WRNG	T FRM WRNG LN	Turned from wrong lane
007	TO WRONG	T TO WRONG LN	Turned into wrong lane
008	ILLEG U	ILLEG U-TURN	U-turned illegally
009	IMP STOP	IMP STOP	Improperly stopped in traffic lane
010	IMP SIG	IMP/FAIL SIG	Improper signal or failure to signal
011	IMP BACK	IMP BACKING	Backing improperly (not parking)
012	IMP PARK	IMP PARKED	Improperly parked
013	UNPARK	IMP STRT PARK	Improper start leaving parked position
014	IMP STRT	IMP STRT STOP	Improper start from stopped position
015	IMP LGHT	IMP/NO LIGHTS	Improper or no lights (vehicle in traffic)
016	INATTENT	INATTENTION	Inattention (Failure to Dim Lights prior to 4/1/97)
017	UNSF VEH	DR UNSAFE VEH	Driving unsafe vehicle (no other error apparent)
018	OTH PARK	PRK MAN N/CLR	Entering/exiting parked position w/ insufficient clearance; other improper parking maneuver
019	DIS DRIV	DISRG DR SIG	Disregarded other driver's signal
020	DIS SGNL	DISRG TRF SIG	Disregarded traffic signal
021	RAN STOP	DISRG STP SGN	Disregarded stop sign or flashing red
022	DIS SIGN	DISRG WRN SGN	Disregarded warning sign, flares or flashing amber
023	DIS OFCR	DISRG POL/FLG	Disregarded police officer or flagman
024	DIS EMER	DISRG SIR/EMR	Disregarded siren or warning of emergency vehicle
025	DIS RR	DISRG RR SIG	Disregarded RR signal, RR sign, or RR flagman
026	REAR-END	F AVOID STP V	Failed to avoid stopped or parked vehicle ahead other than school bus
027	BIKE ROW	F/YLD ROW BIK	Did not have right-of-way over pedalcyclist
028	NO ROW	NO R-O-W	Did not have right-of-way
029	PED ROW	F/YLD ROW PED	Failed to yield right-of-way to pedestrian
030	PAS CURV	PASS ON CURVE	Passing on a curve
031	PAS WRNG	PASS WRNG SID	Passing on the wrong side
032	PAS TANG	PASS TANGENT	Passing on straight road under unsafe conditions
033	PAS X-WK	PASS STP4PED	Passed vehicle stopped at crosswalk for pedestrian
034	PAS INTR	PASS AT INTER	Passing at intersection
035	PAS HILL	PASS ON HILL	Passing on crest of hill
036	N/PAS ZN	PASS N/PASSNG	Passing in "No Passing" zone
037	PAS TRAF	PASS ONC TRAF	Passing in front of oncoming traffic
038	CUT-IN	CUTTING IN	Cutting in (two lanes - two way only)
039	WRNGSIDE	DR WRONG SIDE	Driving on wrong side of the road (2-way undivided roadways)
040	THRU MED	DR THRU MEDN	Driving through safety zone or over island
041	F/ST BUS	F/STP SCHLBUS	Failed to stop for school bus
042	F/SLO MV	F/SLO SLO VEH	Failed to decrease speed for slower moving vehicle
043	TOO CLOSE	FOLLW TO CLOS	Following too closely (must be on officer's report)
044	STRDL LN	STRD/DR WRNG	Straddling or driving on wrong lanes
045	IMP CHG	IMP LANE CHG	Improper change of traffic lanes

Code	Short Description	Medium Description	Long Description
046	WRNG WAY	WRNG WY/1 WAY	Wrong way on one-way roadway; wrong side divided road
047	BASCRULE	V BASIC RULE	Driving too fast for conditions (not exceeding posted speed)
048	OPN DOOR	OPN DOOR TRAF	Opened door into adjacent traffic lane
049	IMPEDING	IMPEDING TRAF	Impeding Traffic
050	SPEED	SPEED	Driving in excess of posted speed
051	RECKLESS	RECKLSS DRVNG	Reckless driving (per PAR)
052	CARELESS	CARELSS DRVNG	Careless driving (per PAR)
053	RACING	RACING	Speed Racing (per PAR)
054	X N/SGNL	X-INT NO SGNL	Crossing at intersection, no traffic signal present
055	X W/SGNL	X-INT W/ SGNL	Crossing at intersection, traffic signal present
056	DIAGONAL	X-INT DIAGNL	Crossing at intersection - diagonally
057	BTWN INT	X-BTWN INTER	Crossing between intersections
059	W/TRAF-S	W SHLD W/TRAF	Walking, running, riding, etc., on shoulder WITH traffic
060	A/TRAF-S	W SHLD A/TRAF	Walking, running, riding, etc., on shoulder FACING traffic
061	W/TRAF-P	W PAVE W/TRAF	Walking, running, riding, etc., on pavement WITH traffic
062	A/TRAF-P	W PAVE A/TRAF	Walking, running, riding, etc., on pavement FACING traffic
063	PLAYINRD	PLAY IN RDWY	Playing in street or road
064	PUSH MV	PUSH MV IN RD	Pushing or working on vehicle in road or on shoulder
065	WORK IN RD	WORK IN RD	Working in roadway or along shoulder
070	LAY ON RD	LYING IN RD	Standing or lying in roadway
071	NM IMP USE	N-M IMP USE	Improper use of traffic lane by non-motorist
073	ELUDING	ELUDING	Eluding / Attempt to elude
079	F NEG CURV	FAIL NEG CURV	Failed to negotiate a curve
080	FAIL LN	F MAINT LANE	Failed to maintain lane
081	OFF RD	RAN OFF RD	Ran off road
082	NO CLEAR	MISJUDGE CLR	Driver misjudged clearance
083	OVRSTEER	OVERSTEER	Over-correcting
084	NOT USED	NOT USED	Code not in use
085	OVRLOAD	OVERLOAD	Overloading or improper loading of vehicle with cargo or passengers
097	UNA DIS TC	UNA DISRG TCD	Unable to determine which driver disregarded traffic control device

EVENT CODES

Code	Short Description	Medium Description	Long Description
001	FEL/JUMP	FELL/JUMPED MV	Occupant fell, jumped or was ejected from moving vehicle
002	INTERFER	PSNGR INTERFERED	Passenger interfered with driver
003	BUG INTF	ANML INTERFERED	Animal or insect in vehicle interfered with driver
004	INDRCT PED	PED INDRCTLY INVLV	Pedestrian indirectly involved (not struck)
005	SUB-PED	SUBSEQUENT PED	"Sub-Ped": pedestrian injured subsequent to collision, etc.
006	INDRCT BIK	BIKE INDRCTLY INVLV	Pedalcyclist indirectly involved (not struck)
007	HITCHIKR	HITCHHIKER	Hitchhiker (soliciting a ride)
008	PSNGR TOW	PSNGR TOWED	Passenger or non-motorist being towed or pushed on conveyance
009	ON/OFF V	ON/OFF STOP VEH	Getting on/off stopped/parked vehicle (occupants only; must have physical contact w/ vehicle)
010	SUB OTRN	SUBSEQ OVERTURN	Overturned after first harmful event
011	MV PUSHD	VEH BEING PUSHED	Vehicle being pushed
012	MV TOWED	VEH TOWED/TOWING	Vehicle towed or had been towing another vehicle
013	FORCED	FORCED BY IMPACT	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian
014	SET MOTN	MV SET IN MOTION	Vehicle set in motion by non-driver (child released brakes, etc.)
015	RR ROW	RAILROAD ROW	At or on railroad right-of-way (not Light Rail)
016	LT RL ROW	LIGHT RAIL ROW	At or on Light-Rail right-of-way
017	RR HIT V	TRAIN HIT VEH	Train struck vehicle
018	V HIT RR	VEH HIT TRAIN	Vehicle struck train
019	HIT RR CAR	VEH HIT RR CAR	Vehicle struck railroad car on roadway
020	JACKNIFE	JACKKNIFE	Jackknife; trailer or towed vehicle struck towing vehicle
021	TRL OTRN	TRAILER O'TURN	Trailer or towed vehicle overturned
022	CN BROKE	TRLR CONN BROKE	Trailer connection broke
023	DETACH TRL	DETCHD TRLR STRKNG	Detached trailing object struck other vehicle, non-motorist, or object
024	V DOOR OPN	V DOOR OPN IN TRAF	Vehicle door opened into adjacent traffic lane
025	WHEELOFF	WHEEL CAME OFF	Wheel came off
026	HOOD UP	HOOD FLEW UP	Hood flew up
028	LOAD SHIFT	LOAD SHIFTED	Lost load, load moved or shifted
029	TIREFAIL	TIRE FAILURE	Tire failure
030	PET	PET	Pet: cat, dog and similar
031	LVSTOCK	LIVESTOCK	Stock: cow, calf, bull, steer, sheep, etc.
032	HORSE	HORSE	Horse, mule, or donkey
033	HRSE&RID	HORSE & RIDER	Horse and rider
034	GAME	GAME NO DEER/ELK	Wild animal, game (includes birds; not deer or elk)
035	DEER ELK	DEER OR ELK	Deer or elk, wapiti
036	ANML VEH	ANIMAL-DRAWN VEH	Animal-drawn vehicle
037	CULVERT	CULVERT/MANHOLE	Culvert, open low or high manhole
038	ATENUATN	IMPACT CUSHION	Impact attenuator
039	PK METER	PARKING METER	Parking meter
040	CURB	CURB	Curb (also narrow sidewalks on bridges)
041	JIGGLE	JIGGLE BAR N/MED	Jiggle bar or traffic snake for channelization

Code	Short Description	Medium Description	Long Description
042	GDRL END	GUARDRAIL END	Leading edge of guardrail
043	GARDRAIL	GUARDRAIL	Guard rail (not metal median barrier)
044	BARRIER	MEDIAN BARRIER	Median barrier (raised or metal)
045	WALL	WALL	Retaining wall or tunnel wall
046	BR RAIL	BRIDGE RAIL	Bridge railing or parapet (on bridge or approach)
047	BR ABUTMNT	BRIDGE ABUTMENT	Bridge abutment (included "approach end" thru 2013)
048	BR COLMN	BRIDGE COLUMN	Bridge pillar or column
049	BR GIRDR	BRIDGE GIRDER	Bridge girder (horizontal bridge structure overhead)
050	ISLAND	TRAFFIC ISLAND	Traffic raised island
051	GORE	GORE	Gore
052	POLE UNK	POLE-UNKNOWN	Pole – type unknown
053	POLE UTL	POLE-UTILITY	Pole – power or telephone
054	ST LIGHT	POLE-ST LIGHT	Pole – street light only
055	TRF SGNL	POLE-TRAF SIGNAL	Pole – traffic signal and ped signal only
056	SGN BRDG	POLE-SIGN BRIDGE	Pole – sign bridge
057	STOPSIGN	STOP/YIELD SIGN	Stop or yield sign
058	OTH SIGN	OTHER SIGN	Other sign, including street signs
059	HYDRANT	HYDRANT	Hydrant
060	MARKER	DELINEATOR	Delineator or marker (reflector posts)
061	MAILBOX	MAILBOX	Mailbox
062	TREE	TREE/STUMP	Tree, stump or shrubs
063	VEG OHED	VEGTN OVER RDWY	Tree branch or other vegetation overhead, etc.
064	WIRE/CBL	CABLE ACROSS RD	Wire or cable across or over the road
065	TEMP SGN	TEMP SIGN/BARR	Temporary sign or barricade in road, etc.
066	PERM SGN	PERM SIGN/BARR	Permanent sign or barricade in/off road
067	SLIDE	SLIDE/ROCKS	Slides, fallen or falling rocks
068	FRGN OBJ	FOREIGN OBJECT	Foreign obstruction/debris in road (not gravel)
069	EQP WORK	EQUIP WORKING	Equipment working in/off road
070	OTH EQP	OTHER EQUIPMENT	Other equipment in or off road (includes parked trailer, boat)
071	MAIN EQP	MAINTNCE EQUIP	Wrecker, street sweeper, snow plow or sanding equipment
072	OTHER WALL	OTHER WALL	Rock, brick or other solid wall
073	IRRGL PVMT	IRREGULAR PAVEMENT	Other bump (not speed bump), pothole or pavement irregularity (per PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJ	Other overhead object (highway sign, signal head, etc.); not bridge
075	CAVE IN	CAVE IN	Bridge or road cave in
076	HI WATER	HIGH WATER	High Water
077	SNO BANK	SNOW BANK	Snow Bank
078	LO-HI EDGE	LOW-HIGH PVMNT EDGE	Low or high shoulder at pavement edge
079	DITCH	CUT SLOPE/DITCH	Cut slope or ditch embankment
080	OBJ FRM MV	OBJ FRM OTHR VEH	Struck by rock or other object set in motion by other vehicle (incl. lost loads)
081	FLY-OBJ	OTHER MOVING OBJ	Struck by rock or other moving or flying object (not set in motion by vehicle)
082	VEH HID	VEH OBSCURE VIEW	Vehicle obscured view
083	VEG HID	VEG OBSCURE VIEW	Vegetation obscured view
084	BLDG HID	BLD OBSCURE VIEW	View obscured by fence, sign, phone booth, etc.

Code	Short Description	Medium Description	Long Description
085	WIND GUST	WIND GUST	Wind Gust
086	IMMERSED	IMMERSION	Vehicle immersed in body of water
087	FIRE/EXP	FIRE/EXPLOSION	Fire or explosion
088	FENC/BLD	FENCE/BUILDING	Fence or building, etc.
089	OTHR CRASH	REFER OTHR CRASH	Crash related to another separate crash
090	TO 1 SIDE	TWO WAY ONE SIDE	Two-way traffic on divided roadway all routed to one side
091	BUILDING	BUILDING	Building or other structure
092	PHANTOM	PHANTOM VEH	Other (phantom) non-contact vehicle
093	CELL PHONE	CELL PHONE PER PAR	Cell phone (on PAR or driver in use)
094	VIOL GDL	VIOL GRAD DR LIC	Teenage driver in violation of graduated license pgm
095	GUY WIRE	GUY WIRE	Guy wire
096	BERM	BERM	Berm (earthen or gravel mound)
097	GRAVEL	GRAVEL IN RDWY	Gravel in roadway
098	ABR EDGE	ABRUPT EDGE	Abrupt edge
099	CELL WTNSD	CELL PHONE WITNESSED	Cell phone use witnessed by other participant
100	UNK FIXD	UNK FIX OBJ	Fixed object, unknown type.
101	OTHER OBJ	OTHER OBJ NOT FIXED	Non-fixed object, other or unknown type
102	TEXTING	TEXTING	Texting
103	WZ WORKER	WZ WORKER	Work Zone Worker
104	ON VEHICLE	RIDE ON VEH EXTERIOR	Passenger riding on vehicle exterior
105	PEDAL PSGR	PSNGR ON PEDALCYCLE	Passenger riding on pedalcycle
106	MAN WHLCHR	NONMOTOR WHEELCHAIR	Pedestrian in non-motorized wheelchair
107	MTR WHLCHR	MOTORIZED WHEELCHAIR	Pedestrian in motorized wheelchair
108	OFFICER	POLICE OFFICER	Law Enforcement / Police Officer
109	SUB-BIKE	SUBSEQUENT BICYCLIST	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.
110	N-MTR	NM STR VEH	Non-motorist struck vehicle
111	S CAR VS V	ST CAR STRUCK VEH	Street Car/Trolley (on rails or overhead wire system) struck vehicle
112	V VS S CAR	VEH STRUCK ST CAR	Vehicle struck Street Car/Trolley (on rails or overhead wire system)
113	S CAR ROW	STREET CAR ROW	At or on street car or trolley right-of-way
114	RR EQUIP	VEH STRUCK RR EQUIP	Vehicle struck railroad equipment (not train) on tracks
115	DSTRCT GPS	DISTRACT GPS DEVICE	Distracted by navigation system or GPS device
116	DSTRCT OTH	DISTRACT OTHR DEVICE	Distracted by other electronic device
117	RR GATE	RR DROP-ARM GATE	Rail crossing drop-arm gate
118	EXPNSN JNT	EXPANSION JOINT	Expansion joint
119	JERSEY BAR	JERSEY BARRIER	Jersey barrier
120	WIRE BAR	WIRE BARRIER	Wire or cable median barrier
121	FENCE	FENCE	Fence
123	OBJ IN VEH	LOOSE OBJ IN VEHICLE	Loose object in vehicle struck occupant
124	SLIPPERY	SLIPPERY SURFACE	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)
125	SHLDR	SHLDR GAVE	Shoulder gave way
126	BOULDER	ROCKS / BOULDER	Rock(s), boulder (not gravel; not rock slide)
127	LAND SLIDE	ROCK OR LAND SLIDE	Rock slide or land slide
128	CURVE INV	CURVE PRESENT	Curve present at crash location

Code	Short Description	Medium Description	Long Description
129	HILL INV	HILL PRESENT	Vertical grade / hill present at crash location
130	CURVE HID	CURVE OBSCURED VIEW	View obscured by curve
131	HILL HID	HILL OBSCURED VIEW	View obscured by vertical grade / hill
132	WINDOW HID	WINDOW VIEW OBSCURED	View obscured by vehicle window conditions
133	SPRAY HID	SPRAY OBSCURED VIEW	View obscured by water spray
134	TORRENTIAL	TORRENTIAL RAIN	Torrential Rain (exceptionally heavy rain)

Geotechnical Investigation

182 Warner Parrott Road
Oregon City, Oregon

Prepared for:
Waterstone Investments
3 December 2019

Rapid Soil Solutions INC
3915 SW Plum Street
Portland, OR 97219
503-816-3689

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SUPPORTING DATA

Figure 1 Site Location
Figure 2 Tax lot Map
Figure 3 Testing Locations
Laboratory data and Soil logs

1.0 PROJECT AND SITE DESCRIPTIONS

Rapid Soil Solutions Inc (RSS) has prepared this geotechnical report, as requested, for the proposed remodel and addition to the existing structure located at the street address of 192 Warner Parrott Road in Oregon City, Oregon (97045). The site is located in the 'South End' neighborhood of Oregon City, OR. It is positioned on the southern side of Warner Parrott Road roughly 800 feet east of South End Road and 3,900 feet west of its intersection with Leland Road. The site is positioned within a residential neighborhood surrounded on all sides by single family dwellings. East of the site the adjacent lots are assigned the street addresses of 18601 and 18621 Boynton Street. West o f the site the adjacent dwelling is assigned the street address of 170 Warner Parrott Road.

The site can be found in the northwest quarter of the southwest quarter of Section 06, Township 3-South, Range 2-East (W.M.) in Clackamas County and can be distinguished by the lot number 1502. The state tax lot identification number is 32E06CB01502. The modern property dimensions were established by Partition Plat Number 2005-043, where the lot was designated 'parcel 1'. The latitude and longitude of the site are 45.337004 and -122.619628 (45°20'13.2"N, 122°37'10.7"W). The site can be found in the northwestern quarter of the Oregon City 7.5-minute quadrangle (SE ¼ of the Oregon City 15' Quad).

RSS understands that the proposed additions will add square footage along the southern, western, and northern ends of the existing structure. RSS understands that the detached garage in the southeastern corner of the parcel will be demolished as part of the remodel. RSS understands that the existing structure is an adult care facility; RSS additionally understands that the proposed future use is consistent with the existing use of the site.

2.0 SITE CONDITIONS

2.1 Surface Conditions

The subject site is situated within a residential neighborhood within the incorporated area of Oregon City. The site is situated within the original boundary of the city, incorporated in 1844 as the first incorporated city established west of the Rocky Mountains. The site is part of the upland area of the city, in a suburban neighborhood. The local zoning is R-10 within a Low-Density Residential district of the City's comprehensive plan. The site is surrounded on all sides by single-family residential dwellings. The site is half a block west of Chapin Park, 400 feet south of King Elementary School, and 340 feet northeast of the Oregon Christian Church. The subject site and surrounding parcels are generally occupied by dwellings surrounded by short-cropped grass lawns and scattered trees.

General Site Conditions

The subject site currently contains a 6,003 square foot structure originally constructed in 2005. A detached garage is positioned in the southeastern corner of the site. RSS understands that the existing structure is utilized as an adult care facility. Roughly half of the front yard area is occupied by a stamped concrete driveway; this driveway extends along the eastern edge of the structure to the detached garage. The non-developed portions of the parcel

contain a short-cropped grass, a number of small trees are scattered along the western margin of the subject site.

Warner Parrott Road in front of the subject site is an undivided, two-lane road with bike lanes and street parking on the southern side. The road contains curbs and sidewalks on both sides.

Historic Site Conditions

Historic aerial imagery dating back to 1952 was referenced as part of this investigation. These indicated that the land including and surrounding the subjected site was agricultural in 1952. An orchard was positioned to the east of the site, and the subject parcel appears to be bisected by an access road to some agricultural buildings. The 1960 and 1970 images appear to depict relatively consistent conditions on the subject site. Many of the trees on the parcel were removed in the decades and the orchard east of the site was converted to fields. Residential development along Warner Parrott Road appeared to slowly progress around and after the 1960s. By 1970, a row of single-family dwellings are present on the northern side of Warner Parrott Road.

By 1981, the subject site is still part of a moderately large agricultural parcel, surrounded on most sides by single-family residential development. This pocket of land was partitioned and developed between 1994 and 2000; the northern end of the property, containing the original farm house appears to have been left intact. The subject site occupied the eastern side yard of the farmhouse, which appears to still be standing at 170 Warner Parrott Road. The subject site was utilized as a side-yard/vegetable garden until 2005.

Construction of the easing structure can be observed in the image collected in 07/2005. The sit fence and disturbed soils extend up to 25 feet from the edge of the structure. In 2007 and 2008, the front yard area appears to have been mulched, displaying a dark brown coloration. By 2010, both the front and rear yard contained short cropped grasses. No major changed appear to have occurred on site since the existing structures and driveway were completed in 2005.

Slopes

Regionally the subject site is positioned within on the informally named, Oregon City Plateau. This region forms a low-relief, upland surface that extends southwards from Oregon City. This area is capped by a basaltic flow from the latest Pliocene, creating a platform of loess erodible materials. Along the edges of the plateau, incised streams cut steep sided drainages into the underlaying sedimentary rock. The slopes at the subject site are low-relief, consistent with the low-relief nature of the upland platform. The nearest slope break is 0.4 miles northwest of the subject site, at the crest of a northwest-falling landslide above the Willamette River.

Two-foot contours of the subject site, presented by Metro Map and by Oregon City Maps Online, indicate that there is roughly 4-6 feet of elevation change across the subject site. The average slope is about 2-3%. The slopes are descending gently towards the northeast.

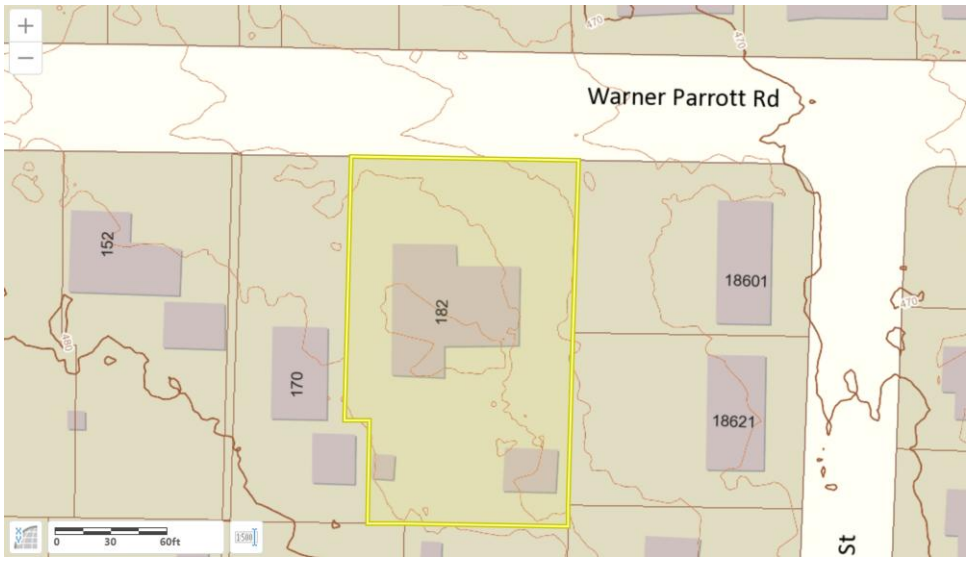


Figure 1: Two-foot contours at the subject site. Oregon City Maps Online.

2.2 Regional Geology

Current geologic literature classifies the slopes underlying the subject site as a flow of the Pliocene-Pleistocene Boring volcanic field. Madin (2009) classifies the flows underlaying the subject site as Basalt of Canemah, a flow unit mapped capping the majority of the local upland surface. The site is generally tucked within the forearc basin of the Cascadia Subdivision system, near the northern/northwestern end of an area informally called the Oregon City Plateau.

Geologic History

The site is tucked between the northern edge of the Northern Willamette Valley and the southern edge of the Portland Basin. These basins are part of the Willamette Lowland in Oregon and among of several topographic and structural depressions that collectively constitute the Puget-Willamette forearc trough of the Cascadia subduction system. The topographic and structural basins generally have low topographic relief, except where dissected by modern rivers and creeks. Structural features in the underlying bedrock (faulting and folding) primarily control the surrounding uplands. The basin formed due to tectonic compressional stress that both intimated and produced prolonged enlargement. They contain a thick accumulation of material preserving a complex record of deposition and erosion (aggradation and incision) within the basins that were emplaced concurrent with basin development. These basin-fill sediments form a thick section, generally divided into a lower mudstone (Sandy River Mudstone) and an upper conglomerate (Troutdale Formation).

The northern eastern edge of the Northern Willamette Valley and Portland Basin are dotted with dozens of young extinct volcanoes known as the Boring volcanic field. These Boring eruptive events formed isolated hills and hill clusters that rise up to 200 meters above the surrounding landscape. Many of the hills are monogenetic volcanoes erupted west of the Cascade arc axis beginning in latest Pliocene time. Boring centers consist of cinder cones and associated lava flows, small shields and lava cones. In the Oregon City area, the flows from a

set of vents southeast of the subject site created a slightly less erodible platform, informally named the Oregon City Plateau. Along the edge of the plateau, where rivers, creeks and streams have incised through the cap formed by the boring volcanic flow, the morphology typically displayed a sharp drop into the underlying sedimentary rock. These steep sided canyons include those containing the Willamette River, Clackamas River, Abernethy Creek, and their tributaries. These areas are prone towards landslides. The nearest slope break to the subject site is 0.4 miles to the north.

The elevation of the plateau ranges from about 120 to 210 meters in elevation. Structurally, the local region consists of a largely flat-lying sequence of volcanic and sedimentary rocks cut by two major and several minor N to NW trending faults.

Site Geology

The geology at the site is mapped as part of the Boring Volcanic field. These flows are typically light-grey to grey colored basalt and basaltic andesite flows that erupted from a series of local vents. These cones are comprised of interstratified cinders and lava. The lava flows typically display block to columnar jointing and, if preserved, vesicular flow tops. Typical eruptive events were brief, during which the volcano built up a cinder cone, which may have then filled with a lava lake that eventually broke out of the crater and flowed across the surrounding landscape. The Boring cinders and lavas weather very rapidly in the wet Portland climate. Cinder cones become masses of red and yellow clay, and lava flows decompose into large rounded core-stones surrounded by sticky red clay. It is noted that flows are often poorly exposed due to deep weathering and thick mantles of loess.

Madin (2009: GMS-119) further classifies the flows at the subject site the flows as the Basalt of Canemah. The flow or flows of dark gray medium-grained, olivine basalt classified as part of this unit, underlies much of the center of the Oregon City 7.5-minute quadrangle. This basalt is typically massive with jointing restricted to well-developed to crude columns 0.6 to 1.5 meters across. Weathering is observed to extend to depths of 3 to 6 meters. In many excavations observed by Madin, all that remained of the highly weathered flows were scattered large rounded corestones within a matrix of red clay. Where observed, intact weathered basalt is typically soft and grey, white or pink with abundant red clay coatings on joint faces.

The weathered top of the basalt of Canemah is locally overlain by massive red-brown to brown sandy silty clay. The material is apparently sedimentary in origin, comprising a matrix of red-brown to brown clay with variable amounts of heterogenous lithic sand, silt, fine lithic and feldspathic sand and rare angular quartz sand. This unit is patchy and appears to never exceed 1-3 meters. The source of this deposit may include airfall tephra from later Boring eruptions, windblown sediments and/or an alluvial component form the earliest drainages established of the surface of the basalt.

2.3 Field Exploration and Subsurface Conditions

2.3.1 Field Explorations

RSS conducted field explorations of the subject on November 19th, 2019. RSS traversed all exterior areas of the subject site and viewed adjacent parcels from the site and Warner Parrott Road. The conditions observed on site are consistent with the mapped information presented above.

The slopes on the subject site are very low and are smooth. Some grading was likely conducted when the house was constructed.

No surface water, springs or pockets of unusual vegetation were observed on the interior areas of the subject site. No substantial grade changes are present on the subject site. No indications of active instability such as tension cracks, sunken grades, rotated blocks, scarps or other suspicious morphological features were observed.

The soils on the subject site, as mapped by the USDA National Resource Conservation Service Web Soil, are classified as Bornstedt silt loam (0-8% slopes) and Jory stony silt loam (3-8% slopes).
The Bornstedt silt loam forms on hillslopes and terraces from mixed old alluvium. It is classified as moderately well drained with a water table often found at depths of 24 to 36 inches. The typical profile is comprised of silt loam (H1L 0"-8"), silty clay loam (H2: 8"-33"), and silty clay (H3: 33"-71").
The Jory stony silt loam forms on hillslopes from colluvium. It is classified as well drained with a water table generally found at depths greater than 80 inches. The typical profile is comprised of stony silt loam (H1: 0"-8") and stony silty clay (H2: 8"-48", H3: 48"-60").

2.3.2 Subsurface Conditions

A total of three (3) shallow hand auger borings were attempted at the subject site. RSS conducted these borings to variable depths, ranging from 2' bgs to 4' bgs. All three found some surficial fill/disturbed materials, likely from the construction of the dwelling in 2005. All three coring contained very stiff, fine grained, silty clays of a brown coloration with an orange to orange-red hue. Moisture content ranged from 15.6 percent to 18.9 percent.

A Geologist in Training (GIT) observed the borings and logged the subsurface materials. Samples were transported to the lab for further testing in sealed plastic bags. The soil descriptions were reviewed by a professional engineer. The logs were created using the Unified Soil Classification and Visual Manual Procedure (ASTM-D 2488). No groundwater was encountered during this investigation.

2.3.3 Groundwater
Groundwater was not encountered.

3.0 GEOTECHNICAL DESIGN RECOMMENDATIONS

3.1 Foundation Design

The building foundations may be installed on either engineered fill or firm native sub-grade that is found at a depth of about **2 feet**. This depth may be locally variable and should be confirmed by a geotechnical engineer or their representative at the time of construction. ***Please allow 24hours notice to call for foundation inspections.***

Continuous wall and isolated spread footings should be at least 16 and 24 inches wide, respectively. The bottom of exterior footings should be at least 16 inches below the lowest adjacent exterior grade. The bottom of interior footings should be at least 12 inches below the base of the floor slab.

Footings placed on firm native sub-grade CLAY should be designed for an allowable bearing capacity of *1,500 pounds per square foot* (**psf**). The recommended allowable bearing pressure can be doubled for short-term loads such as those resulting from wind or seismic forces. If a greater bearing capacity is needed then when over excavating the fill soils replace with rock for 2,500psf.

Based on our analysis the total post-construction settlement is calculated to be less than 1 inch, with differential settlement of less than 0.5 inch over a 50-foot span for maximum column, perimeter footing loads of less than 100 kips and 6.0 kips per linear foot.

Lateral loads on footings can be resisted by passive earth pressure on the sides of the structures and by friction at the base of the footings. An allowable lateral bearing pressure of 150 *pounds per cubic foot* (**psf/f**) below grade may be used. Adjacent floor slabs, pavements or the upper 12-inch depth of adjacent, unpaved areas should not be considered when calculating passive resistance.

If construction is undertaken during periods of rain, then I recommend a 2-inch (or greater) layer of compacted, crushed rock be placed over the native soil. The clayey soil is moisture sensitive. Meaning when dry it is firm and non-yielding but exposed to season rains it will lose its strength and need to be excavated and replaced with rock. See section 4.1.2 for wet weather conditions.

3.2 Retaining Walls and Embedded Walls

Default lateral soil load for the design of basement and retaining walls supporting level backfill shall be 35 psf/ft for laterally unrestrained retaining walls and 60 psf/ft for laterally restrained retaining walls.

For embedded building walls, a superimposed seismic lateral force should be calculated based on a dynamic force of $5H^2$ pounds per lineal foot of wall, where H is the height of the wall in feet and applied at 1/3 H from the base of the wall. The wall footings should be designed in accordance with the guidelines provided in the "Foundation Design" section of this report. These design parameters have been provided assuming that back-of-wall drains will be installed to prevent buildup of hydrostatic pressures behind all walls.

The backfill material placed behind the walls and extending a horizontal distance equal to at least half of the height of the retaining wall should consist of granular retaining wall backfill as specified in the "Structural Fill" section of this report. The wall backfill should be compacted to a minimum of 95 percent of the maximum dry density, as determined by ASTM D698. However, backfill located within a horizontal distance of 3 feet from the retaining walls should only be compacted to approximately 92 percent of the maximum dry density, as determined by ASTM D698. Backfill placed within 3 feet of the wall should be compacted in lifts less than 6 inches thick using hand-operated tamping equipment (e.g., jumping jack or vibratory plate compactors). If flat work (e.g., sidewalks or pavements) will be placed atop the wall backfill, we recommend that the upper 2 feet of material be compacted to 95 percent of the maximum dry density, as determined by ASTM D698.

A minimum 12-inch-wide zone of drain rock, extending from the base of the wall to within 6 inches of finished grade, should be placed against the back of all retaining walls. Perforated collector pipes should be embedded at the base of the drain rock. The drain rock should meet the requirements provided in the "Structural Fill" section of this report. The perforated collector pipes should discharge at an appropriate location away from the base of the wall. The discharge pipe(s) should not be tied directly into storm water drain systems, unless measures are taken to prevent backflow into the wall's drainage system. Settlements of up to 1 percent of the wall height commonly occur immediately adjacent to the wall as the wall rotates and develops active lateral earth pressures.

Engineering values summary

Bearing capacity soil	1,500psf
Bearing capacity rock	2,500psf
Coefficient of friction soil	0.30
Coefficient of friction rock	0.45
Active pressure	35pcf
Passive pressure	300pcf

A safety factor of 1.5 is included in the above values.

3.3 Seismic Design Criteria

We understand that the seismic design criteria for this project is based on the 2015 IBC, Section 1615 and the USGS web site using a Latitude of 45.337004 and a Longitude of -122.619628, soil site class D.

	Short Period	1 Second
Maximum Credible Earthquake Spectral Acceleration	S_S = 0.987 g	S_1 = 0.423 g
Adjusted Spectral Acceleration	S_{MS} = 1.091 g	S_{M1} = 0.667 g
Design Spectral Response Acceleration Perimeters	S_{DS} = 0.727 g	S_{D1}= 0.445 g

3.4 Geohazard Review

The Oregon HazVu: Statewide Geohazard Viewer and Metro Map were reviewed on 22 November 2019 to investigated mapped geological hazards.

This review indicates that the subject site is situated outside the 100-year floodplain, as mapped by FEMA.

The expected earthquake-shaking hazard is classified as 'very strong'. The mapped earthquake liquefaction hazard at the subject site is not classified. The mapped geology (basaltic bedrock) is not susceptible to liquefaction during severe shaking events.

Numerous faults cut through the local region. DOGAMI classifies some of these as active. The nearest fault mapped as active by DOGAMI is the Bolton Fault, extending east-southeast off the Oswego Fault, roughly 1.5 miles northeast of the subject site.
There are no landslides mapped on or adjacent to the subject site. The edges of the Oregon City Plateau are rimmed by landslides. The subject site not situated near the edge of the plateau.

4.0 CONSTRUCTION RECOMMENDATIONS

4.1 Site Preparation

On this site only disturb the area in which can be covered with rock during the day. The moisture sensitive clay soil when exposed to wet weather becomes soft and yielding. See wet weather conditions below.

4.1.1 Proof Rolling

Following stripping and prior to placing aggregate base course, pavement the exposed sub-grade should be evaluated by proof rolling. The sub-grade should be proof rolled to identify soft, loose, or unsuitable areas. Please give 24-hour notice to observe the proof rolling. Soft or loose zones identified during the field evaluation should be compacted to an unyielding condition or be excavated and replaced with structural fill, as discussed in the *Structural Fill* section of this report.

4.1.2 Wet Weather Conditions

The near-surface soils will be difficult during or after extended wet periods or when the moisture content of the surface soil is more than a few percentage points above optimum. Soils that have been disturbed during site preparation activities, or soft or loose zones identified during probing or proof rolling, should be removed and replaced with compacted structural fill. Track-mounted excavating

equipment will be required during wet weather. The imported granular material should be placed in one lift over the prepared, undisturbed sub-grade and compacted using a smooth drum, non-vibratory roller. Additionally, a geo-textile fabric should be placed as a barrier between the sub-grade and imported granular material in areas of repeated traffic.

4.2 Excavation

Subsurface conditions of accessible cleared areas of the project site show predominately CLAY to the depth explored (4.0 feet). Excavations in the soils may be readily accomplished with conventional earthwork equipment with a smooth bucket (no teeth).

4.3 Structural Fills

Fills should be placed over sub-grade prepared in compliance with Section 4.1 of this report. Material used, as structural fill should be free of organic matter or other unsuitable materials and should meet specifications provided in OSSC, depending upon the application. A discussion of these materials is in the following sections.

4.3.1 Native Soils

Laboratory testing indicates that the moisture content of the near-surface is greater than the optimum moisture content of the soil required for satisfactory compaction. This is depending on the weather conditions at the time of excavation. See section 4.3.2 for imported granular fill.

4.3.2 Imported Granular Fill

The imported granular material must be reasonably well graded to between coarse and fine material and have less than 5% by weight passing the US Standard No.200 Sieve. Imported granular material should be placed in lifts 8 to12 inches and be compacted to at least 95% of the maximum dry density, as determined by ASTM D 698. Where imported granular material is placed over wet or soft soil sub-grades, we recommend that a geo-textile serve as a barrier between the sub-grade and imported granular material.

4.4 Drainage Considerations

The Contractor shall be made responsible for temporary drainage of surface water and groundwater as necessary to prevent standing water and/or erosion at the working surface. We recommend removing only the foliage necessary for construction to help minimize erosion. Slope the ground surface around the structures to create a minimum gradient of 2% away from the building foundations for a distance of at least 5 feet. Surface water should be directed away from all buildings into drainage swales or into a storm drainage system. Foundation house drains are required.

5.0 CONSTRUCTION OBSERVATIONS

Satisfactory pavement and earthwork performance depends on the quality of construction. Sufficient monitoring of the activities of the contractor is a key part of determining that the work is completed in accordance with the construction drawings and specifications. I recommend that a geotechnical engineer observe general excavation, stripping, fill placement, and sub-grades in addition to base. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions requires experience. Therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

6.0 LIMITATIONS

This report has been prepared for the exclusive use of the addressee, and their architects and engineers for aiding in the design and construction of the proposed development. It is the addressee's responsibility to provide this report to the appropriate design professionals, building officials, and contractors to ensure correct implementation of the recommendations.
The opinions, comments and conclusions presented in this report were based upon information derived from our literature review, field investigation, and laboratory testing. Conditions between, or beyond, our exploratory borings may vary from those encountered. Unanticipated soil conditions and seasonal soil moisture variations are commonly encountered and cannot be fully determined by merely taking soil samples or soil borings. Such variations may result in changes to our recommendations and may require that additional expenditures be made to attain a properly constructed project. Therefore, some contingency fund is recommended to accommodate such potential extra costs.

If there is a substantial lapse of time between the submission of this report and the start of work at the site; if conditions have changed due to natural causes or construction operations at, or adjacent to, the site; or, if the basic project scheme is significantly modified from that assumed, it is recommended this report be reviewed to determine the applicability of the conclusions and recommendations.

The work has been conducted in general conformance with the standard of care in the field of geotechnical engineering currently in practice in the Pacific Northwest for projects of this nature and magnitude. No warranty, express or implied, exists on the information presented in this report. By utilizing the design recommendations within this report, the addressee acknowledges and accepts the risks and limitations of development at the site, as outlined within the report.

APPENDIX

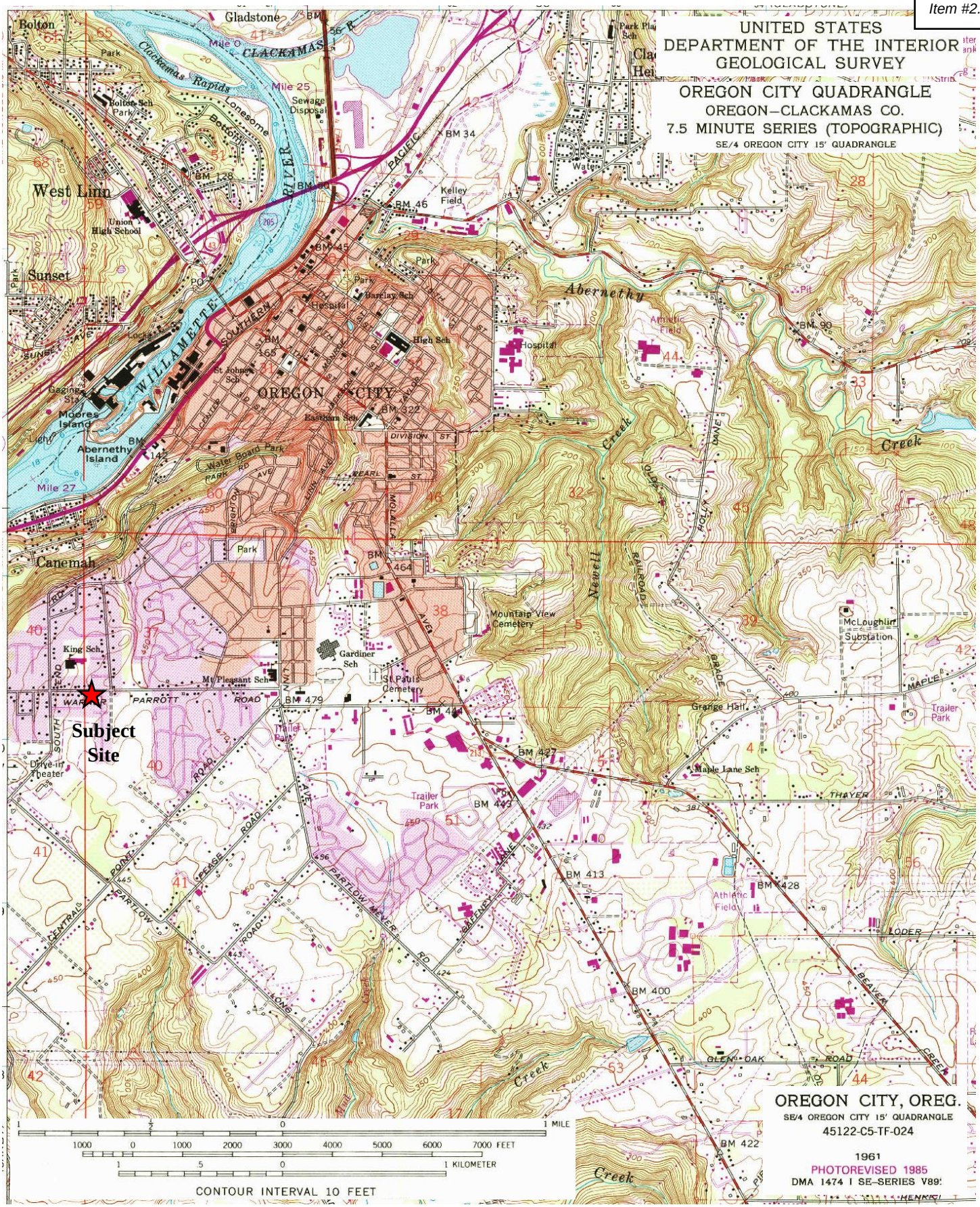


Figure 1: Subject site location on the northwest quarter of the Oregon City 7.5-minute quadrangle.

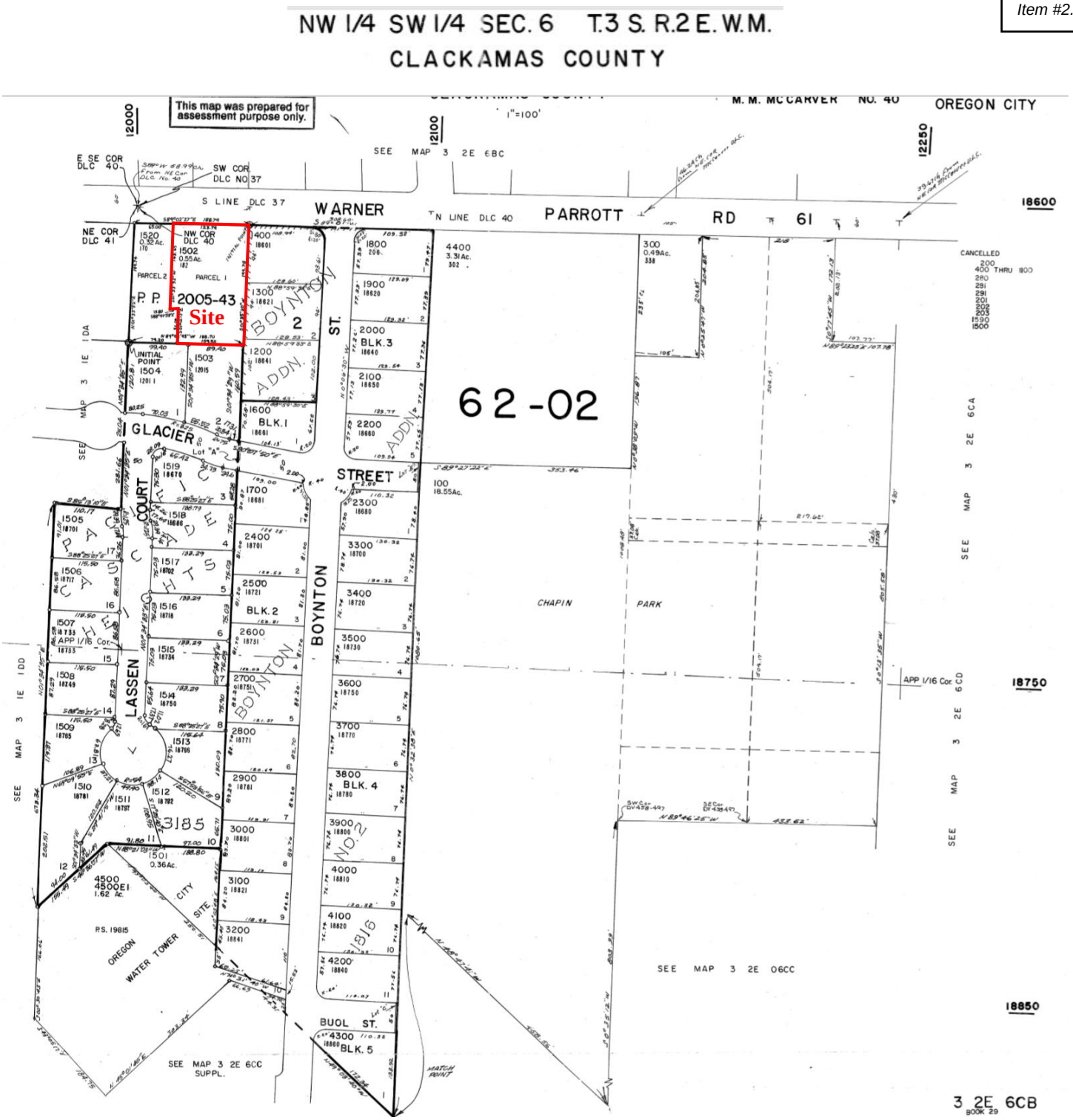


Figure 2: Subject site location on the Clackamas County Assessor's Map

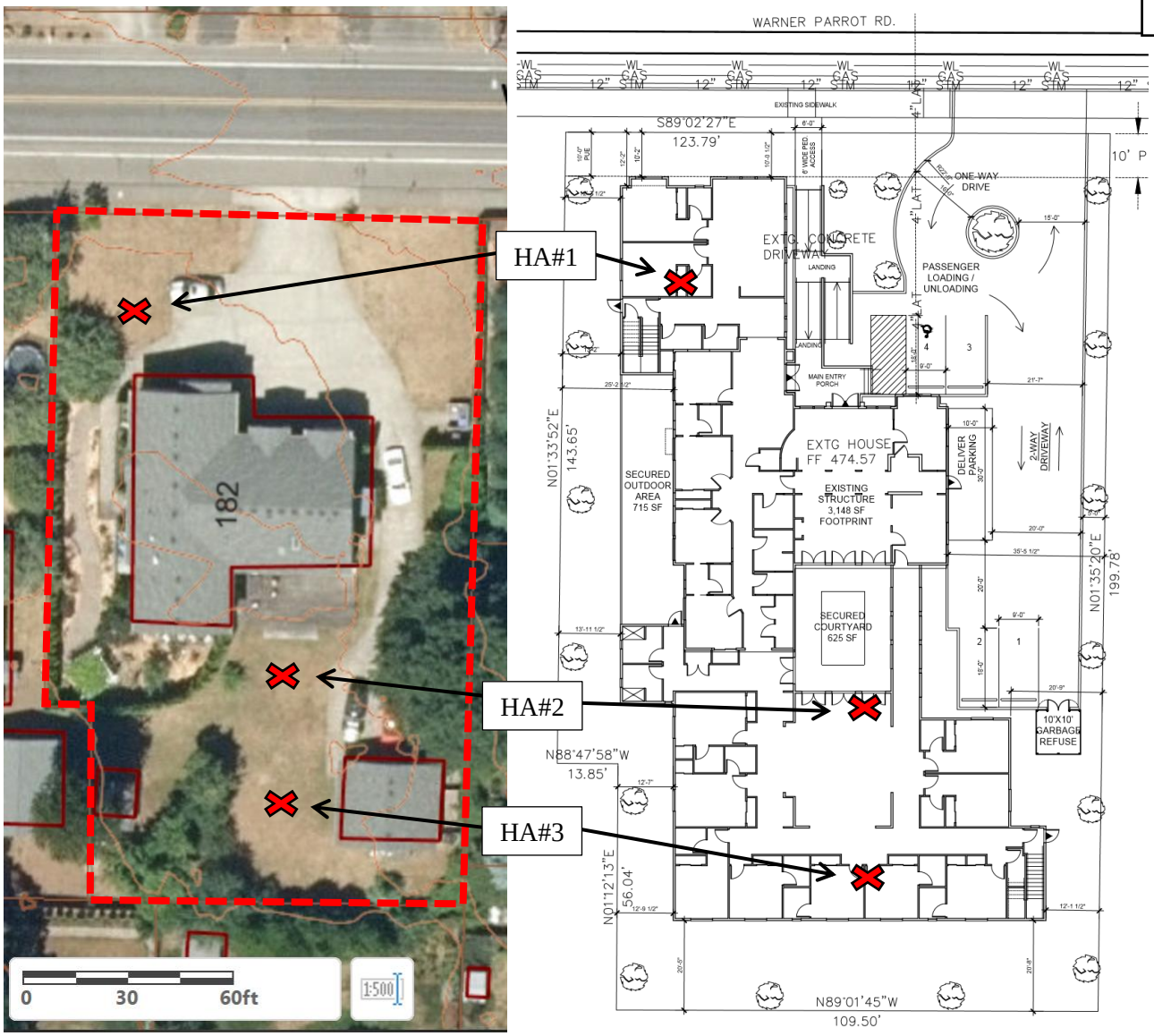


Figure 3: Approximate boring locations on a 2018 aerial image (left) and site plan (right)

Lab Results

Project Name: 182 Warner Parrott Road, Oregon City Sample Date 11/19/2019

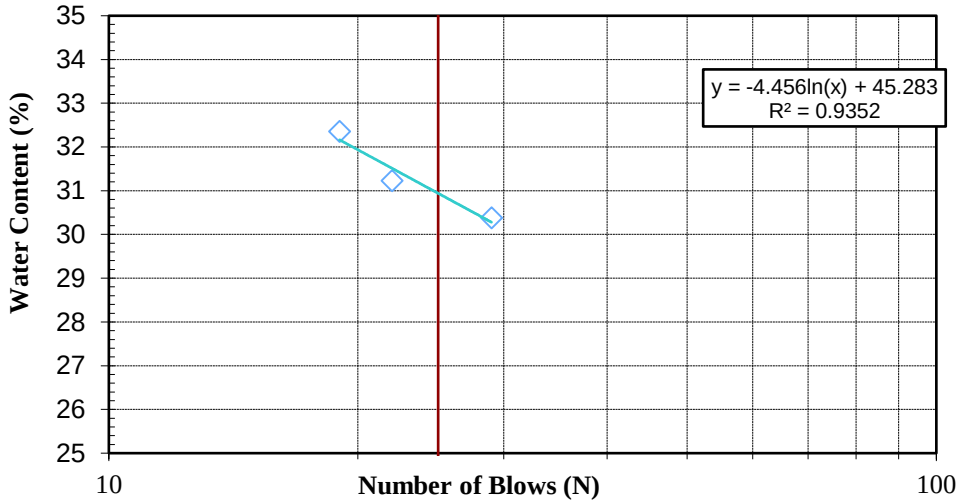
Moisture

	Sample number	HA#1	HA#2	HA#3		
1	Date and time in oven	11/19/19 12:15 PM	11/19/19 12:15 PM	11/19/19 12:15 PM		
2	Date and time out of oven	11/20/19 11:45 AM	11/20/19 11:45 AM	11/20/19 11:45 AM		
3	Depth (ft)	2	4	2.3		
4	Tare No.	1	2	3		
5	Tare Mass	233	233	234		
6	Tare plus sample moist	1073	1138	1166		
7	Tare plus sample dry	942	1016	1018		
8	Mass of water (g)	131	122	148		
9	Mass of soil (g)	709	783	784		
10	Water Content (%)	18.5	15.6	18.9		

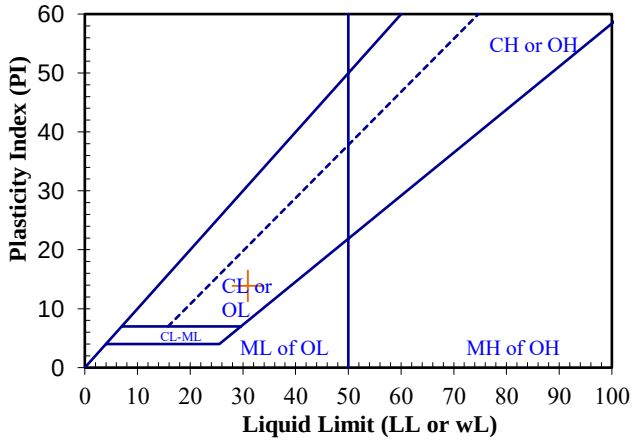
Atterberg Limit Test

Sample Number: HA#1 Depth: 2 feet

		Liquid Limit			Plastic Limit	
1	Tare No.	D#1.1	D#1.2	D#1.3	R#1.1	R#1.2
2	Tare Mass (g)	39.08	39.48	40.15	39.38	40.14
3	Tare Plus Wet Soil (g)	76.35	83.86	81.78	50.16	52.12
4	Tare Plus Dry Soil (g)	67.24	73.30	72.08	48.59	50.37
5	Mass of Water (g)	9.11	10.56	9.70	1.57	1.75
6	Mass of Soil (g)	28.16	33.82	31.93	9.21	10.23
7	Water Content (%)	32.35	31.22	30.38	17.05	17.11
8	No. Blows	19	22	29		



Liquid Limit (%) **30.9**
Plastic Limit (%) **17.1**
Plasticity Index (%) **13.9**
USCS Classification of fines: CL



Rapid Soil Solutions INC

HA#1

Surface Elevation:
Boring Date: 19 Nov 2019
Boring Location: Oregon City, OR
Drilling Method: Hand Auger

Depth	Remarks	Moisture (%)	Dry Density	Blow Counts	Sample Type	Water Table		
0						GWT not encountered	FL	FILL and top soil. Damp, medium stiff, medium dark brown, gravelly SILT to gravely CLAY with some fine organics. Gravels rounded, medium.
1							TP	Damp, medium stiff, medium dark brown, clayey SILT to silty CLAY with some fine orgnaics. Old subsoil horizon.
2	LL=31, PI=14	18.5					CL	Damp-dry, very stiff, orange hued light brown, fine grained, CLAY to silty CLAY.
3								Boring completed at depth of 2 feet.
4								
5								
6								
7								

LOG OF BORING

RAPID SOIL SOLUTIONS

182 Warner Parrott Road

Plate 1

SuperLog CivilTech Software, USA www.civiltech.com File: C:\Users\Owner\Documents\In Progress Files\182 Warner Parrott Road Geotech 19Nov19\182 Warner Parrott Rd Logs.log Date: 11/22/2019

HA#2

Surface Elevation:
Boring Date: 19 Nov 2019
Boring Location: Oregon City, OR
Drilling Method: Hand Auger

Depth	Remarks	Moisture (%)	Dry Density	Blow Counts	Sample Type	Water Table		
0						GWT not encountered	FL	FILL and top soil. Damp, soft, medium rich brown, clayey SILT to silty CLAY with some fine organics.
1								
2							CL	Damp-dry, stiff, orange hued light brown, fine grained, CLAY to silty CLAY.
3							CL	Dry, very stiff, orange-brown to reddish-orange brown, fine grained, CLAY to silty CLAY with trace, small, subrounded, spherical, gravels.
4		15.6						Boring completed at depth of 4 feet.
5								
6								
7								

LOG OF BORING

RAPID SOIL SOLUTIONS

182 Warner Parrott Road

Plate 2

SuperLog CivilTech Software, USA www.civiltech.com File: C:\Users\Owner\Documents\In Progress Files\182 Warner Parrott Road Geotech 19Nov19\182 Warner Parrott Rd Logs.log Date: 11/22/2019

HA#3

Surface Elevation:
Boring Date: 19 Nov 2019
Boring Location: Oregon City, OR
Drilling Method: Hand Auger

Depth	Remarks	Moisture (%)	Dry Density	Blow Counts	Sample Type	Water Table		
0						GWT not encountered	TP	FILL and top soil. Damp, soft, medium rich brown, clayey SILT to silty CLAY with some fine organics.
1								
2		18.9					CL	Damp-dry, very stiff, orangeish light brown, fine grained, CLAY to silty CLAY.
3								Boring completed at depth of 2.3 feet.
4								
5								
6								
7								

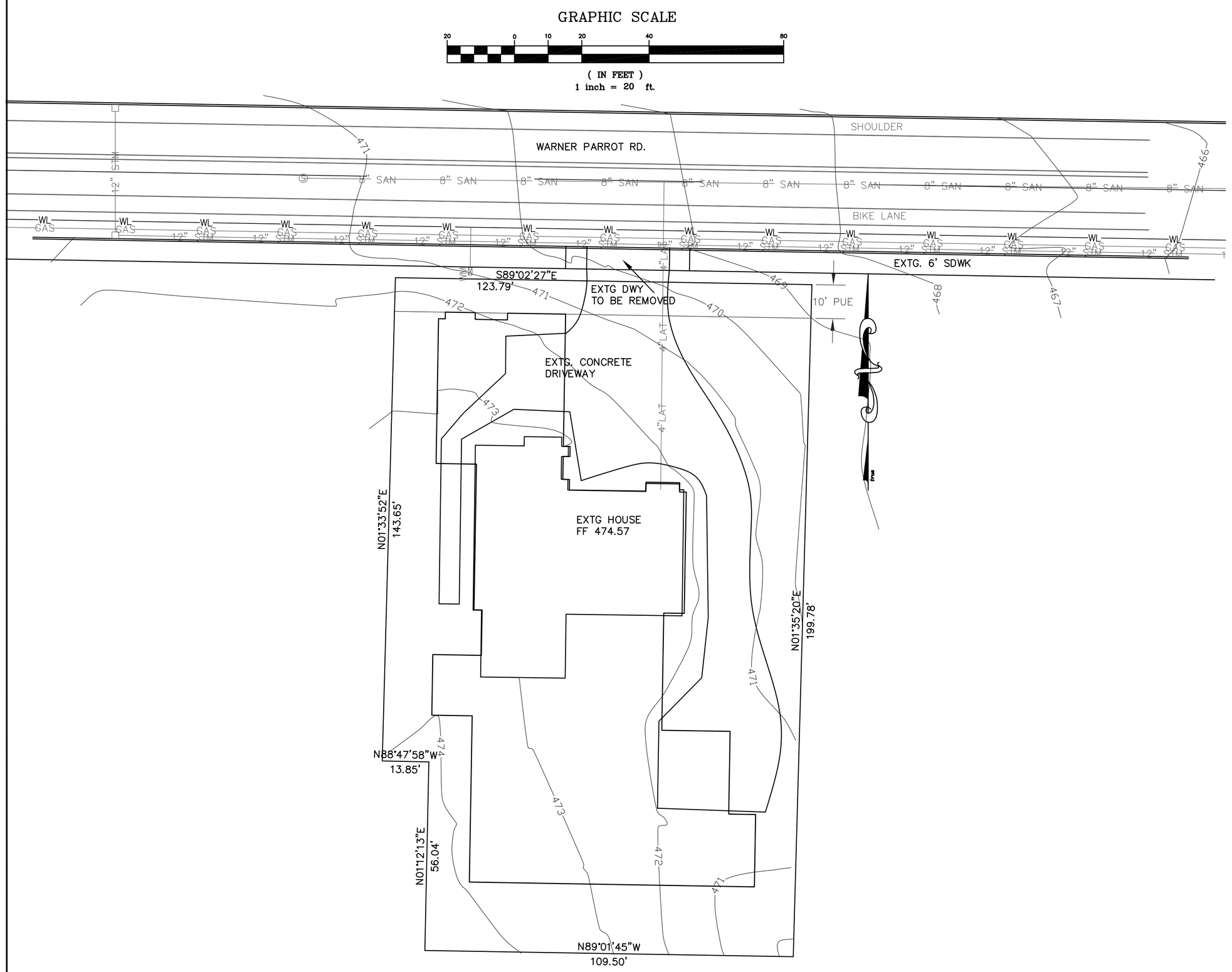
LOG OF BORING

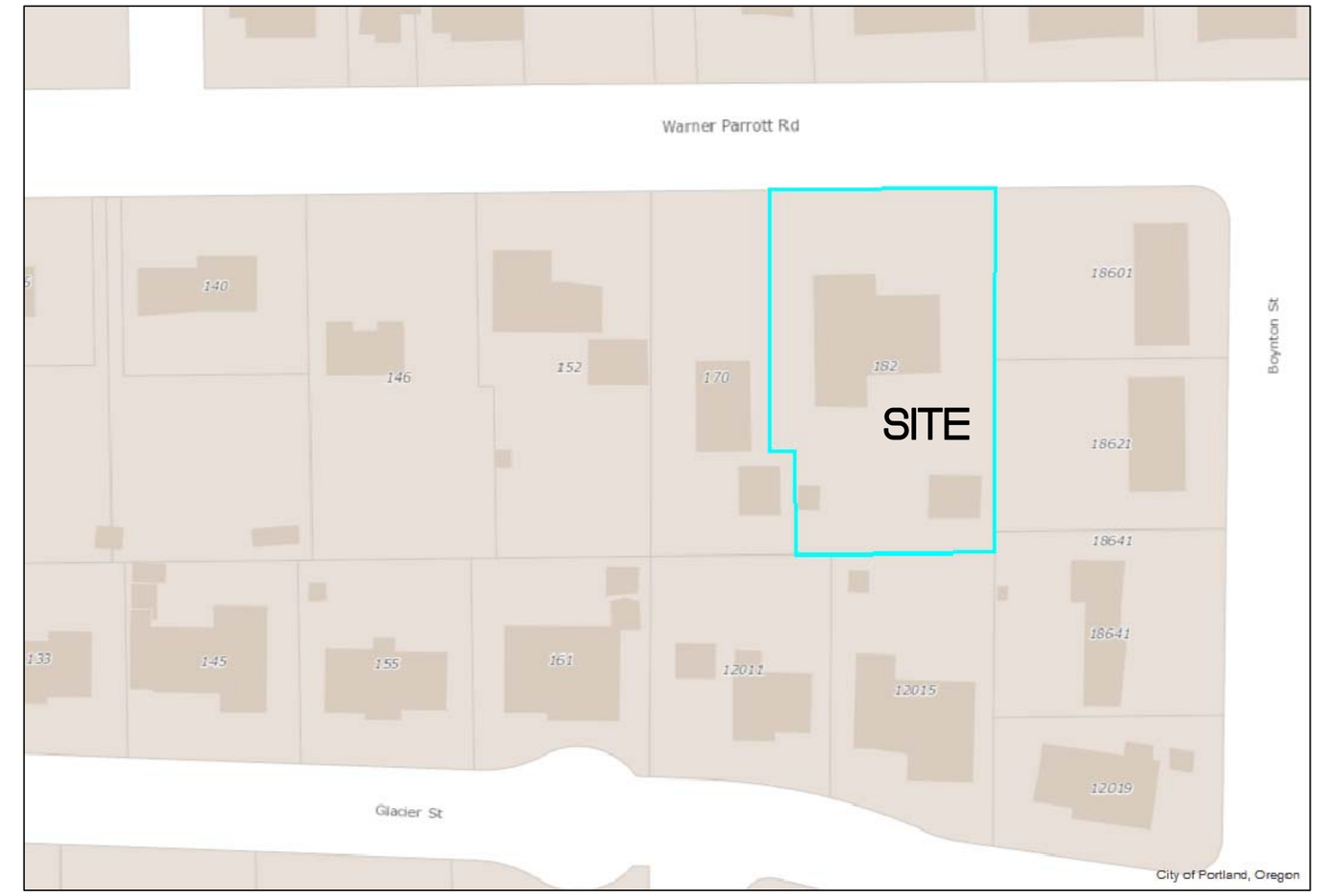
RAPID SOIL SOLUTIONS

182 Warner Parrott Road

Plate 3

SuperLog CivilTech Software, USA www.civiltech.com File: C:\Users\Owner\Documents\In Progress Files\182 Warner Parrott Road Geotech 19Nov19\182 Warner Parrott Rd Logs.log Date: 11/22/2019





VICINITY MAP N.T.S

TABLE OF CONTAINS::

E1 EXISTING SITE TOPOGRAPHY AND COVER SHEET
E2 PROPOSED GRADING AND UTILITY PLAN

DATE	REVISION	BY

DESIGNED: RSG
DRAWN: RSG
CHECKED: RSG
APPROVED:

SHEET E1 OF E2

REGISTERED PROFESSIONAL ENGINEER
OREGON
PRELIMINARY
RICHARD STEFAN
EXPIRES 6/30/21

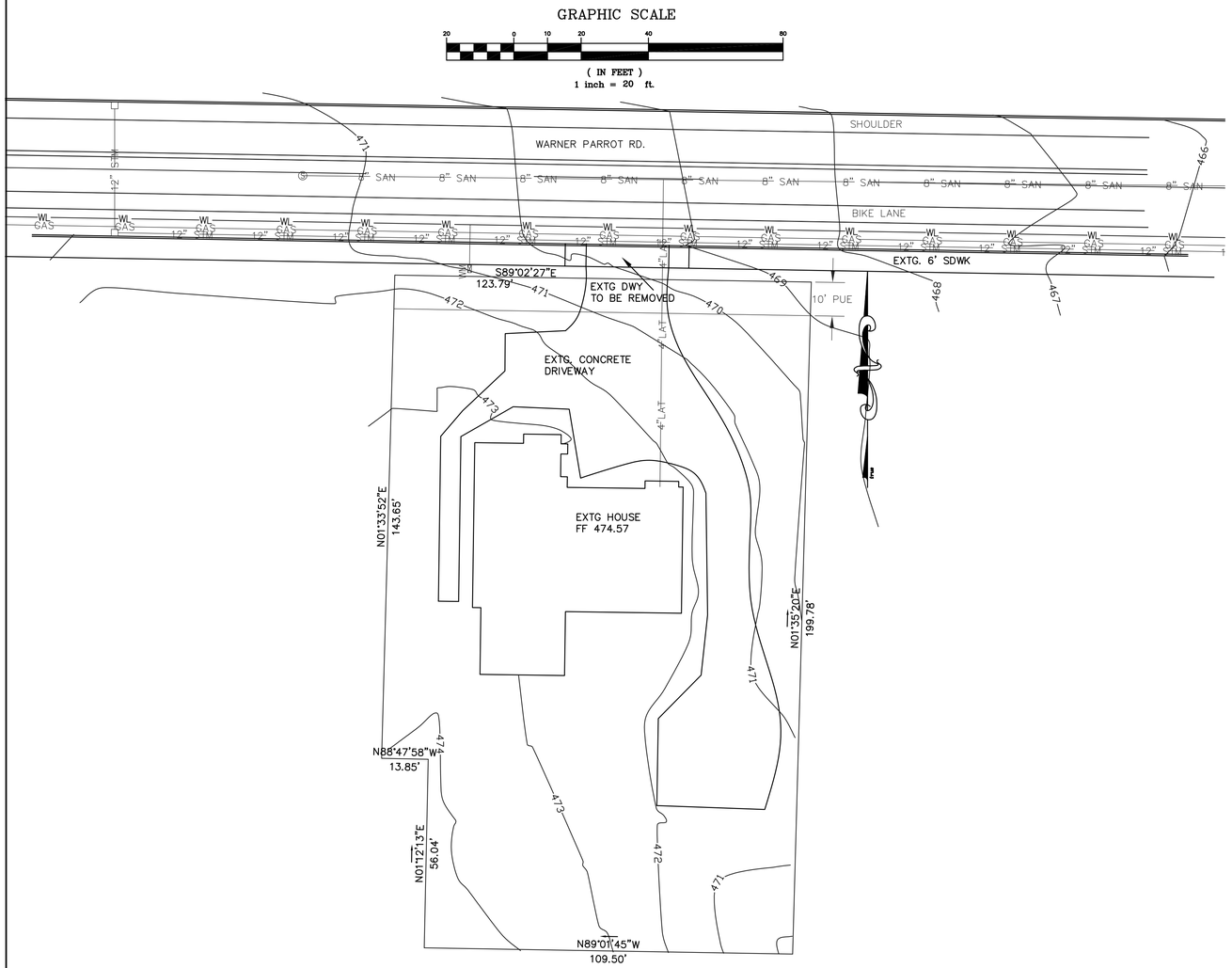
SCALE VERT. 1"=2' HORZ. 1"=20'
DATE: 10-2019
CASE FILE:

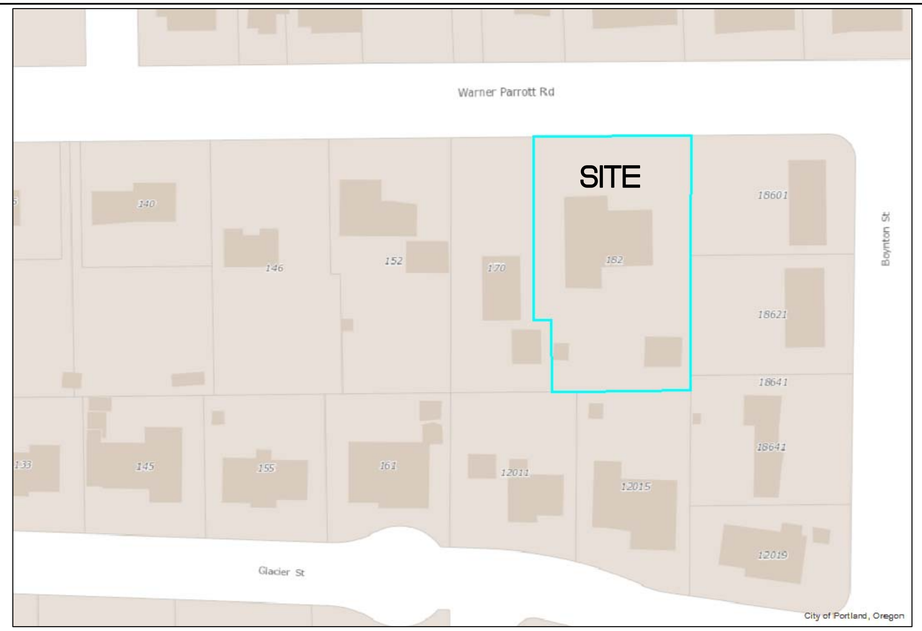
LEGAL		
SW 1/4 OF	TWP.	RANGE
SECTION 6	3S	2 EAST

PROJECT NAME: DONOVAN – MEMORY CARE
EXISTING SITE TOPOGRAPHY AND COVER SHEET

CLIENT: CONTACT NAME EDDIE RADULESCU
503-679-2493

RSG ENGINEERING, CO.
CIVIL ENGINEERING / CONSTRUCTION MANAGEMENT
16802 NE 152ND AVE, BRUSH PRAIRIE, WA 98606
PH (503) 380-6179, FAX (360) 891-7945
E-MAIL: RSGENG@COMCAST.NET





VICINITY MAP N.T.S

TABLE OF CONTAINS::

E1 EXISTING CONDITIONS AND VICINITY MAP
E2 PROPOSED GRADING AND UTILITY PLAN (PROPOSED CONDITIONS)

DATE	REVISION	BY

REGISTERED PROFESSIONAL ENGINEER
OREGON
PRELIMINARY
RICHARD STEFAN
EXPIRES 6/30/21

DESIGNED: RSG
DRAWN: RSG
CHECKED: RSG
APPROVED:
SHEET E1 OF E2

SCALE VERT. 1"=2' HORZ. 1"=20'
DATE: 10-2019
CASE FILE:

LEGAL		
SW 1/4 OF	TWP.	RANGE
SECTION 6	3S	2 EAST

PROJECT NAME: DONOVAN – MEMORY CARE
EXISTING CONDITIONS AND VICINITY MAP

CLIENT: CONTACT NAME EDDIE RADULESCU
503-679-2493

RSG ENGINEERING, CO.
CIVIL ENGINEERING / CONSTRUCTION MANAGEMENT
16802 NE 152ND AVE, BRUSH PRAIRIE, WA 98606
PH (503) 380-6179, FAX (360) 891-7945
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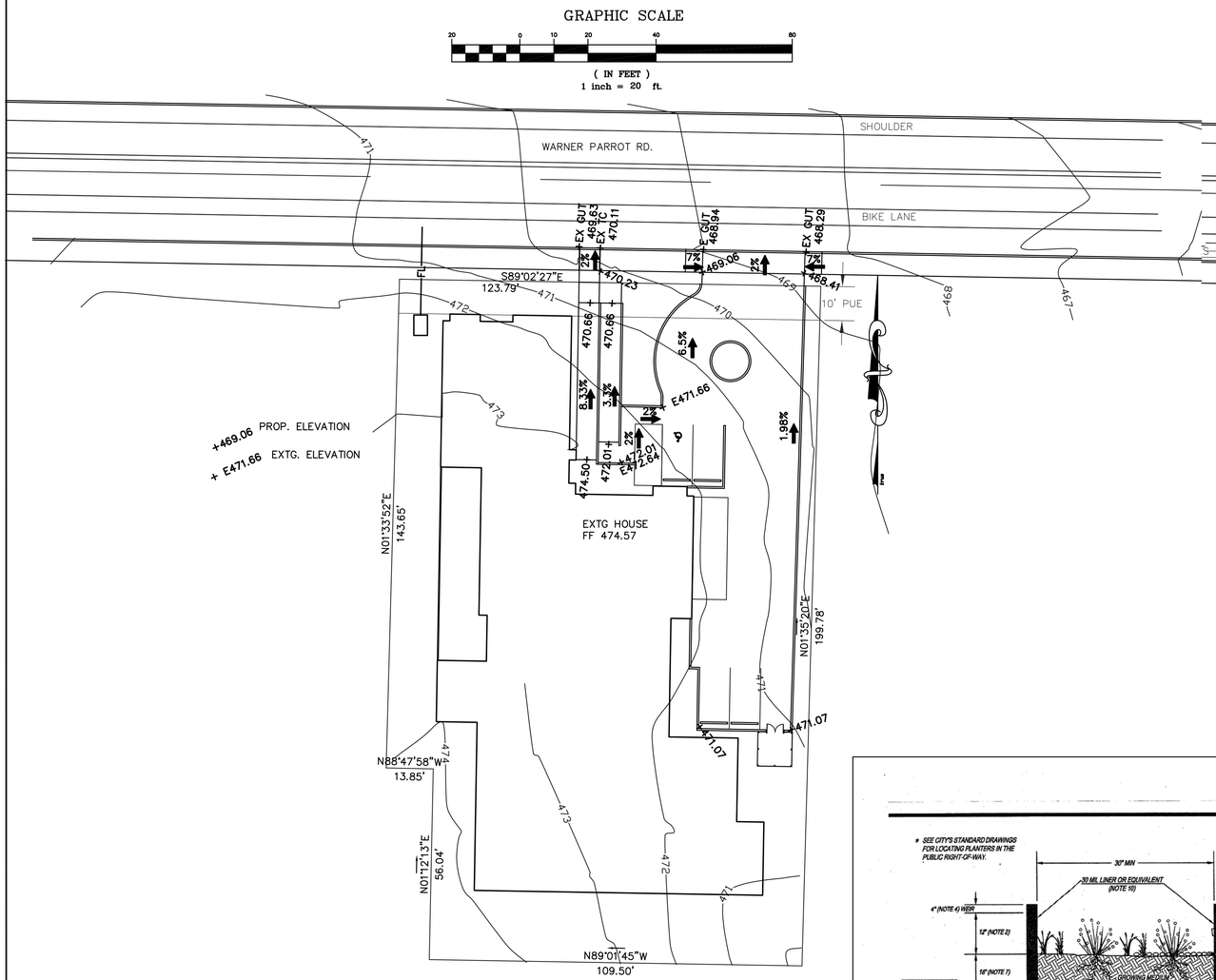
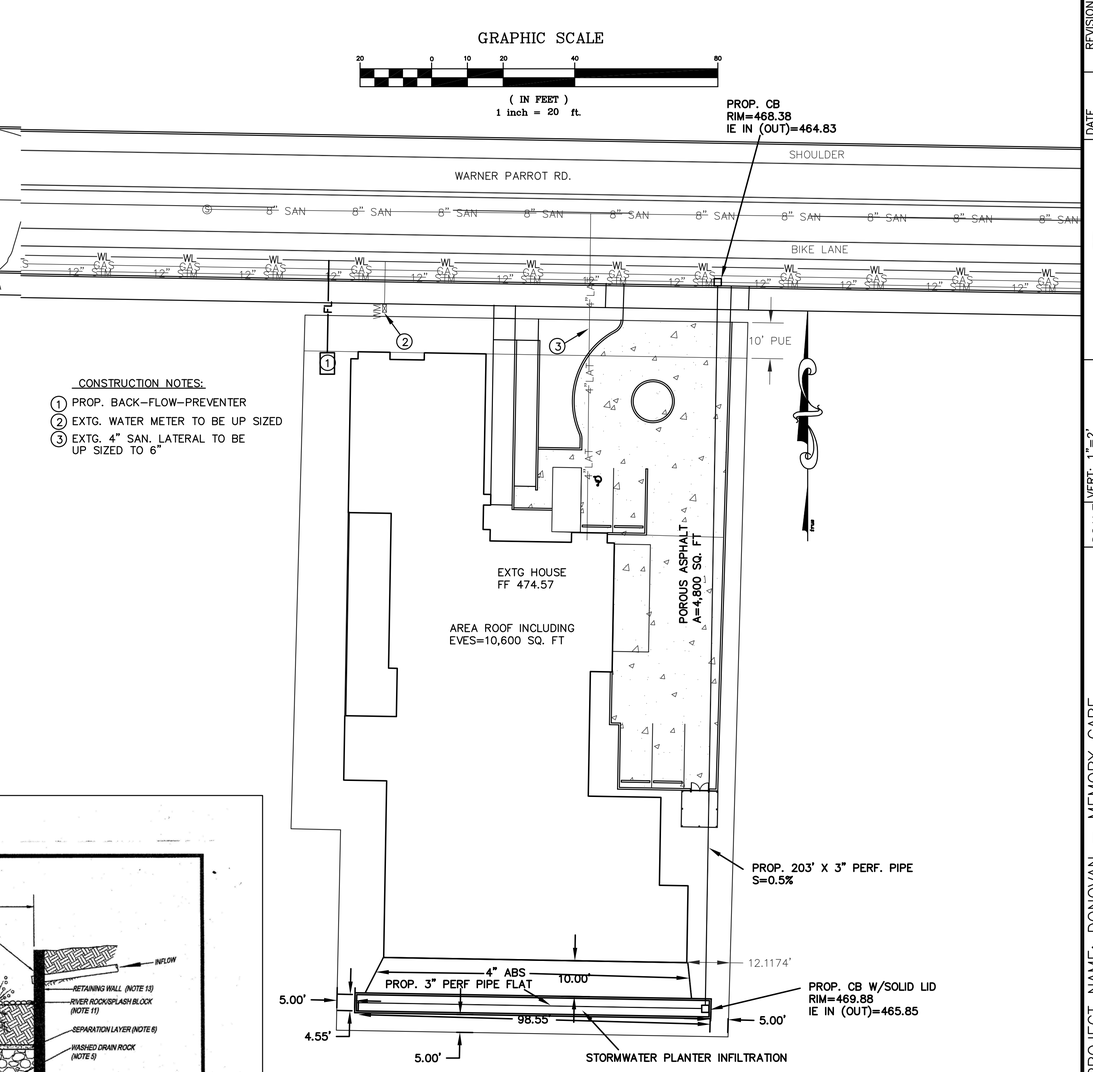
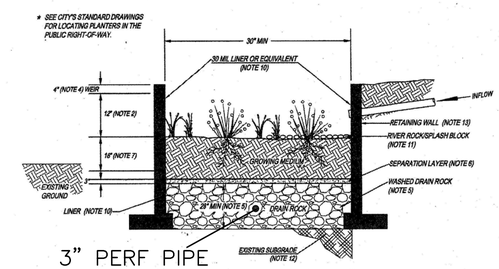


GRADING PLAN



UTILITY PLAN



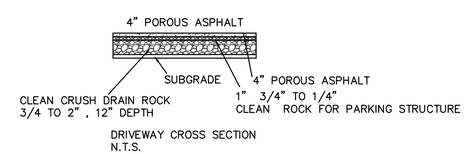
3" PERF PIPE

GENERAL NOTES:

1. **PROVIDE PROTECTION** FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING AND AFTER CONSTRUCTION.
2. **DIMENSIONS:**
   -WIDTH: 30" MINIMUM
   -DEPTH OF PLANTER (FROM TOP OF GROWING MEDIUM TO OVERFLOW WEIR ELEVATION): 12"
   -SLOPE OF PLANTER: 0.5% OR LESS
3. **SETBACKS:**
   -PLANTERS MUST BE MINIMUM OF 5 FEET FROM PROPERTY LINE.
4. **OVERFLOW:**
   -WEIR ELEVATION MUST ALLOW FOR 4" OF FREEBOARD, MINIMUM.
   -SIZE OVERFLOW WEIR FOR THE 100 YEAR DESIGN STORM. IDENTIFY EMERGENCY OVERFLOW ROUTE ON THE STORMWATER MANAGEMENT PLAN.
5. **DRAIN ROCK:**
   -SIZE: 1 1/2" - 3/4" WASHED
   -DEPTH: 28" MINIMUM
6. **SEPARATION** BETWEEN DRAIN ROCK AND GROWING MEDIUM: SHALL BE A 3" LAYER OF 3/4" - 1/4" OPEN GRADED AGGREGATE.
7. **GROWING MEDIUM:**
   -DEPTH: 18" MIMIMUM
   -SEE APPENDIX A FOR SPECIFICATION OR USE SAND/LOAM/COMPOST 3-WAY MIX.
   -FACILITY SURFACE AREA MAY BE REDUCED BY 20% WHEN GROWING MEDIA DEPTH IS INCREASED TO 30" OR MORE.
8. **VEGETATION:** FOLLOW LANDSCAPE PLANS OR REFER TO PLANTING REQUIREMENTS IN APPENDIX A.
9. **PLANTER WALLS:**
   -MATERIALS SHALL BE STONE, BRICK, CONCRETE OR OTHER DURABLE MATERIAL.
   -CONCRETE, BRICK, OR STONE WALLS SHALL BE INCUDED ON FOUNDATION PLANS.
   -INSTALL INVERTED CURB AS NEEDED BETWEEN PLANTERS AND ROAD SUBGRADE.
   -WALL HEIGHTS GREATER THAN 24" ABOVE GRADE REQUIRE HANDRAIL.
10. **WATERPROOF LINER:**
    -LINER SHALL BE 30 MIL PVC OR EQUIVALENT.
    -A WATERPROOF LINER IS NOT REQUIRED IF THE WALL MATERIAL IS WATERPROOF REINFORCED CONCRETE OR APPROVED EQUAL.
11. **INSTALL RIVER ROCK** SPLASH PAD TO TRANSITION FROM INLET TO GROWING MEDIUM. SIZE OF ROCK SHALL BE 1" - 3".
12. **SEASONAL HIGH GROUNDWATER SEPARATION:**
    -SEPARATION DISTANCE AS REQUIRED BY THE CITY.
13. **SUBMIT RETAINING WALL DESIGN** IN ACCORDANCE WITH APPLICABLE STRUCTURAL CODES FOR REVIEW AND APPROVAL.

Stormwater Planter - Infiltration
Figure C-2

OREGON CITY
STORMWATER AND GRADING DESIGN STANDARDS



DRIVEWAY CROSS SECTION
N.T.S.

DATE	REVISION	BY

DESIGNED: RSG
DRAWN: RSG
CHECKED: RSG
APPROVED:
SHEET E2 OF E2

REGISTERED PROFESSIONAL ENGINEER 19492 OREGON NOV. 12, 1987 RICHARD STEFAN GEORGESCU
PRELIMINARY
EXPIRES 6/30/21

SCALE VERT. 1"=2' HORIZ. 1"=20'
DATE: 10-2019
CASE FILE:

LEGAL		
SW 1/4 OF	TWP.	RANGE
SECTION 6	3S	2 EAST

PROJECT NAME: DONOVAN – MEMORY CARE
PROPOSED GRADING AND UTILITY PLAN

CLIENT: CONTACT NAME EDDIE RADULESCU
503-679-2493

RSG ENGINEERING, CO.
CIVIL ENGINEERING / CONSTRUCTION MANAGEMENT
16802 NE 152ND AVE, BRUSH PRAIRIE, WA 98606
PH (503) 380-6179, FAX (360) 891-7945
E-MAIL: RSGENG@COMCAST.NET

STORMWATER NARRATIVE FOR 182 WARNER PARROT RD.

We are proposing to do an addition to the existing house. Will be handicap accessibility, and the existing parking lot will be enlarge.

DOWN STREAM ANALISIS

N/A

I'm proposing to infiltrate all the stormwater (roof and driveway) on site, improving the existing. because the extg. parking lot is drain toward the street.

INFILTRATION TEST WAS PROVIDED BY RAPID SOIL SOLUTION see attached.

SEASON GROUND DEPTH ELEVATION

Best on USGI Map, the depth of ground water is 92.136 feet, giving us enough clearance for the drywells.

BMP

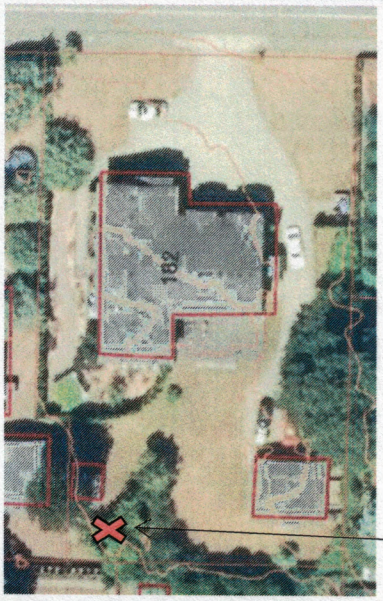
For the roof, I'm proposing 5 drywells, and for parking lot, porous asphalt.

See attached .

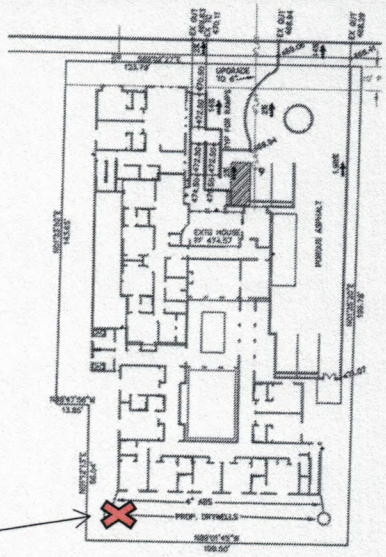
REGISTERED PROFESSIONAL ENGINEER
19492
OREGON
NOV. 12, 1997
RICHARD STEFAN GEORGESSU

Exp 6/30/21

Rapid Soil Solutions Infiltration Test Results



HA#1



Preliminary Information			
Location:	182 Warner Parrott Road Oregon City, OR 97045	**Performed By:** **(Supervised by Mia Mahedy, PE, GE)**	Rachel Gipe, GIT
Date & Time:	10 December 2019, 9 AM	**Instrument Used:**	4" Hand Auger
Weather:	Rain, 45 degrees	**Depth:**	8'

HA#1

Soil Profile Detail

Depth (ft)	Description
0'-2'	Fill and top soil. Damp, soft, medium rich brown, clayey SILT to silty CLAY with some fine organics.
2'-3'	Damp-dry, stiff, orange hued light brown, fine grained, CLAY to silty CLAY.
3'-5'	Dry, grey stiff, orange-brown to reddish-orange brown, fine grained, CLAY to silty CLAY with trace to some small, sub-rounded, spherical, gravels.
5'-8'	Bedded weathered bedrock (soft to extremely soft rock, grey to purple-grey, medium-fine textured, intensely weathered basalt) and CLAY (red, purple and orange, very stiff, fine grained, high plasticity). Bedding roughly 1' thick.

RSS applied one gallon of water to the boring at 9:50 AM. A total head of 13" was achieved in the uncased boring. After a four-hour presoak, only 1.5" of water infiltrated.

Time	Measurement (inches)	Level Refilled To (inches)	Rate (inches/hour)
9:50 AM	13"		
1:50 PM	11.5"		0.375"
Site Infiltration Rate (inches/hour)			**< 0.375**

HOUSE

********** S.C.S. TYPE-1A DISTRIBUTION **********

********* 25-YEAR 24-HOUR STORM **** 4.00" TOTAL PRECIP. *********

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.24	.0	86.0	.24	98.0	5.0

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.25	7.67	3280

SUMMARY OF INPUT ITEMS

1) TYPE OF FACILITY: GRAVEL TRENCH/BED

2) STORAGE DEPTH(ft): 1.00

3) VERTICAL PERMEABILITY(min/in): 333.00

4) PRIMARY DESIGN HYDROGRAPH FILENAME: donvh

5) PRIMARY RELEASE RATE(cfs): .00

6) NUMBER OF TEST HYDROGRAPHS: 1

TEST HYD 1 FILENAME: donvh TARGET RELEASE(cfs): .00

7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.25	.00	.00	1.00	**1550**

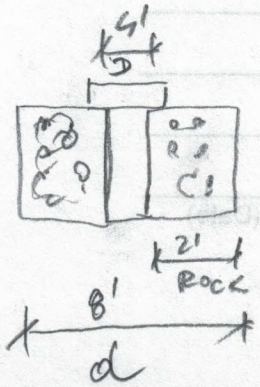
ROOF

$A_{ROOF1} = 10{,}600\ SF = \underline{\underline{0.24\ AC}}$

INFILTRATION TEST = 0.37 in/HR = TAKE 0.18 in/HR

$\frac{60}{0.185} = 333$ MIN/INCH

WE HAVE TO DETAIN 1,550 cu ft of STORMWATER



$V_{DRYWELL/FT} = \frac{\pi D^2}{4} \times 1 = 12.56$ cu ft/ft

$V_{ROCK/FT} = \left(\frac{\pi d^2}{4} - \frac{\pi D^2}{4}\right) \times 1 \times 0.25 =$ → VOLUME OF VOIDS

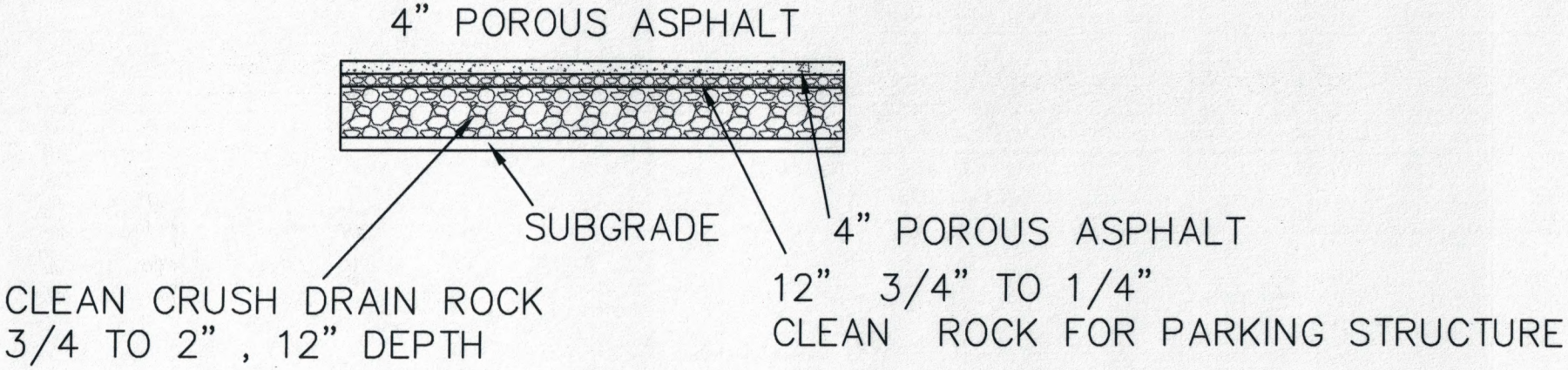
$= (50.26 - 12.56) \times 0.25 = 9.42$ cu ft/ft

$\underline{\underline{V_{TOT}}} = 12.56 + 9.42 = \underline{\underline{21.98\ \text{cu ft/ft}}}$

WE HAVE TO STOR $\frac{1{,}550\ \text{cu ft}}{21.98\ \text{cu ft/ft}} = \underline{70.5\ ft}$

$\boxed{\text{TAKE 5 DRYWELLS / 14.5 ft DEED}}$

$5 \times 14.5 = 72.5\ ft > 70.5\ ft$ NEED IT! OK.



DRIVEWAY CROSS SECTION
N.T.S.

DRIVEWAY

********** S.C.S. TYPE-1A DISTRIBUTION **********

********* 25-YEAR 24-HOUR STORM **** 4.00" TOTAL PRECIP. *********

AREA(ACRES)	PERVIOUS		IMPERVIOUS		TC(MINUTES)
	A	CN	A	CN	
.11	.0	86.0	.11	98.0	5.0

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.12	7.67	1503

SUMMARY OF INPUT ITEMS

1) TYPE OF FACILITY: GRAVEL TRENCH/BED

2) STORAGE DEPTH(ft): 1.00

3) VERTICAL PERMEABILITY(min/in): 333.00

4) PRIMARY DESIGN HYDROGRAPH FILENAME: DONVD

5) PRIMARY RELEASE RATE(cfs): .00

6) NUMBER OF TEST HYDROGRAPHS: 1

TEST HYD 1 FILENAME: DONVD TARGET RELEASE(cfs): .00

7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.12	.00	.00	1.00	**712**

DRIVEWAY

A = 4,800 S.F = 0.11 AC

WE NEED TO STOR: 712 cu ft OF STORMWATER

4800 SF x 1' ROCK x 0.25 VOL. OF VOIDS = 1200 cu ft

1200 cu ft VOL OF VOIDS > 712 cu ft NEED IT!

OK

STORMWATER NARRATIVE FOR 182 WARNER PARROT RD.

We are proposing to do an addition to the existing house. Will be handicap accessibility, and the existing parking lot will be enlarged.

DOWN STREAM ANALISIS

N/A

I'm proposing to infiltrate all the stormwater (roof and driveway) on site, improving the existing. because the extg. parking lot is drain toward the street.

INFILTRATION TEST

On 4/12/2020, I dug a hole, using a mechanical ager, 4 feet deep and 6" diameter, filling with water. Also, I found a digging, about 8 feet deep, done by others. I observed a consistence of the ground, brown clay with cobbles. On 2/13/20, I start the percolation test, and I found 2.16 inch/hr. In my calculations, I used 1 inch/hr, and infiltrate all the 25 yr storm event (exceeding the standards).

Having a 1 foot freeboard, in my professional opinion, the soil is suitable for infiltration without overflow.

SEASON GROUND DEPTH ELEVATION

Best on USGI Map, the depth of ground water is 92.136 feet, giving us enough clearance for the stormwater planter.

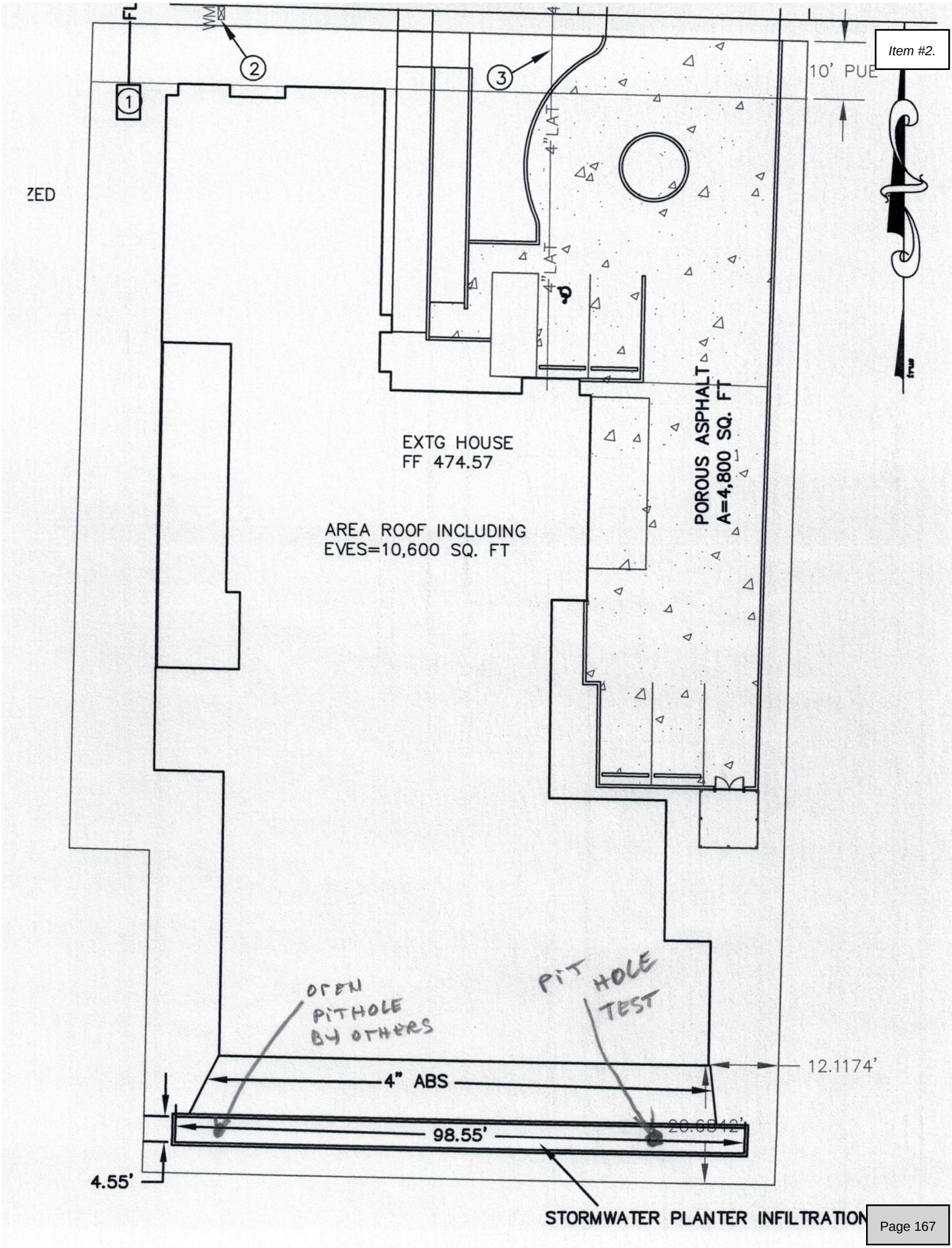
BMP

For the roof, I'm proposing stormwater planter infiltration, and for parking lot, porous asphalt.

See attached.

REGISTERED PROFESSIONAL ENGINEER 19492 OREGON NOV. 12, 1987 RICHARD STEFAN GEORGESCU

6/30/21


10' PUE
4" LAT
4" LAT
EXTG HOUSE
FF 474.57
AREA ROOF INCLUDING
EVES=10,600 SQ. FT
POROUS ASPHALT
A=4,800 SQ. FT
OPEN
PITHOLE
BY OTHERS
PIT HOLE
TEST
12.1174'
4" ABS
98.55'
20.6842'
4.55'
STORMWATER PLANTER INFILTRATION

Infiltration Test Data Table		
Location: 182 WARNER PARROT	Date: 4/13/20	Test Hole Number: 1
Depth to bottom of hole: 4 FT	Diameter of hole: 6"	Test Method: OPEN PIT
Tester's Name: RICHARD S. GEORGESCU P.E		
Tester's Company: RSG ENGINEERING CO	Tester's Contact Number: 503-380-6179	

Depth, feet	Soil Texture
0- 0.5'	TOP SOIL
0.5' - 8'	BROWN CLAY W/ COBBLES

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
NOON	—	3.5'	—	—	FILL W/6" WATER
12:10	10	3.55'	0.05	3.6	
12:20	10	3.60'	0.05	3.6	
12:30	10	3.64'	0.04	2.88	
12:40	10	3.68'	0.04	2.88	
12:50	10	3.71'	0.03	2.16	
1PM	10	3.74'	0.03	2.16	
1:10	—	3.5'	—	—	FILL W/6" WATER
1:20	10	3.53'	0.03	2.16	
1:30	10	3.56'	0.03	2.16	

FOR THE NEXT HOUR STABILIZED @ 2.16 in/HR

TAKE 2 in/HR / 2 = 1 in/HR = 60 MIN/INCH

```
HOUSE
----------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********  25-YEAR  24-HOUR STORM  ****  4.00" TOTAL PRECIP. *********

----------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
0,86,.24,98,5

DATA PRINT-OUT:

  AREA(ACRES)    PERVIOUS    IMPERVIOUS   TC(MINUTES)
                 A     CN     A     CN
        .24      .0    86.0   .24  98.0        5.0

  PEAK-Q(CFS)   T-PEAK(HRS)    VOL(CU-FT)
       .25          7.67           3280


SUMMARY OF INPUT ITEMS


1) TYPE OF FACILITY:   GRAVEL TRENCH/BED
2) STORAGE DEPTH(ft):   1.00
3) VERTICAL PERMEABILITY(min/in):  60.00

4) PRIMARY DESIGN HYDROGRAPH FILENAME:   DONH
5) PRIMARY RELEASE RATE(cfs):    .00

6) NUMBER OF TEST HYDROGRAPHS:  1
   TEST HYD 1 FILENAME:   DONH              TARGET RELEASE(cfs):    .00

7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in):  0,  1.00,  12


PERFORMANCE:   INFLOW   TARGET-OUTFLOW   ACTUAL-OUTFLOW   PK-STAGE    STORAGE
 DESIGN HYD:     .25          .00              .00          1.00        611
 TEST HYD 1:     .25          .00              .00           .90        610
```

PARKING

********** S.C.S. TYPE-1A DISTRIBUTION **********
********* 25-YEAR 24-HOUR STORM **** 4.00" TOTAL PRECIP. *********

DATA PRINT-OUT:

AREA(ACRES)	PERVIOUS A	PERVIOUS CN	IMPERVIOUS A	IMPERVIOUS CN	TC(MINUTES)
.11	.0	86.0	.11	98.0	5.0

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.12	7.67	1503

SUMMARY OF INPUT ITEMS

1) TYPE OF FACILITY: GRAVEL TRENCH/BED
2) STORAGE DEPTH(ft): 1.00
3) VERTICAL PERMEABILITY(min/in): 60.00

4) PRIMARY DESIGN HYDROGRAPH FILENAME: DONP
5) PRIMARY RELEASE RATE(cfs): .00

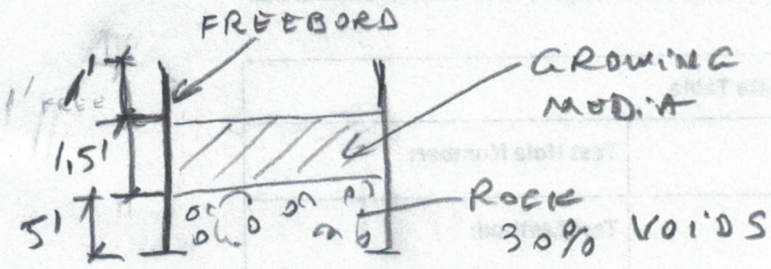
6) NUMBER OF TEST HYDROGRAPHS: 1
TEST HYD 1 FILENAME: DONP TARGET RELEASE(cfs): .00

7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.12	.00	.00	1.00	274
TEST HYD 1:	.12	.00	.00	.90	270

HOUSE

WE HAVE TO STOR 611 cu ft of STORMWATER



STORM PLANTER

$V_{STORAGE}$ = 5' DEEP × 98.5' LONG × 4.5' WIDE × 0.3 VOL VOIDS

= 665 cu ft > 611 cu ft NEED

OK!

PARKING

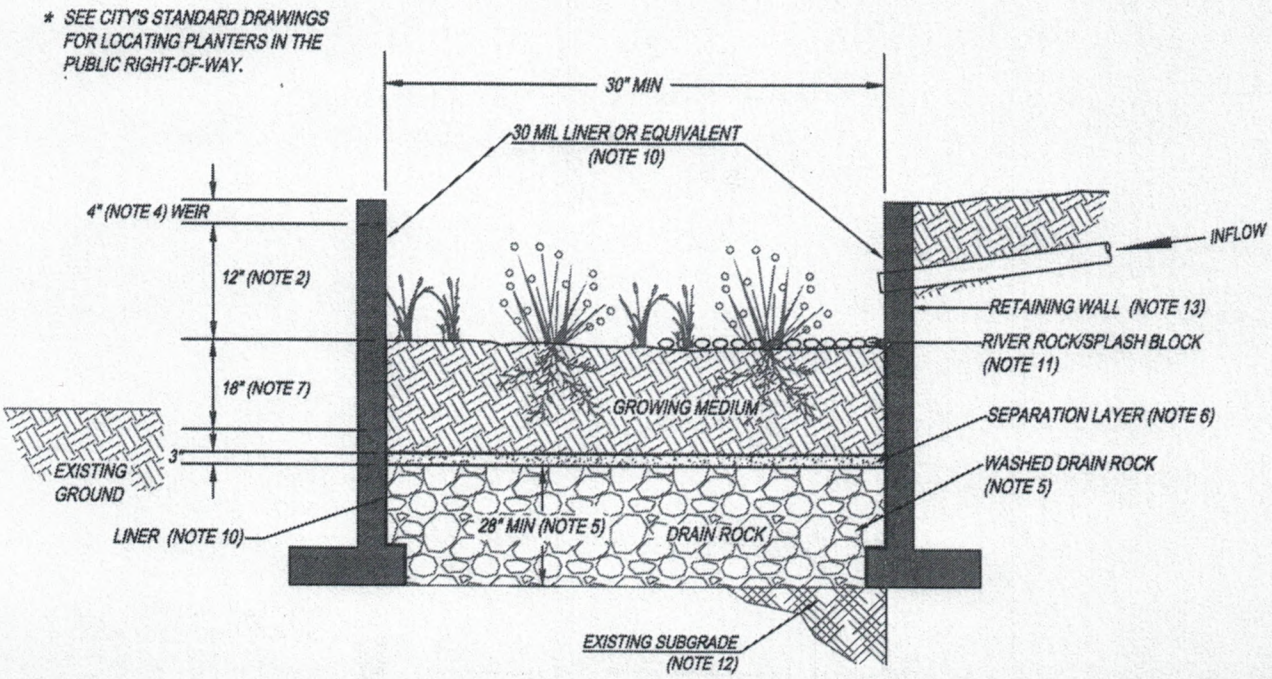
WE HAVE TO STOR 274 cu ft OF STORMWATER

A POROUS ASPHALT = 4,800 SQ. ft

$V_{STORAGE}$ = 4,800 S.F × 1' DEEP ROCK × 0.3 VOL VOIDS =

= 1,440 cu ft > 274 cu ft NEED

OK!



GENERAL NOTES:

1. **PROVIDE PROTECTION** FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING AND AFTER CONSTRUCTION.
2. **DIMENSIONS:**
   -WIDTH: 30" MINIMUM
   -DEPTH OF PLANTER (FROM TOP OF GROWING MEDIUM TO OVERFLOW WEIR ELEVATION): 12"
   -SLOPE OF PLANTER: 0.5% OR LESS
3. **SETBACKS:**
   -PLANTERS MUST BE MINIMUM OF 5 FEET FROM PROPERTY LINE.
4. **OVERFLOW:**
   -WEIR ELEVATION MUST ALLOW FOR 4" OF FREEBOARD, MINIMUM.
   -SIZE OVERFLOW WEIR FOR THE 100 YEAR DESIGN STORM. IDENTIFY EMERGENCY OVERFLOW ROUTE ON THE STORMWATER MANAGEMENT PLAN.
5. **DRAIN ROCK:**
   -SIZE: 1 1/2" - 3/4" WASHED
   -DEPTH: 28" MINIMUM
6. **SEPARATION** BETWEEN DRAIN ROCK AND GROWING MEDIUM: SHALL BE A 3" LAYER OF 3/4" - 1/4" OPEN GRADED AGGREGATE.
7. **GROWING MEDIUM:**
   -DEPTH: 18" MIMIMUM
   -SEE APPENDIX A FOR SPECIFICATION OR USE SAND/LOAM/COMPOST 3-WAY MIX.
   -FACILITY SURFACE AREA MAY BE REDUCED BY 20% WHEN GROWING MEDIA DEPTH IS INCREASED TO 30" OR MORE.
8. **VEGETATION:** FOLLOW LANDSCAPE PLANS OR REFER TO PLANTING REQUIREMENTS IN APPENDIX A.
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   -MATERIALS SHALL BE STONE, BRICK, CONCRETE OR OTHER DURABLE MATERIAL.
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   -INSTALL INVERTED CURB AS NEEDED BETWEEN PLANTERS AND ROAD SUBGRADE.
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    -LINER SHALL BE 30 MIL PVC OR EQUIVALENT.
    -A WATERPROOF LINER IS NOT REQUIRED IF THE WALL MATERIAL IS WATERPROOF REINFORCED CONCRETE OR APPROVED EQUAL.
11. **INSTALL RIVER ROCK** SPLASH PAD TO TRANSITION FROM INLET TO GROWING MEDIUM. SIZE OF ROCK SHALL BE 1" - 3".
12. **SEASONAL HIGH GROUNDWATER SEPARATION:**
    -SEPARATION DISTANCE AS REQUIRED BY THE CITY.
13. **SUBMIT RETAINING WALL DESIGN** IN ACCORDANCE WITH APPLICABLE STRUCTURAL CODES FOR REVIEW AND APPROVAL.

Stormwater Planter - Infiltration
Figure C-2

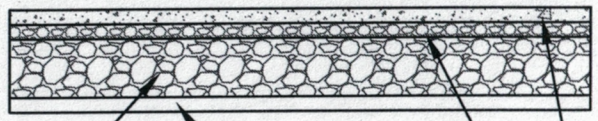
OREGON CITY
STORMWATER AND GRADING DESIGN STANDARDS

Stormwater Planters
Operations & Maintenance Plan

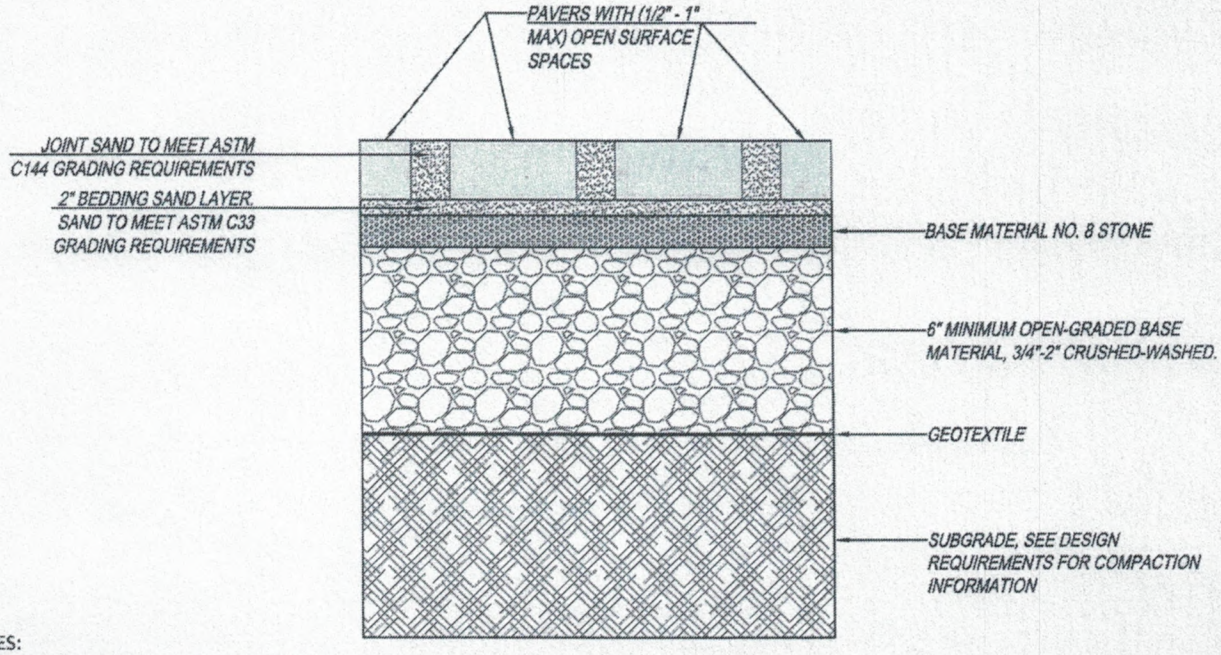
What to Look For	What to Do
Structural Components, including inlets and outlets/overflows, shall freely convey stormwater.	
Clogged inlets or outlets	-Remove sediment and debris from catch basins, trench drains and curb inlets and pipes to maintain at least 50% conveyance capacity at all times.
Cracked Drain Pipes	-Repair/seal cracks. Replace when repair is insufficient.
Check Dams	-Maintain 4 to 10 inch deep rock check dams at design intervals.
Vegetation	
Dead or strained vegetation	-Replant per original planting plan, or substitute from Appendix A. -Irrigate as needed. Mulch banks annually. DO NOT apply fertilizers, herbicides, or pesticides.
Tall Grass and Vegetation	-Cut back grass and prune overgrowth 1-2 times per year. Remove cuttings.
Weeds	-Manually remove weeds. Remove all plant debris.
Growing/Filter Medium, including soil and gravels, shall sustain healthy plant cover and infiltrate within 72 hours.	
Gullies	-Fill, lightly compact, and plant vegetation to disperse flow.
Erosion	-Replace splash blocks or inlet gravel/rock.
Slope Slippage	-Stabilize 3:1 slopes/banks with plantings from Appendix A.
Ponding	-Rake, till, or amend to restore infiltration rate.

Annual Maintenance Schedule:

Summer. Make any structural repairs. Improve filter medium as needed. Clear drain. Irrigate as needed.
Fall. Replant exposed soil and replace dead plants. Remove sediment and plant debris.
Winter. Monitor infiltration/flow-through rates. Clear inlets and outlets/overflows to maintain conveyance.
Spring. Remove sediment and plant debris. Replant exposed soil and replace dead plants. Mulch.
All seasons. Weed as necessary. Clean scuppers or curb inlets as needed.
Maintenance Records: Record date, description, and contractor (if applicable) for all structural repairs, landscape maintenance, and facility cleanout activities. Keep work orders and invoices on file and make available upon request of the inspector.
Access: Maintain ingress/egress to design standards.
Infiltration/Flow Control: All facilities shall drain within 72 hours. Record time/date, weather, and site conditions when ponding occurs.
Pollution Prevention: All sites shall implement best management practices to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact emergency response agencies for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.
Vectors (Mosquitoes & Rodents): Stormwater facilities shall not harbor mosquito larvae or rats that pose a threat to public health or that undermine the facility structure. Monitor standing water for small wiggling sticks perpendicular to the water's surface. Note holes/burrows in and around facilities. Call Clackamas County Vector Control for immediate assistance to eradicate vectors. Record time/date, weather, and site conditions when vector activity observed.



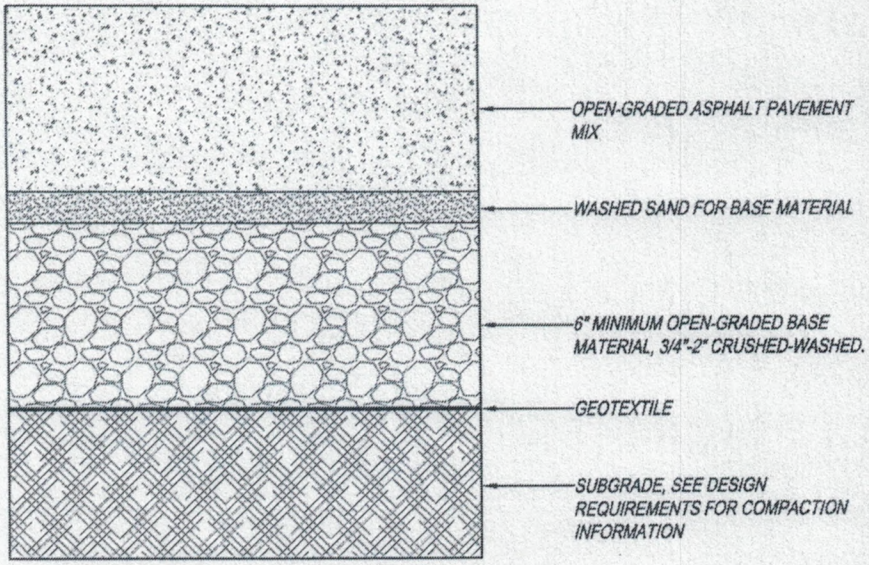
DRIVEWAY CROSS SECTION
N.T.S.



PERVIOUS CONCRETE BLOCK OR "PAVER" SYSTEMS

NOTES:

1. THE DESIGN ENGINEER SHALL SUBMIT PERVIOUS PAVEMENT DESIGN AND SPECIFICATIONS IN CONFORMANCE WITH INDUSTRY STANDARDS.
2. PAVERS AVERAGE COMPRESSIVE STRENGTH OF 8,000 PSI. NO INDIVIDUAL UNIT LESS THAN 7,200 PSI. MINIMUM 80 MM THICKNESS.
3. BANDED BY CONCRETE EDGE RESTRAINTS.
4. MANHOLE COLLARS PER CITY STANDARD DETAIL.



PERVIOUS (OPEN GRADED) CONCRETE SYSTEMS

Pervious Pavement
Figure C-16

OREGON CITY
STORMWATER AND GRADING DESIGN STANDARDS

Pervious Pavement
Operations & Maintenance Plan

Pervious pavement is a permeable pavement surface with an underlying stone reservoir that temporarily stores surface runoff before infiltrating into the subsoil or being collected in underlying drain pipes and being discharged off-site. There are many types of pervious pavement including plastic rings planted with grass, stone or concrete blocks with pore spaces backfilled with gravel or sand, porous asphalt, and porous concrete. Pervious pavement accepts only precipitation, not stormwater runoff. The following items shall be inspected and maintained as stated:

What to Look For	What to Do
Structural Components, including surface materials, shall evenly infiltrate stormwater.	
Clogged surface	-Vacuum sweep at least twice a year. -Powerwash annually or as needed. Do not use surfactants.
Cracked or moving edge restraints	-Repair per manufacturer's recommendations.
Cracked or loose pavement	-Repair per manufacturer's recommendations.
Vegetation includes surface cover and nearby plantings.	
Large Shrubs and Trees	-Sweep leaf litter and sediment to prevent surface clogging and ponding. -Prevent large root systems from damaging pavement. -Manually remove weeds. Remove all plant debris.
Filter Medium	
Aggregate loss in pavers from settling and from power washing.	-Replace paver pore space with aggregate from original design.

Maintenance Schedule:

Summer. Make necessary structural repairs.
Fall. Vacuum sweep.
Winter. Monitor infiltration rates.
Spring. Power wash with proper disposal. Vacuum sweep.
All Seasons: Weed as necessary.
Maintenance Records: Record date, description, and contractor (if applicable) for all structural repairs, landscape maintenance, and facility cleanout activities. Keep work orders and invoices on file and make available upon request of the inspector.
Access: Maintain ingress/egress to design standards.
Infiltration/Flow Control: All facilities shall not retain standing water during dry weather. Record time/date, weather, and site conditions when ponding occurs.
Pollution Prevention: All sites shall implement best management practices to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact emergency response agencies for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.
Vectors (Mosquitoes & Rodents): Stormwater facilities shall not harbor mosquito larvae or rats that pose a threat to public health or that undermine the facility structure. Monitor standing water for small wiggling sticks perpendicular to the water's surface. Note holes/burrows in and around facilities. Call Clackamas County Vector Control for immediate assistance to eradicate vectors. Record time/date, weather, and site conditions when vector activity observed.

STORMWATER NARRATIVE FOR 182 WARNER PARROT RD.

We are proposing to do an addition to the existing house. Will be handicap accessibility, and the existing parking lot will be enlarged.

DOWN STREAM ANALISIS

I'm proposing an overflow pipe (3" perforated pipe) from the site (under stormwater planter and porous asphalt) and connected with the existing 12" storm pipe in street, via a new catch basin. Best of my calculation and design, the overflow pipe will be constructive, not expected any flow for 25 yr storm event.

From the proposed catch basin, the existing 12" storm pipe, in approx 200 feet, connect with an extg. manhole situated at the intersection of Warner Parrot Rd. and Boynton St. From there, the storm pipe oversize to 15" and in approx 200 feet, connect another extg. manhole situated at the intersection Warner Parrot Rd and Woodlawn Ave. From there, in approx 575 feet, the extg. 15" storm pipe connect an extg. catch basin, goes North under the extg. street and discharge.

No flooding were observed or reported. Because on our overflow pipe is not expected any flow, will be any impact on the extg. storm pipe.

INFILTRATION TEST

On 4/12/2020, I dug a hole, using a mechanical ager, 4 feet deep and 6" diameter, filling with water. Also, I found a digging, about 8 feet deep, done by others. I observed a consistence of the ground, brown clay with cobbles. On 2/13/20, I start the percolation test, and I found 2.16 inch/hr. In my calculations, I used 1 inch/hr, and infiltrate all the 25 yr storm event (exceeding the standards).

Having a 1 foot freeboard, in my professional opinion, the soil is suitable for infiltration.

SEASON GROUND DEPTH ELEVATION

Best on USGI Map, the depth of ground water is 92.136 feet, giving us enough clearance for the stormwater planter.

BMP

For the roof, I'm proposing stormwater planter infiltration, and for parking lot, porous asphalt, both systems having an 3" perforated pipe overflow.

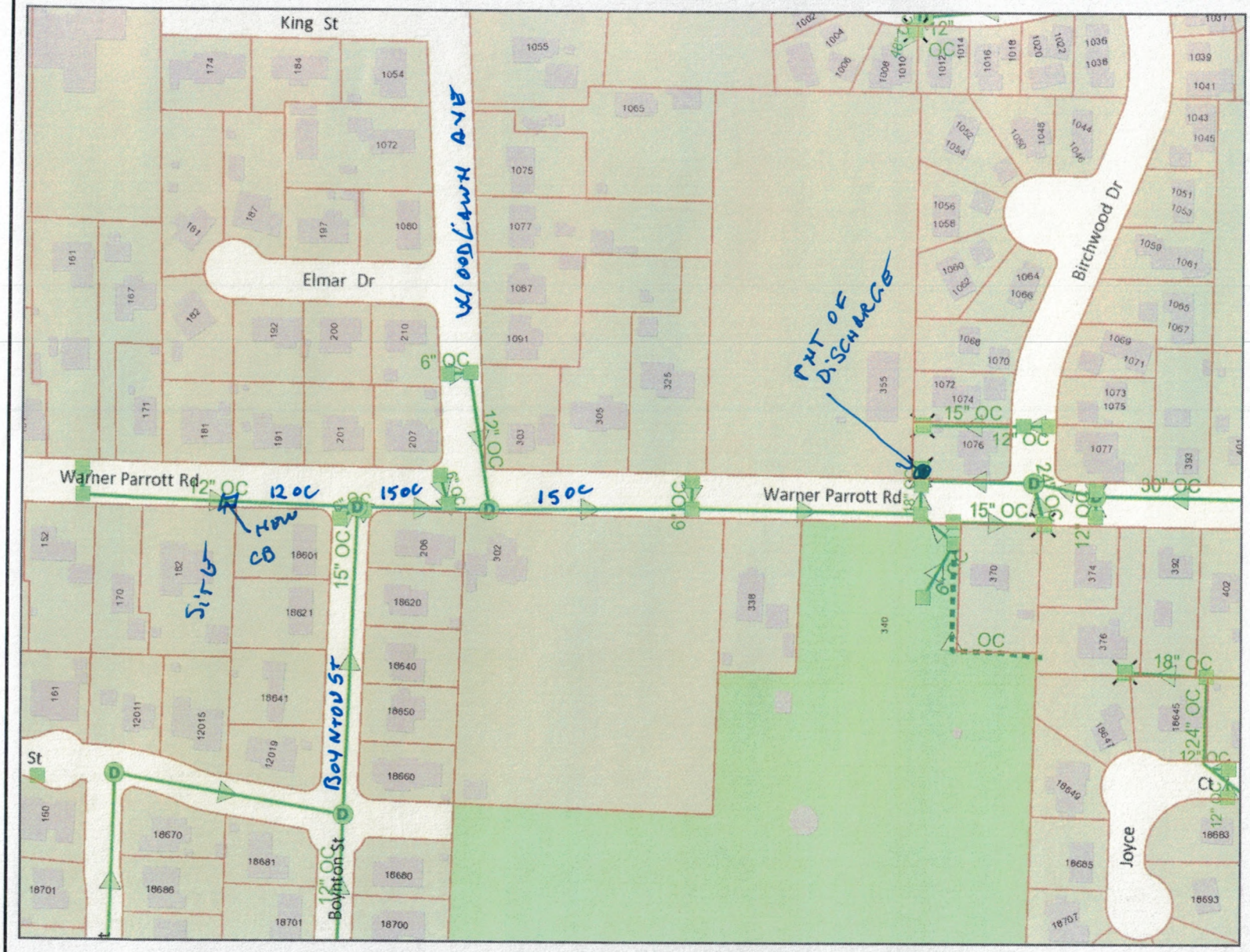
See attached.

REGISTERED PROFESSIONAL ENGINEER
19492
OREGON
NOV. 12, 1997
RICHARD STEFAN GEORGESCU

Exp 6/30/21

Oregon City GIS Map

Downstream



Legend

- Street Names
- Taxlots
- Taxlots Outside UGB
- Unimproved ROW
- Project Locations
- Storm Structures (City Owned)
  - Manhole
  - Inlet
  - Outlet
- Storm Conduits (City Owned)
  - Pipe
  - Culvert
  - Ditch
  - Detention Tank
- Flow Arrows
- Storm Ponds
  - Pond
  - Swale
  - Man-Made Wetland

Notes

Overview Map

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

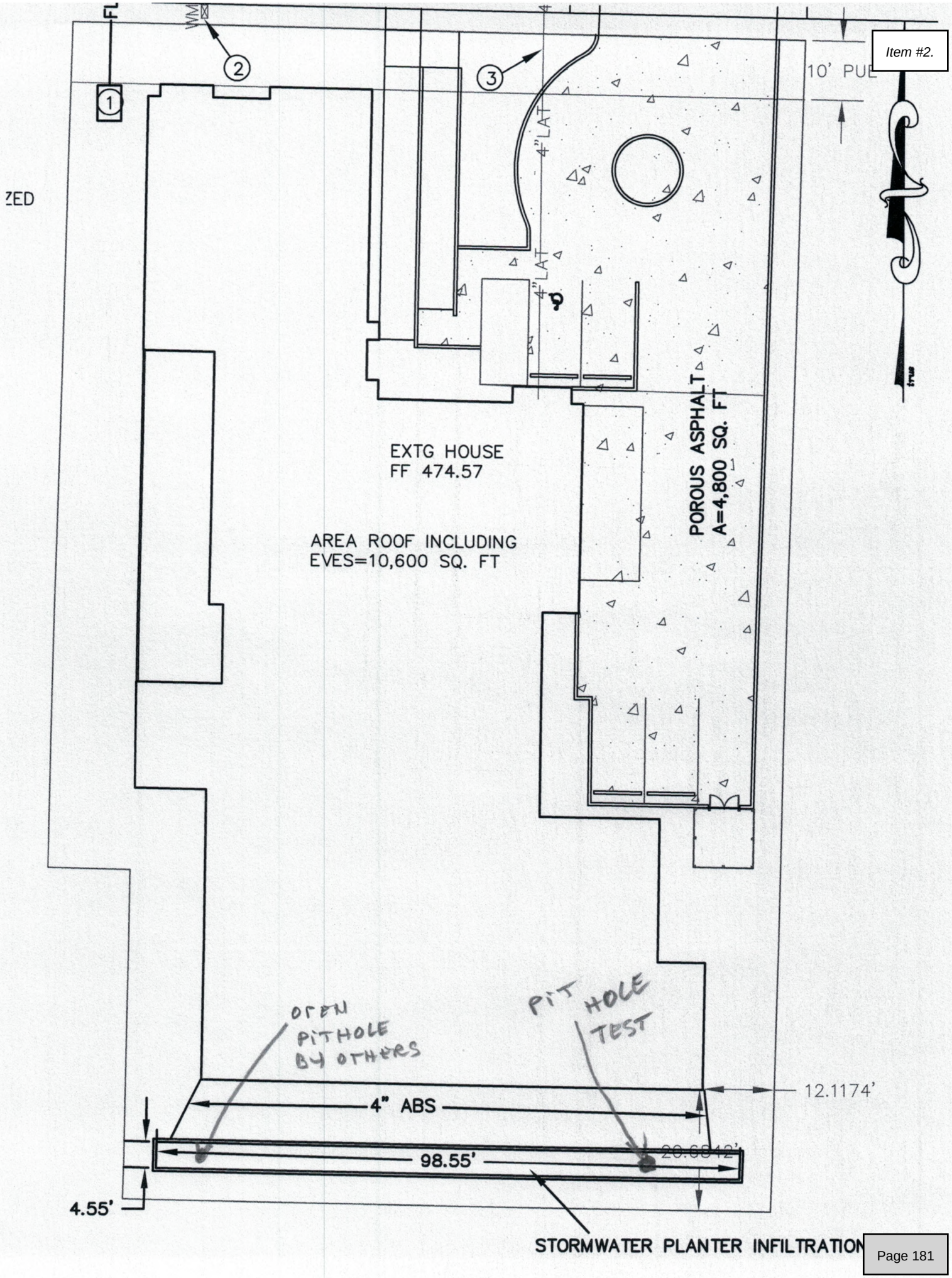
Map created 5/6/2020

N

0 200 400 Feet

1: 2,400

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


10' PUE
4"LAT
4"LAT
EXTG HOUSE
FF 474.57
AREA ROOF INCLUDING
EVES=10,600 SQ. FT
POROUS ASPHALT
A=4,800 SQ. FT
OPEN
PITHOLE
BY OTHERS
PIT HOLE
TEST
12.1174'
4" ABS
98.55'
20.6842'
4.55'
STORMWATER PLANTER INFILTRATION

Infiltration Test Data Table		
Location: 182 WARNER PARROT	Date: 4/13/20	Test Hole Number: 1
Depth to bottom of hole: 4 FT	Diameter of hole: 6"	Test Method: OPEN PIT
Tester's Name: RICHARD S. GEORGESCU P.E		
Tester's Company: RSG ENGINEERING Co	Tester's Contact Number: 503-380-6179	

Depth, feet	Soil Texture
0- 0.5'	TOP SOIL
0.5' - 8'	BROWN CLAY W/ COBBLES

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
NOON	—	3.5'	—	—	FILL W/6" WATER
12:10	10	3.55'	0.05	3.6	
12:20	10	3.60'	0.05	3.6	
12:30	10	3.64'	0.04	2.88	
12:40	10	3.68'	0.04	2.88	
12:50	10	3.71'	0.03	2.16	
1PM	10	3.74'	0.03	2.16	
1:10	—	3.5'	—	—	FILL W/6" WATER
1:20	10	3.53'	0.03	2.16	
1:30	10	3.56'	0.03	2.16	

FOR THE NEXT HOUR STABILIZED @ 2.16 in/HR

TAKE 2 in/HR / 2 = 1 in/HR = 60 MIN/INCH

```
HOUSE
-----------------------------------------------------------------------
******************* S.C.S. TYPE-1A DISTRIBUTION *******************
*********  25-YEAR  24-HOUR STORM  ****  4.00" TOTAL PRECIP. *********

-----------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
0,86,.24,98,5

DATA PRINT-OUT:

  AREA(ACRES)    PERVIOUS    IMPERVIOUS   TC(MINUTES)
                  A     CN      A     CN
        .24      .0     86.0   .24  98.0        5.0

  PEAK-Q(CFS)   T-PEAK(HRS)    VOL(CU-FT)
       .25          7.67           3280


SUMMARY OF INPUT ITEMS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3) VERTICAL PERMEABILITY(min/in):  60.00

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5) PRIMARY RELEASE RATE(cfs):    .00

6) NUMBER OF TEST HYDROGRAPHS:  1
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7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in):  0,  1.00,  12


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```

PARKING

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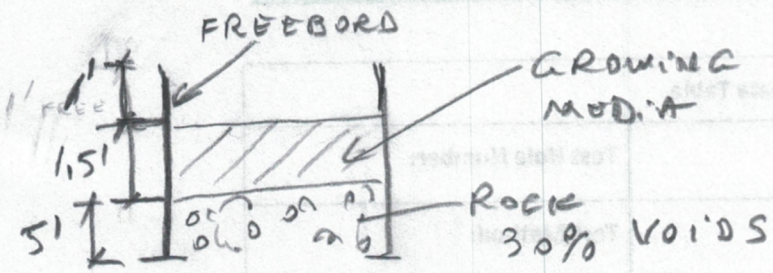

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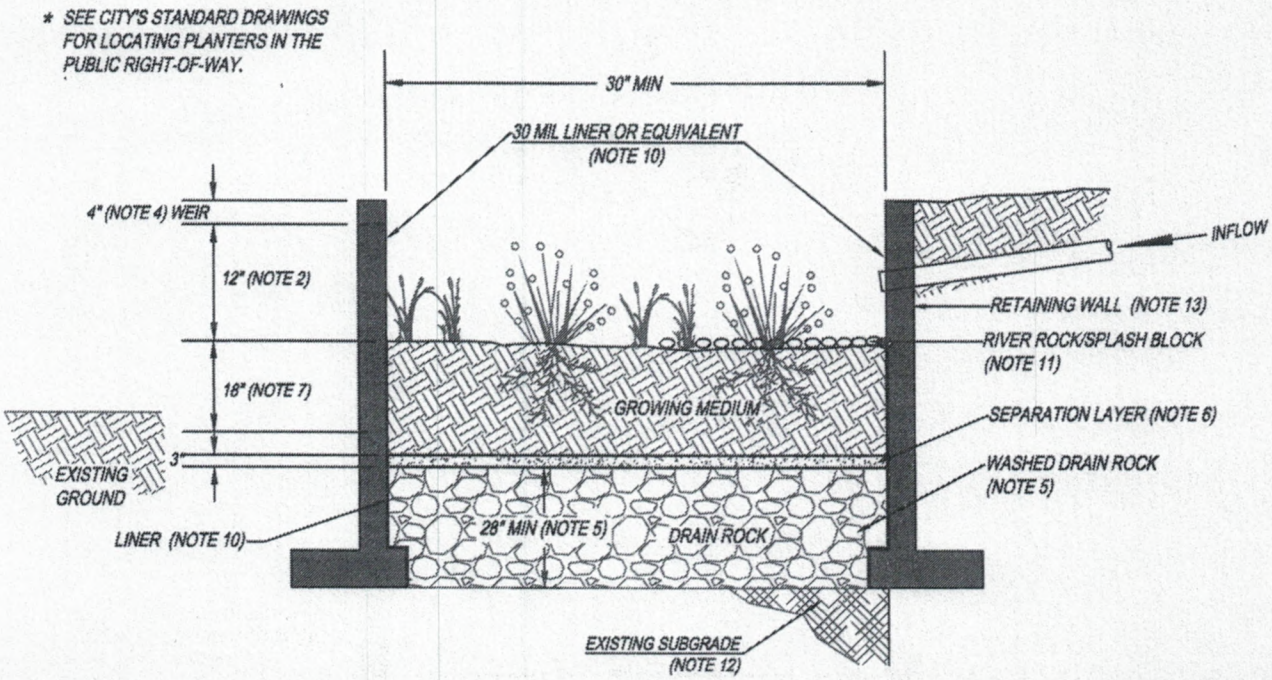

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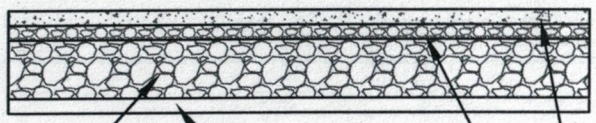
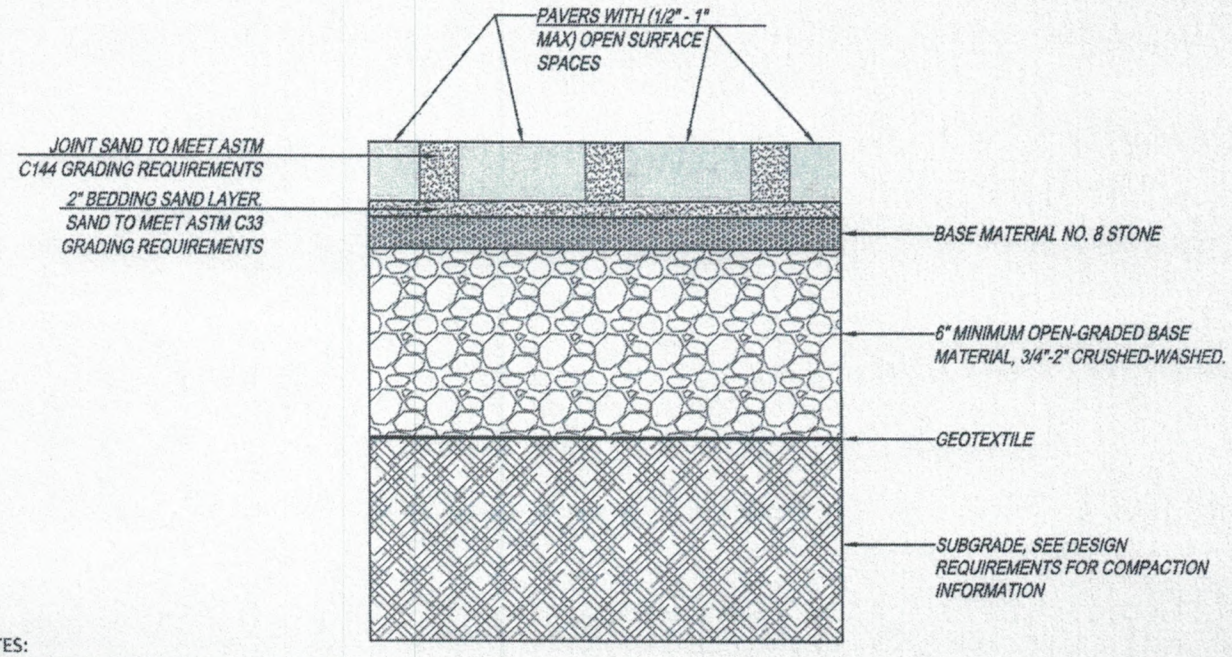
Access: Maintain ingress/egress to design standards.
Infiltration/Flow Control: All facilities shall drain within 72 hours. Record time/date, weather, and site conditions when ponding occurs.
Pollution Prevention: All sites shall implement best management practices to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact emergency response agencies for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.
Vectors (Mosquitoes & Rodents): Stormwater facilities shall not harbor mosquito larvae or rats that pose a threat to public health or that undermine the facility structure. Monitor standing water for small wiggling sticks perpendicular to the water's surface. Note holes/burrows in and around facilities. Call Clackamas County Vector Control for immediate assistance to eradicate vectors. Record time/date, weather, and site conditions when vector activity observed.



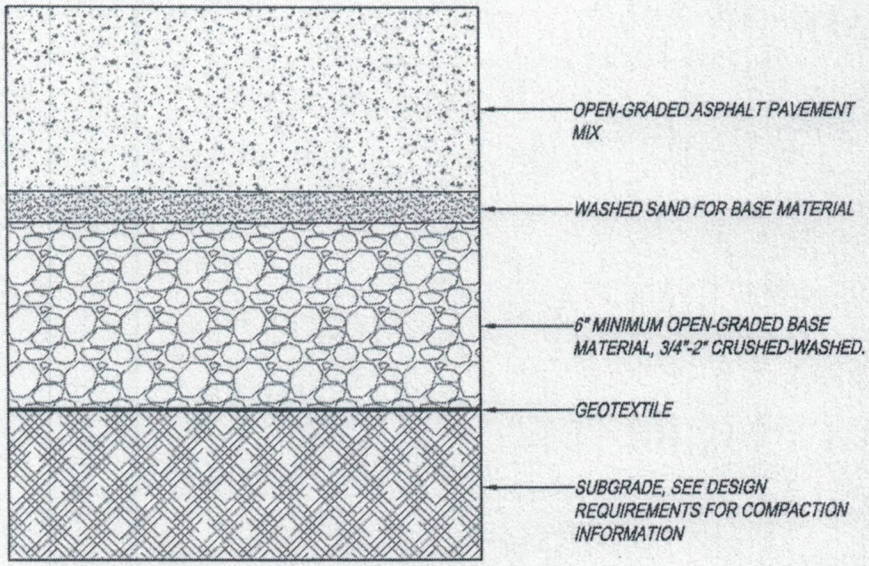
DRIVEWAY CROSS SECTION
N.T.S.



PERVIOUS CONCRETE BLOCK OR "PAVER" SYSTEMS

NOTES:

1. THE DESIGN ENGINEER SHALL SUBMIT PERVIOUS PAVEMENT DESIGN AND SPECIFICATIONS IN CONFORMANCE WITH INDUSTRY STANDARDS.
2. PAVERS AVERAGE COMPRESSIVE STRENGTH OF 8,000 PSI. NO INDIVIDUAL UNIT LESS THAN 7,200 PSI. MINIMUM 80 MM THICKNESS.
3. BANDED BY CONCRETE EDGE RESTRAINTS.
4. MANHOLE COLLARS PER CITY STANDARD DETAIL.



PERVIOUS (OPEN GRADED) CONCRETE SYSTEMS

Pervious Pavement
Figure C-16

OREGON CITY
STORMWATER AND GRADING DESIGN STANDARDS

Pervious Pavement
Operations & Maintenance Plan

Pervious pavement is a permeable pavement surface with an underlying stone reservoir that temporarily stores surface runoff before infiltrating into the subsoil or being collected in underlying drain pipes and being discharged off-site. There are many types of pervious pavement including plastic rings planted with grass, stone or concrete blocks with pore spaces backfilled with gravel or sand, porous asphalt, and porous concrete. Pervious pavement accepts only precipitation, not stormwater runoff. The following items shall be inspected and maintained as stated:

What to Look For	What to Do
Structural Components, including surface materials, shall evenly infiltrate stormwater.	
Clogged surface	-Vacuum sweep at least twice a year. -Powerwash annually or as needed. Do not use surfactants.
Cracked or moving edge restraints	-Repair per manufacturer's recommendations.
Cracked or loose pavement	-Repair per manufacturer's recommendations.
Vegetation includes surface cover and nearby plantings.	
Large Shrubs and Trees	-Sweep leaf litter and sediment to prevent surface clogging and ponding. -Prevent large root systems from damaging pavement. -Manually remove weeds. Remove all plant debris.
Filter Medium	
Aggregate loss in pavers from settling and from power washing.	-Replace paver pore space with aggregate from original design.

Maintenance Schedule:

Summer. Make necessary structural repairs.
Fall. Vacuum sweep.
Winter. Monitor infiltration rates.
Spring. Power wash with proper disposal. Vacuum sweep.
All Seasons: Weed as necessary.
Maintenance Records: Record date, description, and contractor (if applicable) for all structural repairs, landscape maintenance, and facility cleanout activities. Keep work orders and invoices on file and make available upon request of the inspector.
Access: Maintain ingress/egress to design standards.
Infiltration/Flow Control: All facilities shall not retain standing water during dry weather. Record time/date, weather, and site conditions when ponding occurs.
Pollution Prevention: All sites shall implement best management practices to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact emergency response agencies for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.
Vectors (Mosquitoes & Rodents): Stormwater facilities shall not harbor mosquito larvae or rats that pose a threat to public health or that undermine the facility structure. Monitor standing water for small wiggling sticks perpendicular to the water's surface. Note holes/burrows in and around facilities. Call Clackamas County Vector Control for immediate assistance to eradicate vectors. Record time/date, weather, and site conditions when vector activity observed.

Pete Walter

From: Edward Radulescu <eddie@eprdesign.com>
Sent: Thursday, October 8, 2020 1:46 PM
To: Pete Walter
Cc: Petronella Donovan; Daniel Donovan
Subject: 182 Warner Parrot Rd Revised Drawings
Attachments: A0.1_SITE PLAN.pdf; A2.0_ELEVATIONS.pdf; A2.1_ELEVATIONS.pdf; A3.1_MAIN LEVEL FLOOR PLAN.pdf; A3.2_UPPER LEVEL FLOOR PLAN.pdf

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Pete,
Please find attached the revised drawings for the hearing this month. As we discussed I was able to modify the application to reduce the size of the building down a little (over-all mass) by opening up the center courtyard.

- With this I was able to also add additional parking. The parking numbers are now:
  On-site: 8 spaces (1 of these spaces is a loading space).
  Off-site: 4 spaces (directly along the curb at the frontage of the site.
  Total: 12 spaces.
- Lot coverage is met at 38% total.
- Windows: I have increased the size of the windows on the building facades so that we meet the 60% standard. (62% total).

There is one item that cannot be met in the standards but should be N/A:

- **One of the other design issues is with OCMC 17.62.055 subsection (D), which is not met. This is the standard that requires that 60% of the building be placed within 5' of the street. You need to either meet this standard or request a modification to it per OCMC 17.62.015. The existing house is actually conforming to the R-10 zone, but the change in use from Group Home to Assisted Living Facility triggers full compliance with the commercial siting standards.**
  Our building cannot be set to within 5' of the street because there is an existing 10' PUE located at the frontage. I believe that this requirement should be N/A because of this. We cannot cross into the PUE. Thoughts?

Let me know if you need anything else for the hearing and if you have any other recommendations so that we can proceed with an approval. Thanks

Regards,
Edward Radulescu, B. Arch
epr DESIGN
www.eprdesign.com
919 N.E. 19th Ave
Suite 155
Portland, Or. 97232
Office: 503-265-8461
Direct: 503-679-2493
eddie@eprdesign.com

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Pete Walter

From: Edward Radulescu <eddie@eprdesign.com>
Sent: Wednesday, October 14, 2020 2:31 PM
To: Pete Walter
Cc: Petronella Donovan; Daniel Donovan
Subject: Re: 182 Warner Parrot Rd Revised Drawings
Attachments: A0.1_SITE PLAN.pdf; A2.0_ELEVATIONS.pdf; A2.1_ELEVATIONS.pdf; A3.1_MAIN LEVEL FLOOR PLAN.pdf; A3.2_UPPER LEVEL FLOOR PLAN.pdf; L1.0 LANDSCAPE PLAN.pdf

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Pete,
Revised drawings attached including updated landscape plan. I should have the updated 3D over to you in the next day or two. Thanks

Regards,
Edward Radulescu, B. Arch
www.eprdesign.com
919 N.E. 19th Ave
Suite 155
Portland, Or. 97232
Office: 503-265-8461
Direct: 503-679-2493
eddie@eprdesign.com
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From: Pete Walter <pwalter@orcity.org>
Date: Monday, October 12, 2020 at 3:29 PM
To: "eddie@eprdesign.com" <eddie@eprdesign.com>
Cc: Petronella Donovan <petra@donovaninvestments.com>, Daniel Donovan <daniel13donovan@gmail.com>
Subject: RE: 182 Warner Parrot Rd Revised Drawings

Oops. Yes – sorry, that is correct. But remember, these are minimum standards. You can always propose more, and this is a discretionary decision, so I would recommend exceeding the standard a little if you can manage it, but it is your call.

Pete

Pete Walter, AICP, Senior Planner
Oregon City Community Development Department

(503) 496-1568 Desk
(503) 867-2575 Mobile

From: Edward Radulescu <eddie@eprdesign.com>
Sent: Monday, October 12, 2020 3:25 PM
To: Pete Walter <pwalter@orcity.org>
Cc: Petronella Donovan <petra@donovaninvestments.com>; Daniel Donovan <daniel13donovan@gmail.com>
Subject: Re: 182 Warner Parrot Rd Revised Drawings

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Since the requirement is 5' and we are proposing 10' doesn't they require 1 element? Am I reading that right?

Edward Radulescu
EPR Design LLC
503-679-2493 direct
503-265-8461 office
eddie@eprdesign.com

From: Pete Walter <pwalter@orcity.org>
Sent: Monday, October 12, 2020 3:20:24 PM
To: Edward Radulescu <eddie@eprdesign.com>
Cc: Petronella Donovan <petra@donovaninvestments.com>; Daniel Donovan <daniel13donovan@gmail.com>
Subject: RE: 182 Warner Parrot Rd Revised Drawings

Hi Eddie, the rule is 1 element for each additional 5 feet of setback. So, 5' requires one element, 10' requires two elements, 15' requires three elements, and 20' requires four elements.

Pete

Pete Walter, AICP, Senior Planner
Oregon City Community Development Department
(503) 496-1568 Desk
(503) 867-2575 Mobile

From: Edward Radulescu <eddie@eprdesign.com>
Sent: Monday, October 12, 2020 2:33 PM
To: Pete Walter <pwalter@orcity.org>
Cc: Petronella Donovan <petra@donovaninvestments.com>; Daniel Donovan <daniel13donovan@gmail.com>
Subject: Re: 182 Warner Parrot Rd Revised Drawings

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Pete,
Thank you for sending that link over. I see that one element is required for every 5' over the requirement. Because we are proposing 10' there instead of 5' I looks like we will need to select 1 element. However, I have selected the following features:

1. Benches. I will incorporate a bench area for seating there along the frontage where our walkway is that leads to the building entrance.

2. Pavers or enhanced paving. Where these benches are located and for the pedestrian path I will change th paving to be paver stones instead of concrete.
3. Pedestrian scale lighting. I will add some path lights in this area and around the benches.

Even though we needed 1 element only I think these 3 elements from the list will really enhance that area and give them what they are looking for. I have adjusted the site plan and reattached herein. I can create a memorandum for these items to go with it and send it over shortly. I will also get a revised landscape plan and 3D incorporating these elements and landscape over asap. Thank you

Regards,

Edward Radulescu, B. Arch

www.eprdesign.com
919 N.E. 19th Ave
Suite 155
Portland, Or. 97232
Office: 503-265-8461
Direct: 503-679-2493
eddie@eprdesign.com

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From: Pete Walter <pwalter@orcity.org>
Date: Monday, October 12, 2020 at 12:48 PM
To: "eddie@eprdesign.com" <eddie@eprdesign.com>
Cc: Petronella Donovan <petra@donovaninvestments.com>, Daniel Donovan <daniel13donovan@gmail.com>
Subject: RE: 182 Warner Parrot Rd Revised Drawings

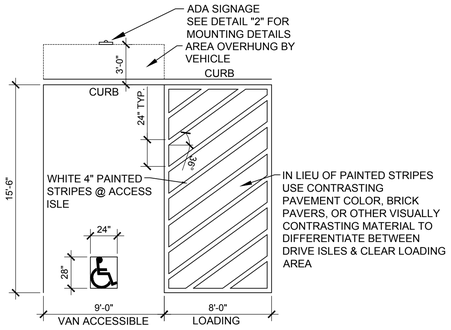
Eddie,

I can't design your project for you, but you may want to refer to the existing code section https://library.municode.com/or/oregon_city/codes/municipal_code?nodeId=TIT17ZO_CH17.62SIPLDERE_17.62.055INOFMUMIRECOBUST

and specifically review subsection (D) which contains a list of eligible items.

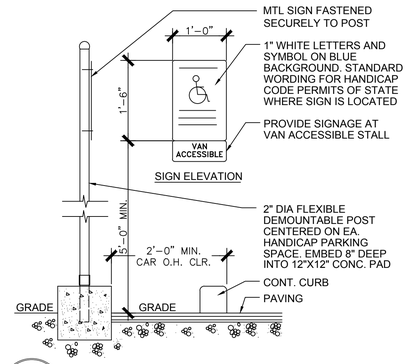
Pete
Pete Walter, AICP, Senior Planner
Oregon City Community Development Department
(503) 496-1568

From: Edward Radulescu <eddie@eprdesign.com>
Sent: Monday, October 12, 2020 12:26 PM
To: Pete Walter <pwalter@orcity.org>
Cc: Petronella Donovan <petra@donovaninvestments.com>; Daniel Donovan <daniel13donovan@gmail.com>
Subject: Re: 182 Warner Parrot Rd Revised Drawings



1 A0.1 VAN ACCESSIBLE PARKING STALL W/ LOADING AREA

SCALE: 3/16" = 1'-0"



2 A0.1 ACCESSIBILITY SIGNAGE

SCALE: 3/4"=1'-0"

SITE DETAILS:

SITE ADDRESS:	182 WARNER PARROTT RD. OREGON CITY, OREGON
JURISDICTION:	CITY OF OREGON CITY
SITE ZONING:	R-10; SINGLE FAMILY
PROPOSED USE:	RESIDENTIAL CARE FACILITY WITH MEMORY CARE ENDORSEMENT
LAND USE PROCESSES REQUIRED:	TYPE III SITE PLAN & DESIGN REVIEW CONDITIONAL USE REVIEW
TOTAL SITE AREA:	23,932 S.F.
SITE DENSITY PROPOSED:	30 RESIDENT BEDS
BUILDING COVERAGE: PAVED SURFACES:	38.3% (9,175 S.F.) 25.8% (6,170 S.F.)
PROPOSED LANDSCAPED AREA:	8,587 S.F. (35.9%)
MIN. SETBACKS REQUIRED: MAX. SETBACKS ALLOWED:	20' FRONT, 20' REAR, 10' ON ONE INTERIOR SIDE, 8' FEET ON OTHER INTERIOR SIDE 10' FRONT
PROPOSED BUILDING HEIGHT:	APPROX. 29'
TOTAL PARKING SPACES:	7 W/ (1) VAN ACCESSIBLE SPACE ON-SITE 1 DELIVERY LOADING / UNLOADING SPACE 4 ON-STREET PARKING SPACES 12 TOTAL SPACES (5 REQUIRED)
TOTAL BICYCLE PARKING:	2 SPACES
FIRE DISTRICT:	CLACKAMAS FIRE
GARBAGE:	OREGON CITY
WATER DISTRICT:	CLACKAMAS
SEWER DISTRICT:	WES

GENERAL SITE PLAN NOTES:

SITE FURNISHINGS SUCH AS FENCES, & ANY OTHER FURNISHINGS SHALL BE CONSTRUCTED W/ 20% SUSTAINABLE HARVESTED MATERIALS, SUCH AS FORESTRY STEWARDSHIP COUNCIL (FSC)-CERTIFIED WOOD & RECYCLED CONTENT MATERIALS, EXCLUDING PLASTICS. THE INTENT OF THIS STANDARD CAN ALSO BE ACHIEVED THROUGH THE USE OF LOCALLY SOURCED MATERIALS, ORIGINATING WITHIN 500 MILES OF THE SITE

A MIN. OF 20% RECYCLED CONTENT PAVEMENT OR PAVEMENT BASE,SUCH AS CONCRETE GRINDINGS FOR BASE MATERIALS OR BLAST FURNACE SLAB ADDITIVES OR ASPHALT W/ GLASS FOR HARD-SCAPE ELEMENTS SUCH AS STREETS, SIDEWALKS, PATHS, PARKING AREAS & COURTYARDS SHALL BE PROVIDED

REFERENCE LANDSCAPE PLANS FOR LANDSCAPE PLANTING DETAILS

REFERENCE CIVIL SHEETS FOR R.O.W. IMPROVEMENTS, PERVIOUS PAVEMENT DETAILS, STORM-WATER MANAGEMENT, ETC.

PROVIDE A LEVEL CEMENT CONCRETE PAD, MIN. 4" THICK, @ GROUND ELEVATION. THE PAD SHALL BE DESIGNED TO DISCHARGE SURFACE WATER RUNOFF TO PREVENT STANDING WATER TO DRAIN @ GARBAGE ENCLOSURE

THE VEHICULAR APPROACH AREA & STAGING AREA SHALL NOT HAVE A PERCENT OF GRADE EXCEEDING 3%, SLOPED IN ANY DIRECTION

PROVIDE A CLEAR STAGING AREA IN FRONT OF THE ENCLOSURE W/ A MIN. LENGTH & WIDTH TO ALLOW FOR A 3' PERIMETER AROUND ALL SIDES OF THE CONTAINER WHEN BEING SERVICES OUTSIDE OF THE ENCLOSURE

A MIN. OF 3', INCLUDING PAD AREA, SHALL BE PROVIDED IN FRONT OF EACH CONTAINER FOR MANEUVERABILITY IN DEPOSITING SOLID WASTE OR RECYCLABLE MATERIALS

PROVIDE A "NO PARKING" SIGN THAT SHALL BE PAINTED TO ON THE PAVEMENT IN FRONT OF THE GARBAGE AREA TO PROVIDE SAFE & UNOBSTRUCTED ACCESS FOR SERVICING CONTAINERS

GARBAGE & RECYCLING ENCLOSURE GATES SHALL SWING FREE OF OBSTRUCTIONS & HAVE RESTRAINERS IN THE OPEN & CLOSED POSITIONS. THE GATE SWING SHOULD OPEN TO A MIN. OF 120 DEGREES

OFF STREET PARKING SHALL BE COMPLETED PRIOR TO ISSUANCE OF CERT. OF OCC. & PROVIDED FOR EMPLOYEES & VISITORS. NO STORAGE OF NON-OPERABLE VEHICLES OR OF MATERIALS PERMITTED

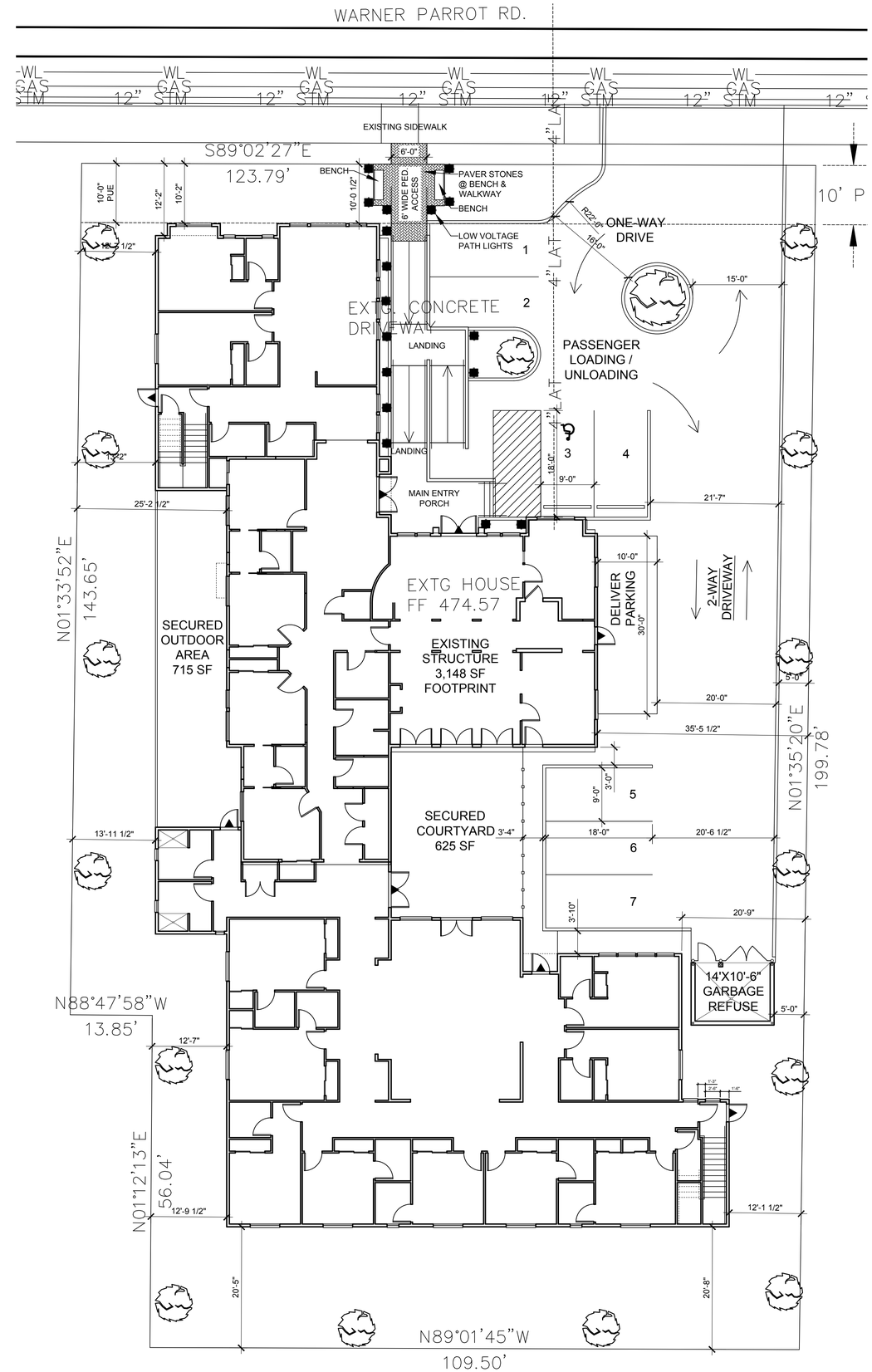
OWNER TO FURNISH ALL OUTDOOR FURNITURE SHOWN ON SITE PLAN

ALL PEDESTRIAN WALKWAYS, BUILDING ENTRANCES AND EXITS, AND OUTDOOR USE AREAS TO HAVE LIGHTING PROVIDING A MIN. OF 5 FOOT CANDLE ILLUMINATION, TYP.

A A0.1 *PROPOSED SITE PLAN*

SCALE: 3/32"=1'-0"

NORTH



nw A&D
from design concept to architectural reality

515 NW Saltzman Rd., No. 722
Portland, Oregon 97229
503-710-8551
503-297-0409
nwarchitecture@gmail.com

epr DESIGN

919 N.E. 19th Ave. Suite 155
Portland, Oregon 97232
503-265-8461
www.eprdesign.com
design@eprdesign.com

REGISTERED ARCHITECT
John MacKinnon
PORTLAND, OREGON
STATE OF OREGON
EXPIRES: 12-31-21

ASTERIA CARE
182 Warner Parrott Rd.
Oregon City, Oregon 97045
30 Bed RCF + Memory Care

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PERMIT SET

1 -

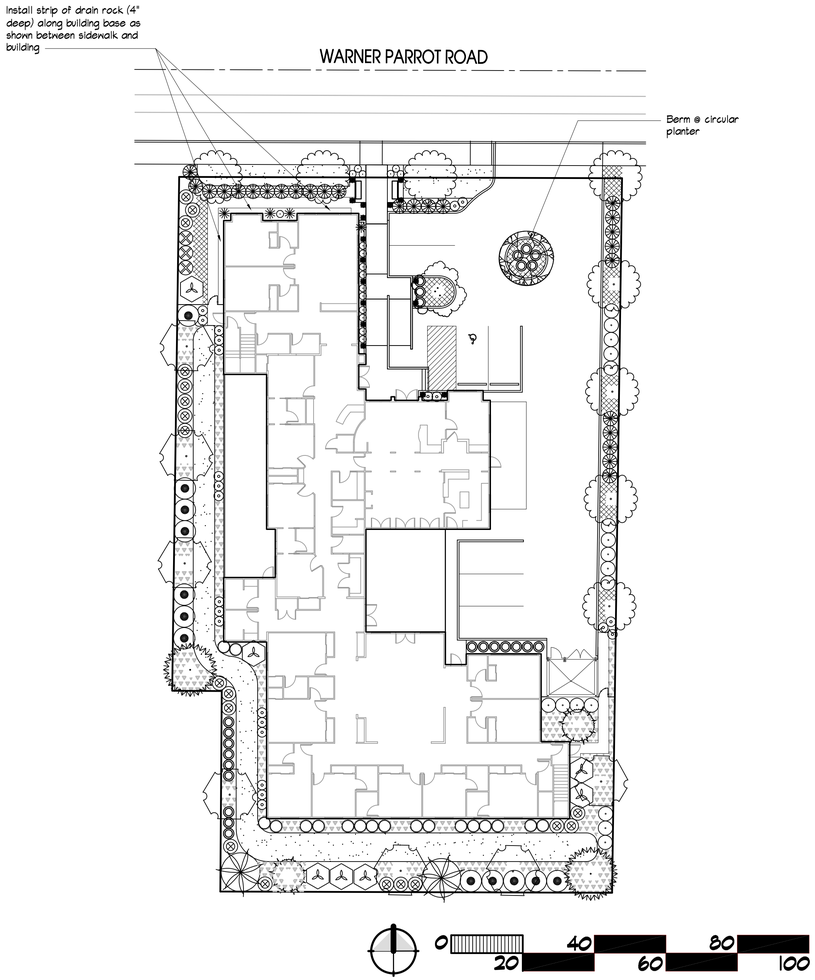
PROPOSED SITE PLAN

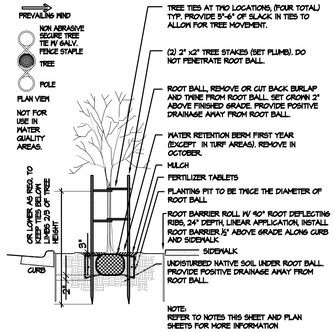
REVISED:

DATED: 10/7/2020

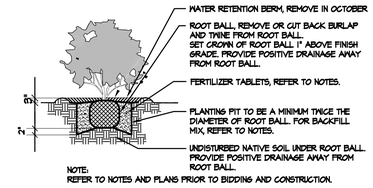
DRAWN BY:

SHEET: A0.1

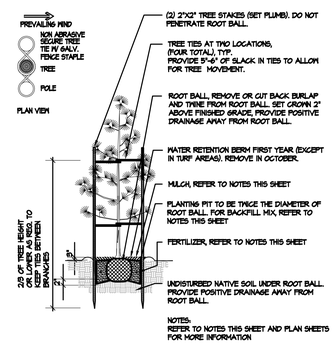




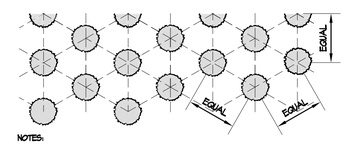
A B & B Tree Planting Detail
Not To Scale — SECTION / PLAN VIEW



C B & B Shrub Planting Detail
Not To Scale — SECTION



B B & B Tree Planting Detail: Evergreen under 8' Height
Not To Scale — SECTION / PLAN VIEW



NOTES:

ALL GROUND COVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN PLANTING LEGEND.

GROUND COVER TO BE LOCATED ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY HARD SURFACE, UNLESS OTHERWISE SPECIFIED.

D Ground Cover Planting Detail
Not To Scale — PLAN VIEW

PLANT LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QUANTITY
TREES			
	ACER GRISEUM PAPERBARK MAPLE	2" cal. min.	8
	CERCIS CANADENSIS EASTER REDBUD	2" cal. min.	7
	LAGERSTROEMIA INDICA X FAURIEI 'ZUNI' ZUNI CRAPE MYRTLE	15 GAL. TREE FORM	1
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' LITTLE GEM SOUTHERN MAGNOLIA	15 GAL. TREE FORM	1
	PINUS FLEXILIS 'VANDERWOLF PYRAMID' BLUE PYRAMIDAL PINE	6' TALL MIN.	2
	PICEA PUNGENS 'FASTIGIATA' COLUMNAR BLUE COLORADO SPRUCE	6' TALL MIN.	2
SHRUBS			
	ABELIA X GRANDIFLORA 'KALEIDOSCOPE' KALEIDOSCOPE ABELIA	1 GAL.	17
	CAMELLIA X 'WINTER SNOWMAN' WINTER'S SNOWMAN ICE ANGELS CAMELLIA	2 GAL.	12
	COTINUS COGGYGRIA 'ROYAL PURPLE' ROYAL PURPLE SMOKE TREE	2 GAL.	2
	EUPHORBIA X MARTINII 'ASCOT RAINBOW' ASCOT RAINBOW SPURGE	1 GAL.	17
	ILEX CRENATA 'SKY PENCIL' AKY PENCIL JAPANESE HOLLY	2 GAL.	4
	ILEX BLABRA 'COMPACTA' COMPACT INKBERRY HOLLY	2 GAL.	26
	MISCANTHUS SINENSIS 'MORNING LIGHT' MORNING LIGHT MAIDEN GRASS	1 GAL.	19
	NANDINA DOMESTICA 'MOON BAY' MOON BAY HEAVENLY BAMBOO	2 GAL.	24
	OSMANTHUS HETEROPHYLLUS 'GOSHIKI' GOSHIKI FALSE HOLLY	2 GAL.	3
	PENNISETUM ALOPECUROIDES 'HAMELN' HAMELN FOUNTAIN GRASS	1 GAL.	24
	RHODODENDRON X MIYAMA 'PICOBELLO' PICOBELLO WHITE RHODODENDRON	2 GAL.	7
	SPIREA JAPONICA 'GOLDFLAME' GOLD FLAME SPIREA	2 GAL.	18
GROUNDCOVER			
	COTONEASTER DAMMERI BEARBERRY COTONEASTER	1 GAL.	130 36" O.C.
	LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILY TURF	1 GAL.	126 24" O.C.
	TURF (SEED OR SOD), PER OWNER		

PLANTING NOTES

1. ALL BOUNDARIES, EASEMENTS, UTILITIES AND LEGAL ENCUMBRANCES TO BE CONFIRMED WITH OWNER PRIOR TO BEGINNING WORK. PROPERTY LINES AND SURVEY INFORMATION PROVIDED BY EPR DESIGN.
2. IN NO WAY IS THIS PLAN TO BE INTERPRETED TO EXCEED THE LEGAL BOUNDARIES OF THE OWNER'S REAL PROPERTY.
3. THE LANDSCAPE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF BOUNDARIES, UTILITIES AND WETLANDS.
4. THIS PLAN SHALL BE INSTALLED TO MEET ALL APPLICABLE CITY, COUNTY, STATE AND FEDERAL CODES.
5. THIS PLAN SHALL BE CONSIDERED PRELIMINARY UNTIL APPROVED BY ALL GOVERNING AGENCIES. IMPLEMENTATION OF THIS PLAN SHALL NOT PROCEED UNTIL ISSUANCE OF ALL RELATED PERMITS.
6. PLANT QUANTITIES ARE FOR INFORMATION ONLY. IN CASE OF ANY DISCREPANCY, THE PLAN SHALL GOVERN.
7. ALL WORK IS TO BE PERFORMED BY LICENSED CONTRACTORS AND EXPERIENCED WORKERS.
8. THE CONTRACTOR IS TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL REPAIR ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR'S WORK, AT NO ADDITIONAL COST TO THE OWNER. CONTACT ALL UTILITY PROVIDERS SERVING THE SITE AREA 48 HOURS PRIOR TO ANY EXCAVATION.
9. ALL PLANT MATERIALS SHALL MATCH SPECIFICATIONS PER SPECIES AND SHALL COMPLY WITH ANSI Z60.1 'STANDARD FOR NURSERY STOCK'.
10. THE CONTRACTOR SHALL ADHERE TO THE OREGON ASSOCIATION OF NURSERIES GUIDELINES FOR PLANTING PRACTICES.
11. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELEMENTS ON AND OFF SITE, RESULTING FROM THE CONTRACTOR'S WORK.
12. THE CONTRACTOR IS RESPONSIBLE FOR THE VIABILITY OF ALL PLANT MATERIAL FOR 2 YEARS AFTER COMPLETION OF PLANTING. DISEASED, DYING, OR DEAD PLANT MATERIAL SHALL BE REPLACED BY THE CONTRACTOR DURING THE TWO YEAR PERIOD AND MAINTAINED FOR AN ADDITIONAL 2 YEAR PERIOD.
13. IMMEDIATELY UPON BID AWARD, CONTRACTOR SHALL SECURE THE PLANT MATERIALS AS SPECIFIED FROM AVAILABLE SOURCES. IN THE EVENT THAT PLANT MATERIALS ARE NOT AVAILABLE, CONTACT LANDSCAPE ARCHITECT FOR APPROVED SUBSTITUTIONS. NO SUBSTITUTION FOR PLANT MATERIAL WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
14. TOP DRESS ALL SHRUB AND GROUND COVER AREAS (NOT LAWN) WITH 3" OF FIR BARK MULCH. SUBMIT SAMPLE TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION.
15. TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD TO SUIT SITE REQUIREMENTS AS DIRECTED BY THE LANDSCAPE ARCHITECT.
16. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANTING PITS HAVE POSITIVE DRAINAGE. PLANT PITS FULLY FLOODED WITH WATER SHALL DRAIN WITHIN (12) HOURS OF FILLING.
17. FINISH GRADE SHALL BE SET TO ALLOW POSITIVE DRAINAGE
18. ROTOTILL 2" OF COMPOST INTO ALL PLANTED AREAS.
19. INCORPORATE PEAT INTO THE ROOT ZONE OF RHODODENDRONS, AZALEAS AND OTHER ACID LOVING PLANTS.
20. INCORPORATE 10-20-20 FERTILIZER INTO THE ROOT ZONE OF ALL NEW PLANTINGS.
21. RONSTAR, OR APPROVED EQUAL, PREEMERGENT HERBICIDE TO BE APPLIED TO ALL PLANTED AREAS PER MANUFACTURERS INSTRUCTIONS.
22. EXISTING VEGETATION TO BE SPRAYED WITH ROUNDUP, OR APPROVED EQUAL, PER MANUFACTURERS INSTRUCTIONS. SUFFICIENT TIME SHALL BE GIVEN TO ALLOW EXISTING MATERIAL TO DIE. REMOVE EXISTING 27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
23. CROWN LAWN AREAS AND GRADE TO PROVIDE POSITIVE DRAINAGE.
24. ROLL LAWN AREA TO INSURE PROPER COMPACTION TO MINIMIZE SETTLING.
25. AMEND SOIL IN LAWN AREAS WITH 80 LBS. OF DOLOMITE LIME AND 40 LBS. OF 10-20-20 SLOW RELEASE FERTILIZER OR EQUIVALENT. PROVIDE A 3" LAYER OF SANDY LOAM TOPSOIL FOR LAWN AND BED AREA.
26. SEED LAWN AREAS WITH GRASS SEED MANUFACTURER'S RECOMMENDATIONS. COVER SEED WITH FINE MULCH APPLIED WITH ROLLER OR HYDROSEED.
27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
28. PLANT MATERIAL SHALL BE PLANTED W/ ROOT CROWN 1" ABOVE FINISHED GRADE TO ALLOW POSITIVE DRAINAGE AWAY FROM CROWN.
29. STAKE ALL TREES OVER 6 FT. IN HEIGHT PER DETAILS ON THIS SHEET.
30. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
31. ALL PLANTING SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM.
32. ALL PLANT MATERIALS FURNISHED ARE TO BE HEALTHY, UNIFORMLY BRANCHED AND WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS.
33. ALL PLANT MATERIALS FURNISHED ARE TO BE FREE FROM DEAD OR BROKEN BRANCHES, LICHENS, SCARS, BROKEN BARK OR WOUNDS. ALL PLANT MATERIALS WILL BE INSECT, WEED, AND DISEASE FREE ACCORDING TO THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF AGRICULTURE FOR NURSERY PLANT MATERIALS SOLD FOR WHOLESALE OR RETAIL. ALL PRUNING WOUNDS MUST BE WELL HEALED WITH NO EVIDENCE OF DECAY.
34. FIELD CONFIRM ALL SITE CONDITIONS, AREAS AND SIZES PRIOR TO BIDDING & CONSTRUCTION. DO NOT SCALE FROM PLANS.

IRRIGATION NOTE

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP AND/OR SPRAY IRRIGATION SYSTEM. REFER TO CIVIL ENGINEERING PLANS FOR WATER SOURCE.

Planning Solutions, Inc.
4400 NE 77th Avenue
Suite 275
VANCOUVER, WA 98662
VOICE: 360-750-9000 FAX: 360-713-6102
www.planningsolutionsinc.com

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503-297-0409
nwarchitecture@gmail.com

epr DESIGN
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Portland, Oregon 97232
503-265-8461
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design@eprdesign.com

REGISTERED 354 Christopher A. Baumann OREGON 07/26/96 LANDSCAPE ARCHITECT

ASTERIA CARE
182 Warner Parrott Rd.
Oregon City, Oregon 97045
30 Bed RCF + Memory Care

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PERMIT SET

1 -

PROPOSED LANDSCAPE PLAN

REVISED: 10/13/20

DATED: 01/21/20

DRAWN BY: HA

SHEET: L1.0

A
A2.0

FRONT ELEVATION (NORTH)

SCALE: 3/16" = 1'-0"

B
A2.0

REAR ELEVATION (SOUTH)

SCALE: 3/16" = 1'-0"

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REGISTERED ARCHITECT
John MacKinnon
PORTLAND, OREGON
STATE OF OREGON
EXPIRES: 12-31-19

WARNER PARROTT RD.
182 Warner Parrott Rd.
Oregon City, Oregon 97045
25 Bed RCF + Memory Care

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1

PROPOSED BUILDING ELEVATIONS

REVISED:

DATED: 10/7/2020

DRAWN BY:

SHEET: A2.0

C A2.1 *LEFT SIDE ELEVATION (EAST)*
SCALE: 1/8" = 1'-0"

D A2.1 *RIGHT SIDE ELEVATION (WEST)*
SCALE: 1/8" = 1'-0"

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PERMIT SET

1 -

PROPOSED BUILDING ELEVATIONS

REVISED:

DATED: 10/7/2020

DRAWN BY:

SHEET: A2.1

A / A3.1 *GROUND LEVEL FLOOR PLAN*

SCALE: 1/8" = 1'-0"

GROUND LEVEL RESIDENT BEDS: 18
GROUND LEVEL AREA: 9,128 SF
(3,142 SF EXIST. + 5,986 SF NEW)

LEGEND:

- SEE DOOR SCHEDULE
- BUILDING EGRESS
- SEE WINDOW DETAILS ON A1.1
- 2x SOUND INSULATED WALL. SEE DETAIL ON A4.0

GENERAL NOTES:

ALL CORRIDOR DOORS TO BE MIN. 20 MINUTE RATED PER TABLE 715.4 FIRE PARTITIONS.
EXCEPTION: RESIDENT BEDROOM DOORS NOT REQUIRED TO BE RATED.

RESIDENT SLEEPING UNITS TO BE ACCESSIBLE UNITS W/ ACCESSIBLE RESTROOMS.

RESIDENT BEDROOM DOORS ACCESSING THE CORRIDOR TO BE EQUIPPED WITH SMOKE GASKETS, POSITIVE LATCHING, & LEVER TYPE HANDLES W/ KEYED LOCKS.

RESIDENT AREAS TO BE ATTENDED BY STAFF ON A 24-HR. BASIS.

TYP. CEILING HEIGHTS TO BE 9'-0" U.N.O.

SEE BUILDING ELEVATIONS & WINDOW DETAILS SHEET FOR WINDOW STYLES, SIZES, & HEAD HEIGHTS, TYP.

EXTERIOR SIDEWALKS & CONCRETE PATIO AREAS SHOWN FOR COORDINATION ONLY. SEE SITE PLAN FOR ADDITIONAL INFORMATION.

SEE FIRE & LIFE SAFETY PLAN FOR WALL TYPES, EGRESS PATH, & OTHER DETAILS NOT SHOWN HERE FOR CLARITY.

KITCHEN TO COMPLY W/ OAR 333-150-0000 FOOD SANITATION RULES.

PROVIDE A 50GPM GREASE INTERCEPTOR AT KITCHEN. CONNECT ALL KITCHEN DRAIN FIXTURES TO GREASE INTERCEPTOR. GREASE INTERCEPTOR SHALL CONNECT TO MAIN SEWER LINE IN CRAWL SPACE.

PROVIDE NON-ABSORBENT SURFACE TO A HEIGHT OF 4' ABOVE FLOOR @ WALLS OF COMMON RESTROOMS & BATHING FACILITIES. FULL HEIGHT @ SHOWERS

CARPETING TO WITHSTAND A MIN. CRITICAL RADIANT FLUX AS REQUIRED FOR CLASS II MATERIALS, NFPA 253

FURNISHINGS BY OWNER. SHOWN FOR INFORMATION ONLY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

ALL EXTERIOR WINDOWS / DOORS TO BE CENTERED ON ROOM / WALL U.N.O.

SEE ELEVATION DRAWINGS FOR WINDOW & EXTERIOR DOOR HEAD HEIGHTS.

ALL EXTERIOR WALLS TO BE 2x6 DFL #2 STUDS @ 16" O.C. W/ R-21 F.G. INSULATION.

ALL INTERIOR WALLS TO BE 2x4 DFL #2 STUDS @ 16" O.C. PLUMBING WALLS 2x6 DFL #2 STUDS @ 16" O.C. (U.N.O.).

TYPICAL EXTERIOR SHEATHING U.N.O.:
5/8" DENSGLASS FIRE GUARD SHEATHING OVER STRUCTURAL WALL SHEATHING (SEE STRUCTURAL)

TYPICAL INTERIOR SHEATHING U.N.O.:
5/8" TYPE "X" GYP. WALL BOARD.
SEE DETAIL FOR 1-HOUR & 2-HOUR FIRE RATED ASSEMBLIES. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN FOR LOCATION OF 2-HR CEILING @ OCCUPANCY SEPARATION REQUIREMENTS.

KEYNOTES:

1. PROVIDE ADA COMPLIANT HANDRAIL.

FLOOR FINISHES:

RESIDENT BEDROOMS:	LAMINATE WOOD
RESIDENT RESTROOMS:	TILE W/ INTEGRAL TILE BASE COVE
COMMON SHOWER ROOMS:	TILE W/ INTEGRAL TILE BASE COVE
CORRIDORS:	LAMINATE WOOD
DINING & ACTIVITY AREAS:	LAMINATE WOOD
KITCHEN:	TILE W/ INTEGRAL TILE BASE COVE
LAUNDRY AREAS:	TILE W/ INTEGRAL TILE BASE COVE
SOILED LINEN AREAS:	TILE W/ INTEGRAL TILE BASE COVE
JANITORS CLOSETS:	TILE W/ INTEGRAL TILE BASE COVE
LOBBY:	LAMINATE WOOD
ADMIN. OFFICE:	LAMINATE WOOD
STORAGE AREAS:	LAMINATE WOOD
NURSE / MED. ROOM	LAMINATE WOOD
STAIRWELLS:	COMMERCIAL GRADE CARPET

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PERMIT SET

1 -

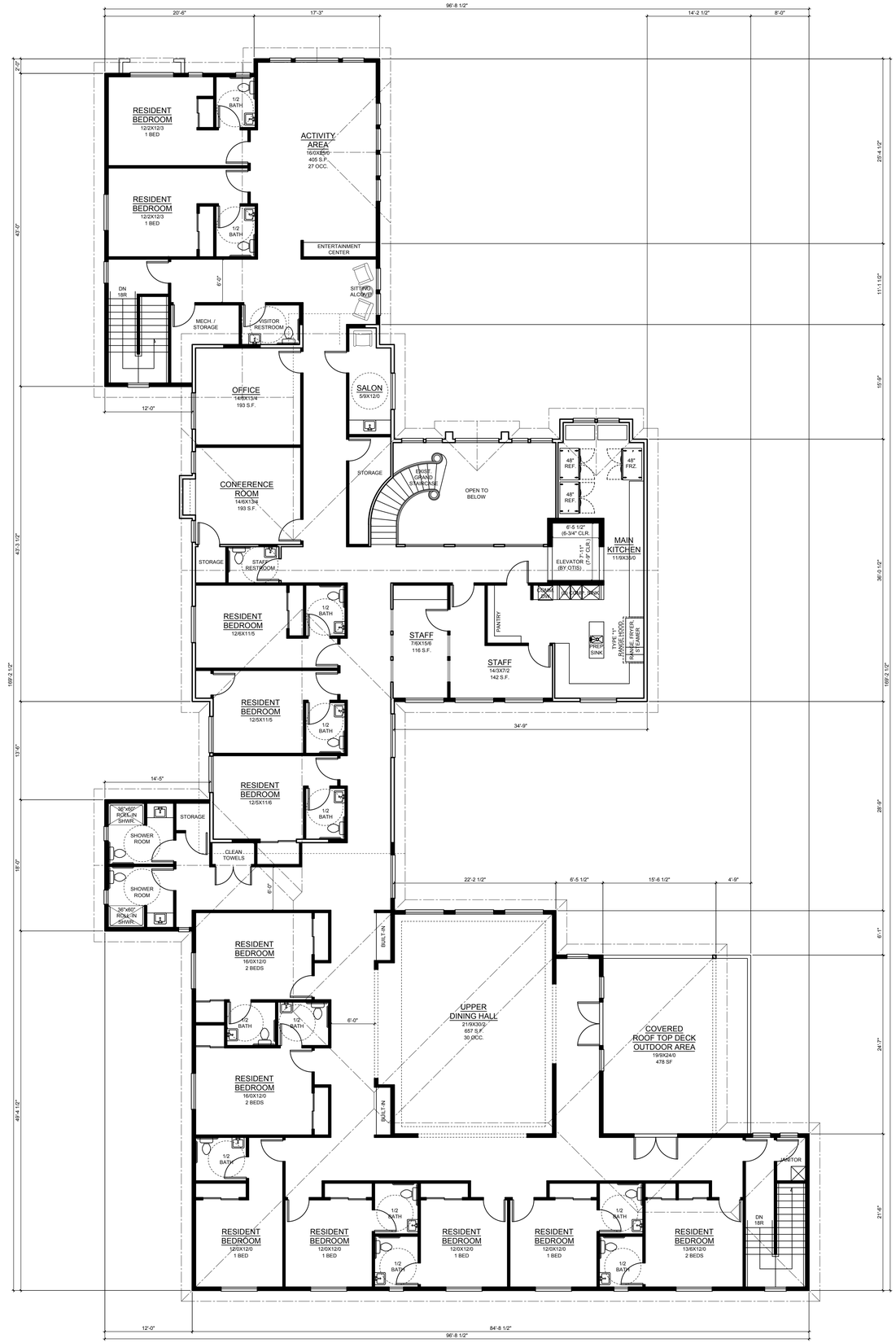
PROPOSED GROUND LEVEL FLOOR PLAN

REVISED:

DATED: 10/7/2020

DRAWN BY:

SHEET: A3.1



A / A3.2 *2ND LEVEL FLOOR PLAN*

SCALE: 1/8" = 1'-0"

2ND LEVEL RESIDENT BEDS: 12
2ND LEVEL AREA: 8,112 SF
(2,840 SF EXIST. + 5,272 SF NEW)

LEGEND:

- SEE DOOR SCHEDULE
- BUILDING EGRESS
- SEE WINDOW DETAILS ON A1.1
- 2x SOUND INSULATED WALL. SEE DETAIL ON A4.0

GENERAL NOTES:

ALL CORRIDOR DOORS TO BE MIN. 20 MINUTE RATED PER TABLE 715.4 FIRE PARTITIONS.
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CARPETING TO WITHSTAND A MIN. CRITICAL RADIANT FLUX AS REQUIRED FOR CLASS II MATERIALS, NFPA 253

FURNISHINGS BY OWNER. SHOWN FOR INFORMATION ONLY.

BUILDING SHALL BE HEATED & COOLED W/ DUCTLESS MINI-SPLIT HEATING & A/C UNITS. U.N.O.

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SEE ELEVATION DRAWINGS FOR WINDOW & EXTERIOR DOOR HEAD HEIGHTS.

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SEE DETAIL FOR 1-HOUR & 2-HOUR FIRE RATED ASSEMBLIES. ENTIRE CEILING TO BE CONSTRUCTED AS A SMOKE BARRIER. SEE FIRE & LIFE SAFETY PLAN FOR LOCATION OF 2-HR CEILING @ OCCUPANCY SEPARATION REQUIREMENTS.

KEYNOTES:

1. PROVIDE ADA COMPLIANT HANDRAIL.

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RESIDENT RESTROOMS:	TILE W/ INTEGRAL TILE BASE COVE
COMMON SHOWER ROOMS:	TILE W/ INTEGRAL TILE BASE COVE
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PERMIT SET

1 -

PROPOSED 2ND LEVEL FLOOR PLAN

REVISED:

DATED: 10/7/2020

DRAWN BY:

SHEET: A3.2

NORTH

TRAFFIC ANALYSIS LETTER

FOR

ASTERIA CARE MEMORY CARE FACILITY

182 WARNER PARROTT ROAD
OREGON CITY, OREGON 97045

CITY OF OREGON CITY

PREPARED BY

CHARBONNEAU ENGINEERING LLC

1-23-20

REGISTERED PROFESSIONAL ENGINEER
9301
OREGON
July 22, 1977
FRANK R. CHARBONNEAU

RENEWS: 12-31-21

JANUARY 2020

MEMORANDUM

Date: January 23, 2020

To: Edward Radulescu, B.S. Arch, EPR Design, 825 NE 20th Avenue - Suite 202, Portland OR 97232

From: Frank Charbonneau, PE, PTOE; Gary Spanovich

Subject: Transportation Analysis Letter; Asteria Memory Care Facility at 182 Warner Parrott Road, Oregon City, Oregon 97045

This letter has been prepared for the Asteria Warner Parrott Road Memory Care Facility development in the City of Oregon City. Development of this Memory Care Facility does not exceed the City of Oregon City's trip generation (The 10th Edition, year 2017 of the ITE Manual was used) threshold of 25 AM & PM peak hour trips or 250 daily trips and as a result a transportation analysis letter (TAL) has been prepared. Capacity analysis of nearby public intersections and the site driveways is not required. The transportation analysis letter includes a description of the site, trip generation documentation, verification of the street spacing standards, sight distance assessment, and review of the traffic safety conditions.

Site Development

The Asteria Warner Parrott Road Memory Care Facility will be located on residential property on the south side of Warner Parrott Road at 182 Warner Parrott Road. Development of the site will include some demolition and construction of a memory care building facility as follows:

- **30 resident beds**
- **9,407 sq. ft. of building coverage**
- **5,404 sq. ft. of paved surface**
- **23,932 sq. ft. of total site area**
- **29 feet, building height**
- **R-10, single family zoning**
- **Parking Spaces: 4 onsite spaces (1 van accessible); 4 off street; 8 total**
- **Bicycle Parking: 2 spaces**

The Appendix contains the Site Plan; Functional Classification System; and the Vicinity Map the project location.

The map below highlights the project location.

PROJECT LOCATION – 182 Warner Parrott Road

Trip Generation

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, eighth edition, were utilized to estimate the site's trip generation. Assisted Living (ITE code #254) trip rates were applied to estimate the trips generated by the proposed use. The table in the Appendix presents the trip generation estimate for the memory care center. The 10th Edition, year 2017 of the ITE Manual was used.

Trip Generation Summary

The Appendix contains the results of the trip generation analysis. In summary the Warner Parrott Road Memory Care Facility is expected to generate up to 78 daily trips, six AM peak hour trips, and eight PM peak hour trips.

Access Spacing

The spacing of the existing driveways and the proposed site access on Warner Parrott Road between King Road and Woodlawn Avenue was reviewed for conformance to the City's spacing standards. Warner Parrott Road is classified

by the City of Oregon City as a minor arterial. King Road, Woodlawn Avenue, Boynton St are all classified as local streets.

Contained in the Appendix is a copy of Table 4 of the City of Oregon City Design Standards identifies the spacing between local streets along a minor arterial as 150 feet. Based on the spacing measurements the proposed site access will located 160 feet west of Boynton St; 390 feet east of King Road; and 390 feet west of Woodlawn Avenue. The City of Oregon City does not have a spacing standard for single-family residential driveways

Sight Distance

Sight distance along Warner Parrott Road was reviewed in accordance with AASHTO standards. The speed along Warner Parrott Road is posted for 30 MPH. Based on the posted speed AASHTO recommends a minimum sight distance of 390 feet be available.

The sight distance and the required sight distance standards will be exceeded as the available sight distance exceeds 390 feet in both directions. Sight distance is as follows:

- Roadway is flat in both directions
- To the West, .1 mile or 528 feet
- To the East, .2 mile or 1056 feet

With development of the Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded; and it does.

Safety Review

Accident data for the three-year period between 01/01/15 and 12/31/17 for Warner Parrott Road from South End Road to Central Point Road was requested from the ODOT crash analysis unit. This data has not yet come in; but will be added as an Addendum to this report when it arrives.

Conclusion

The transportation analysis letter for the Warner Parrott Road Memory Care Facility has been prepared to document the trip generation, access spacing, and the sight distance availability. Development of the Warner Parrott Road Memory Care Facility will consist of a 30 bed unit building that is projected to generate 78 daily trips, six AM peak hour trips, and eight PM peak hour trips.

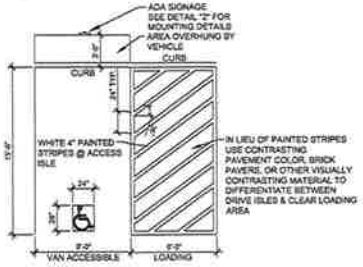
The spacing of streets and private driveways along Warner Parrott Road was reviewed for comparison to the City's spacing standards. Warner Parrott Road is classified by the City of Oregon City as a minor arterial and Boynton St; King Road; and Woodlawn Avenue are classified as local streets with more than 150

feet of separation. The City's standard identifies the spacing between local streets on a minor arterial as 150 feet. Currently, the City of Oregon City does not have a spacing standard for single-family residential driveways. The existing driveway also functions for an existing house used as a memory care facility; so the driveway already exists; the proposal simply adds beds to the existing facility.

There are no obstructions to the sight distance and the required sight distance standards will be exceeded as the available sight distance exceeds 390 feet in both directions. With development of the Memory Care Facility the proposed access should be designed such that AASHTO's minimum sight distance recommendations are met or exceeded. Obstruction by landscaping, signing, parking, buildings, or other objects would be unsafe.

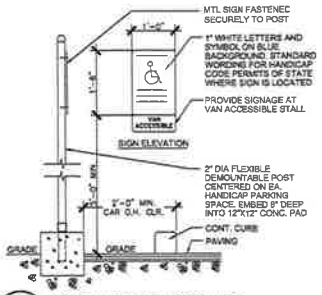
Accident data for the roadway will be added as an Addendum to this report, when received from ODOT.

APPENDIX



1 A0.1 VAN ACCESSIBLE PARKING STALL W/ LOADING AREA

SCALE: 3/16" = 1'-0"



2 A0.1 ACCESSIBILITY SIGNAGE

SCALE: 3/4"=1'-0"

SITE DETAILS:

SITE ADDRESS	182 WARNER PARROTT RD OREGON CITY, OREGON
JURISDICTION:	CITY OF OREGON CITY
SITE ZONING:	R-10, SINGLE FAMILY
PROPOSED USE:	RESIDENTIAL CARE FACILITY WITH MEMORY CARE DUEDIGNIDY
LAND USE PROCEDURES REQUIRED	TYPE III SITE PLAN & DESIGN REVIEW CONDITIONAL USE REVIEW
TOTAL SITE AREA	23,222 S.F.
SITE DENSITY PROPOSED	30 RESIDENT BEDS
BUILDING COVERAGE: PAVED SURFACES:	20.3% (6,407 S.F.) 22.9% (5,454 S.F.)
PROPOSED LANDSCAPED AREA:	8,121 S.F. (35.1%)
MIN. SETBACKS REQUIRED	20' FRONT, 20' REAR, 10' ON CORNER INTERIOR EDGE, 8' FEET ON OTHER INTERIOR EDGE
MAX. SETBACKS ALLOWED:	10' FRONT
PROPOSED BUILDING HEIGHT:	APPROX. 29'
TOTAL PARKING SPACES:	4 (1 VAN ACCESSIBLE SPACE ONSITE) 4 OFF-STREET PARKING SPACES 8 TOTAL SPACES (8 REQUIRED)
TOTAL BICYCLE PARKING:	2 SPACES
FIRE DISTRICT:	CLACKAMAS FIRE
GARBAGE	OREGON CITY
WATER DISTRICT:	CLACKAMAS
SEWER DISTRICT:	WCB

GENERAL SITE PLAN NOTES:

SITE FURNISHINGS SHOWN AND TONGS & ARE OTHER FURNISHINGS SHALL BE CONSTRUCTED IN 20% SUSTAINABLE MANUFACTURED MATERIALS, SUCH AS NORBANT STRAWBOARD (CLAIM), (PRECOMPRESSED WOOD & RECYCLED CONTENT MATERIALS, EXCLUDING PLASTICS. THE INTENT OF THIS STANDARD CAN ALSO BE ADDRESSED THROUGH THE USE OF LOCALLY SOURCED MATERIALS, ORIGINATING WITHIN 500 MILES OF THE SITE

A MIN. OF 20% RECYCLED CONTENT PAVEMENT OR PAVEMENT BASE,SUCH AS CONCRETE CRANDSHOW FOR BASE MATERIALS OR SLAG1 FURNACE SLAG ADDITIVES OR ASPHALT W/ 15 LAER FOR HARDSCAPE ELEMENTS SUCH AS STREETS, SIDEWALKS PATHS PARKING AREAS & COURTYARDS SHALL BE PROVIDED

REFERENCE LANDSCAPE PLANS FOR LANDSCAPE PLANTING DETAILS

REFERENCE CIVIL SHEETS FOR R.O.W. IMPROVEMENTS, PERVIOUS PAVEMENT DETAILS, STORM WATER MANAGEMENT, ETC.

PROVIDE A 1 LEVEL CEMENT CONCRETE PAD MIN. 4" THICK @ GROUND ELEVATION. THE PAD SHALL BE DESIGNED TO DISCHARGE SURFACE WATER NUNDER TO PREVENT STANDING WATER TO DRAIN @ GARBAGE ENCLOSURE

THE VEHICULAR APPROACH AREA & STAGING AREA SHALL NOT HAVE A PERCENT OF GRADE EXCEEDING 3% SLOPED IN ANY DIRECTION

PROVIDE A CLEAR STAGING AREA IN FRONT OF THE ENCLOSURE W/ A MIN. LENGTH & WIDTH TO ALLOW FOR A 3' PERIMETER AROUND ALL SIDES OF THE CONTAINER WHEN BEING SERVICED OUTSIDE OF THE ENCLOSURE

A MIN OF 2' INCLUDING PAD AREA, SHALL BE PROVIDED IN FRONT OF EACH CONTAINER, FOR MANEUVERABILITY IN DEPOSITING SOLID WASTE OR RECYCLABLE MATERIALS

PROVIDE A "NO PARKING" SIGN THAT SHALL BE PAINTED TO ON THE PAVEMENT IN FRONT OF THE GARBAGE AREA TO PROVIDE SAFE & UNOBSTRUCTED ACCESS FOR SERVICING CONTAINERS

GARBAGE & RECYCLING ENCLOSURE GATES SHALL SWING FREE OF OBSTRUCTIONS & HAVE IGE TRAINERS IN THE OPEN & CLOSED POSITIONS. THE GATE SWING SHOULD OPEN TO A MIN. OF 120 DEGREES

OFF STREET PARKING SHALL BE COMPLETED PRIOR TO ISSUANCE OF CERT. OF OCC. & PROVIDED FOR EMPLOYEES & VISITORS. NO STORAGE OF NON-OPERABLE VEHICLES OR OF MATERIALS PERMITTED

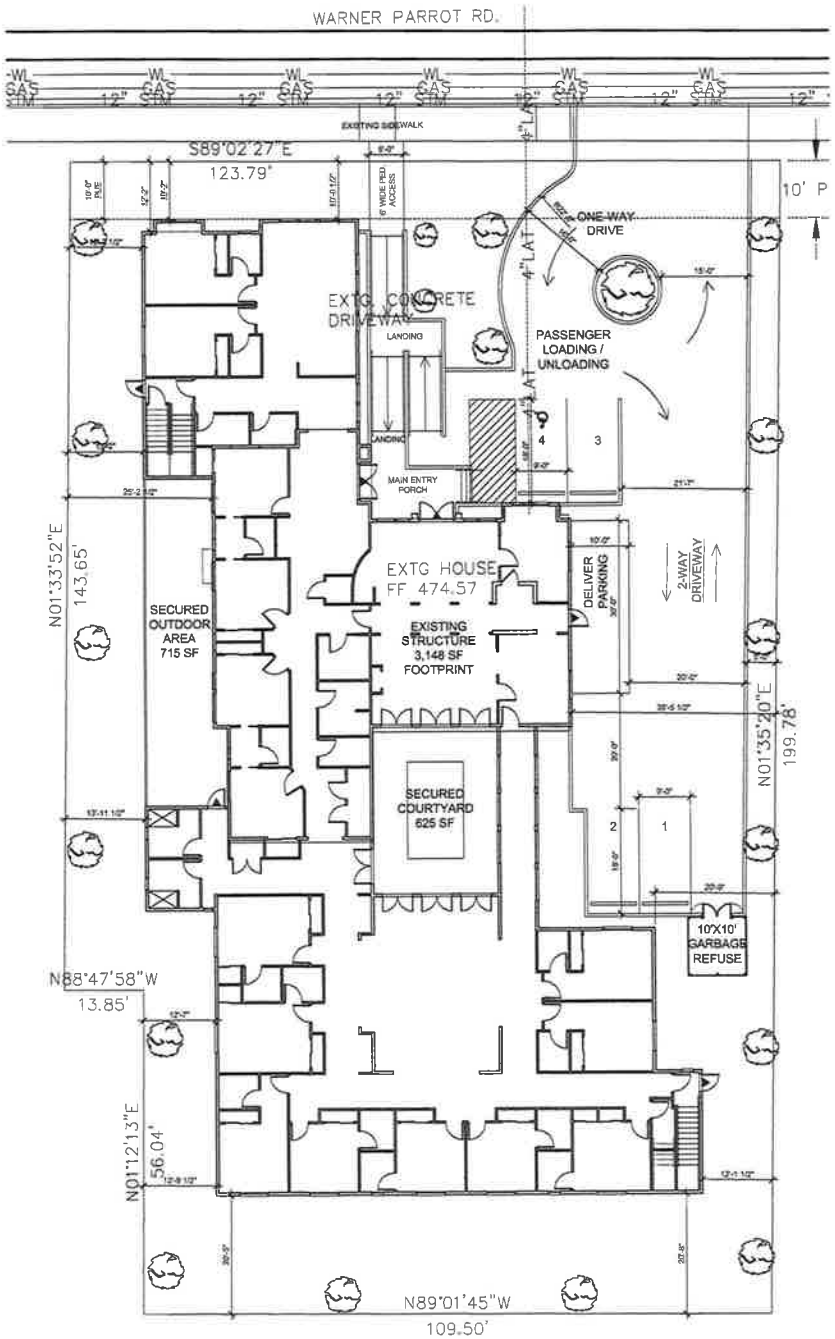
CHANGE TO INCLUDE ALL OUTDOOR FURNITURE SHOWN ON SITE PLAN

ALL PEDESTRIAN WALKWAYS, BUILDING ENTRANCES AND EXITS AND OUTDOOR USE AREAS TO HAVE LIGHTING PROVIDING A MIN. OF 5 FOOT CANDLE ILLUMINATION TYP.

A A0.1 PROPOSED SITE PLAN

SCALE: 3/32"=1'-0"

NORTH



NW A&D

515 NW Saltzman Rd., No. 722
Portland, Oregon 97229
503-710-8551
503-297-0409
nwarchitecture@gmail.com

epr DESIGN

919 N.E. 19th Ave, Suite 155
Portland, Oregon 97232
503-265-6461
www.eprdesign.com
design@eprdesign.com

REGISTERED ARCHITECT
John R. MacKusson
STATE OF OREGON
EXPIRES: 12-31-19

ASTERIA CARE
182 Warner Parrott Rd.
Oregon City, Oregon 97045
30 Bed RCF + Memory Care

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PERMIT SET

1

PROPOSED SITE PLAN

REVISED:

DATED: 10/7/2019

DRAWN BY:

SHEET: A0.1

City of Oregon City

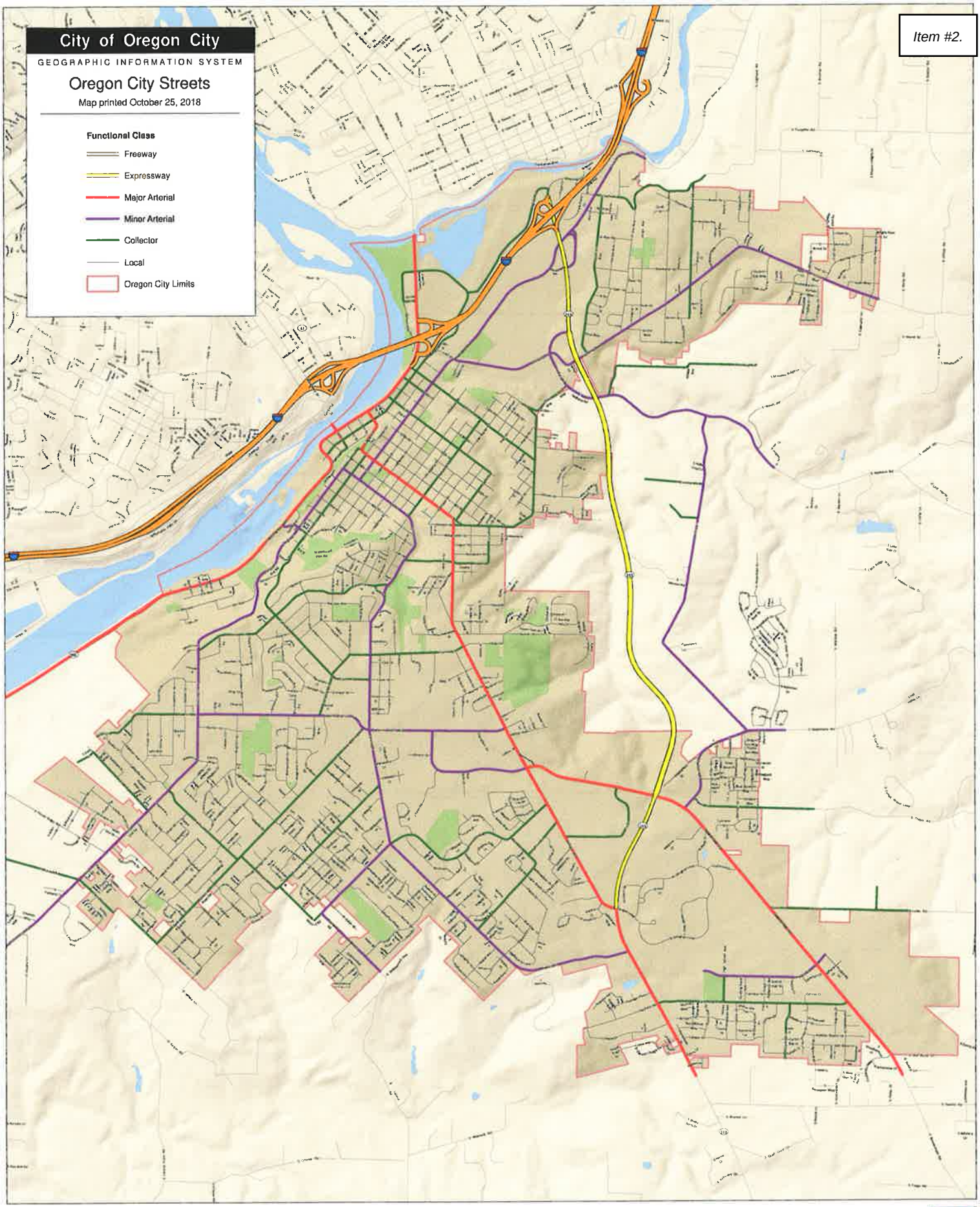
GEOGRAPHIC INFORMATION SYSTEM

Oregon City Streets

Map printed October 25, 2018

Functional Class

- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local
- Oregon City Limits



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.

N W E S

0 0.5 1 2 Miles

0 5,000 10,000 Feet

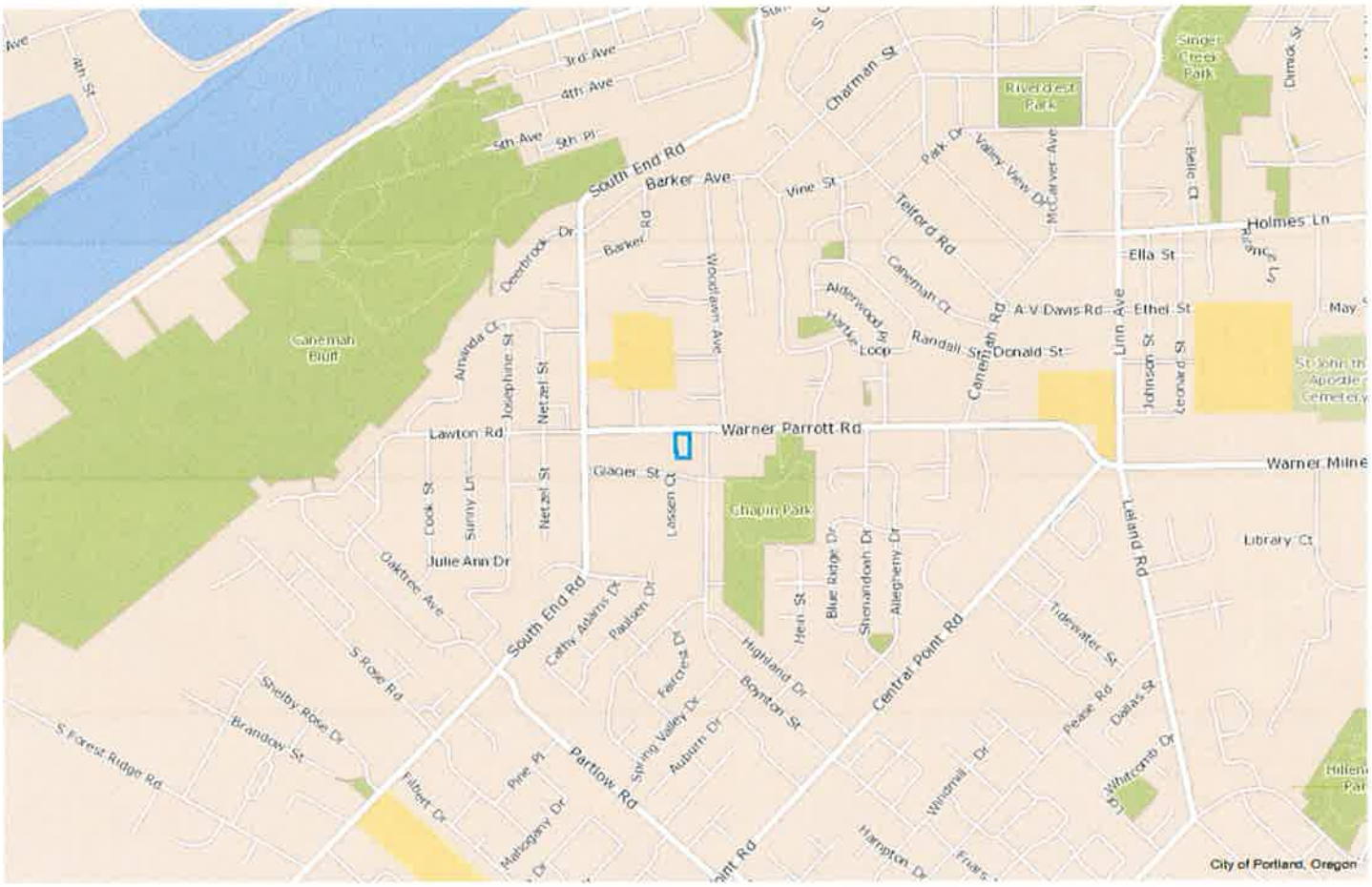
City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629
www.orcity.org

Plot date: October 25, 2018
Map name: Streets - Functional
Plot name: Streets - Functional Classes - 36x48P - 20181025.pdf

Please recycle with colored office grade paper.

Item #2.

Snapshot



SITE

King Rd
Elmar Dr
Warner Parrott Rd
Glacier St
Boynton St
Boynton St
City of Portland, Oregon

SITE

Item #2.

Search...

Query Map | Find Features | Measure | Draw | Tool Labels ✕

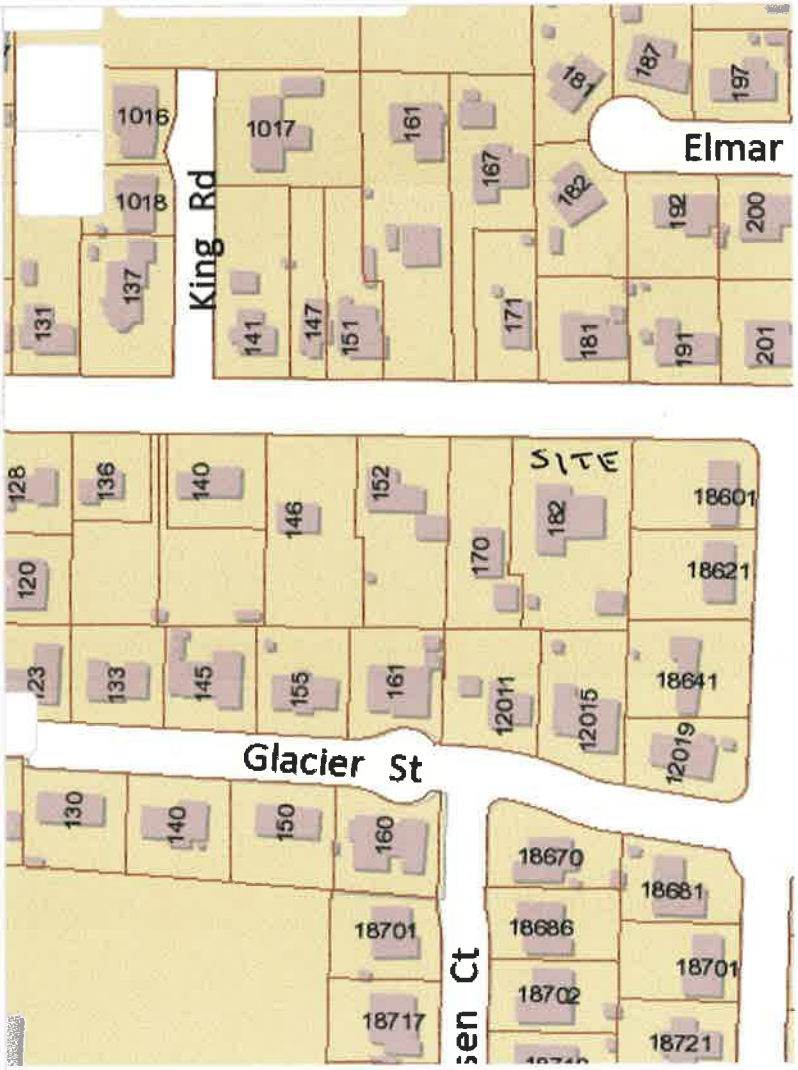
Report | Print | Tools | Share

Pan | Zoom In | Zoom Out | Initial View | Previous | Next | Point

Navigation Tools | Query Tools

Filter Layers... Filter

- [x] Address Numbers
- [ ] Address Pts
- [x] Street Names
- [ ] Streams
- [ ] Contours (2ft)
- [ ] Contours (10ft)
- [ ] Building Outlines
- [x] Taxlots
- [x] Taxlots (Outside UGB)
- [x] Transportation
- [ ] Transportation - PMUF
- [ ] Transportation Planning



Layers

0 100 200ft

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: 1

Open Date: 1/17/2020
Analysis Date: 1/17/2020

ITE	Land Use	Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
254	ASSISTLIVE 1		39	39	78		4	2	6		3	5	8
	30 Beds												
Unadjusted Volume			39	39	78		4	2	6		3	5	8
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			39	39	78		4	2	6		3	5	8

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

Table 4 - Minimum Public Intersection Spacing Standards

	Distance in Feet between Streets of Various Classifications									
	Between Minor Arterial and Minor Arterial	Between Minor Arterial and Collector	Between Minor Arterial and Neighbor hood Collector	Between Minor Arterial and Local Street	Between Collector Street and Collector Street	Between Collector Street and Neighbor hood Collector	Between Collector and Local Street	Between Neighbor hood Collector and Local Street	Between two adjacent Local Streets	Figure Number
Measured along a Minor Arterial Street	1320	800	600	300	600	300	150	150	150	1
Measured along a Collector Street	800	800	600	300	600	300	150	150	150	2
Measured along a Neighborhood Collector Street	800	600	300	300	300	150	150	150	150	3
Measured along a Local Street	600	600	300	300	300	150	150	150	150	4

Source: City of Oregon City Draft Design Standards.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes on Warner-Parrott Rd between South End Rd & Linn Ave **Including ending Intersections**
January 1, 2015 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2017 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2016														
BACKING	0	1	0	1	0	1	0	1	0	1	0	0	1	0
REAR-END	0	1	1	2	0	1	0	1	1	1	1	0	0	0
SIDESWIPE - OVERTAKING	0	1	1	2	0	1	0	1	1	2	0	0	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2016 TOTAL	0	4	2	6	0	4	0	3	3	5	1	1	1	1
YEAR: 2015														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	0	0	0
2015 TOTAL	0	1	0	1	0	2	0	1	0	1	0	0	0	0
FINAL TOTAL	0	5	3	8	0	6	0	5	3	7	1	2	1	1

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CITY STREET LOCATIONS BY COUNTY - DRIVER BEHAVIOR FORMAT

Crashes on Warner-Parrott Rd between South End Rd & Linn Ave **Including ending Intersections**
January 1, 2015 through December 31, 2017

CLACKAMAS COUNTY

SERIAL NO	DATE	TIME	DAY	*COUNTY OR CITY NAME	CRASH LOCATION	COLL TYPE	EVENT	CAUSE	ERROR	SURF	TOT VEH	VEHICLE TYP/OWN #1	#2	PEOPLE KILL	INJ	ALC	SPED
05511	11/26/2016	7A	SA	Oregon City	CANEMAH RD AT WARNER-PARROTT RD	TURN		02	028	WET	2	011	011	0	1	N	N
01429	04/14/2017	1P	FR	Oregon City	SHENANDOAH DR AT WARNER-PARROTT RD	TURN		02		DRY	2	010	010	0	0	N	N
03831	09/19/2015	2P	SA	Oregon City	WARNER-PARROTT RD 100 FT W OF BIRCHWOOD DR	REAR		07	026,043	DRY	2	011	011	0	2	N	N
00958	02/28/2016	8P	SU	Oregon City	WARNER-PARROTT RD 75 FT W OF CANEMAH RD	REAR		29		WET	2	010	010	0	0	N	N
05610	12/02/2016	7A	FR	Oregon City	WARNER-PARROTT RD 100 FT W OF KING RD	SS-O		10		WET	2	010	010	0	0	N	N
04153	09/09/2016	12P	FR	Oregon City	WARNER-PARROTT RD 140 FT W OF KING RD	REAR		29	026	DRY	2	011	011	0	1	N	N
04264	09/16/2016	4P	FR	Oregon City	WARNER-PARROTT RD 100 FT W OF LELAND RD	BACK		10	011	DRY	2	011	011	0	1	N	N
02436	05/31/2016	3P	TU	Oregon City	WARNER-PARROTT RD 70 FT W OF LINN AVE	SS-O		13	045	DRY	2	011	011	0	1	N	N

VEHICLE OWNERSHIP CODES

Code	Short Description	Long Description
0	N/A	Not collected for PDO Crashes
1	PRVTE	Private
2	GOVMT	Government
3	PUBLC	Public
4	RENTL	Rental vehicle
5	STOLN	Stolen vehicle
9	UNKN	Unknown ownership

VEHICLE TYPE CODES

Code	Short Description	Long Description
00	PDO	Not collected for PDO Crashes
01	PSNGR CAR	Passenger car, pickup, light delivery, etc.
02	BOBTAIL	Truck tractor with no trailers (bobtail)
03	FARM TRCTR	Farm tractor or self-propelled farm equipment
04	SEMI TOW	Truck Tractor with trailer/mobile home in tow
05	TRUCK	Truck with non-detachable bed, panel, etc.
06	MOPED	Moped, minibike, seated motor scooter, motor bike
07	SCHL BUS	School bus (includes van)
08	OTH BUS	Other bus
09	MTRCYCLE	Motorcycle, dirt bike
10	OTHER	Other: forklift, backhoe, etc.
11	MOTRHOME	Motorhome
12	TROLLEY	Motorized Street Car/Trolley (no rails/wires)
13	ATV	ATV
14	MTRSCTR	Motorized scooter (standing)
15	SNOWMOBILE	Snowmobile
99	UNKNOWN	Unknown vehicle type

CAUSE CODES

Code	Short Description	Medium Description	Long Description	Code Termination Date
00	NO CODE	NO CODE APPLICABLE	No cause associated at this level	
01	TOO-FAST	TOO FAST FOR COND	Too fast for conditions (not exceed posted speed)	
02	NO-YIELD	FAILED YIELD ROW	Did not yield right-of-way	
03	PAS-STOP	PASSED STOP SIGN	Passed stop sign or red flasher	
04	DIS SIG	DISREGRD TRAF SIGNAL	Disregarded traffic signal	
05	LEFT-CTR	LEFT OF CTR/STRADDLE	Drove left of center on two-way road; straddling	
06	IMP-OVER	IMPROPER PASSING	Improper overtaking	
07	TOO-CLOS	FOLLOW TOO CLOSE	Followed too closely	
08	IMP-TURN	IMPROPER TURN	Made improper turn	
09	DRINKING	ALC OR DRUGS	Alcohol or Drug Involved	12/31/2002
10	OTHR-IMP	OTHER DRIVE ERR	Other improper driving	
11	MECH-DEF	MECH DEFECT	Mechanical defect	
12	OTHER	OTHER	Other (not improper driving)	
13	IMP LN C	IMP LANE CHANGE	Improper change of traffic lanes	
14	DIS TCD	DISRG OTHR TCD	Disregarded other traffic control device	
15	WRNG WAY	WRONG WAY / 1-WAY RD	Wrong way on one-way road; wrong side divided road	
16	FATIGUE	DRIVER FATIGUED	Driver drowsy/fatigued/sleepy	
17	ILLNESS	PHYSICAL ILLNESS	Physical illness	
18	IN RDWY	ILLEGALLY IN RDWY	Non-motorist illegally in roadway	
19	NT VISBL	NOT VISIBLE	Non-motorist not visible; non-reflective clothing	
20	IMP PKNG	IMPROPER PARKING	Vehicle improperly parked	
21	DEF STER	DEFECTIVE STEERING	Defective steering mechanism	
22	DEF BRKE	DEFECTIVE BRAKES	Inadequate or no brakes	
24	LOADSHFT	LOAD SHIFTED	Vehicle lost load or load shifted	
25	TIREFAIL	TIRE FAILURE	Tire Failure	
26	PHANTOM	PHANTOM VEHICLE	Phantom / Non-contact Vehicle	
27	INATTENT	INATTENTION	Inattention	
28	NM INATT	NON-MTRST INATTENT	Non-Motorist Inattention	
29	F AVOID	FAIL AVOID VEH AHEAD	Failed to avoid vehicle ahead	
30	SPEED	EXCED POSTED SPEED	Driving in excess of posted speed	
31	RACING	SPEED RACING	Speed Racing (per PAR)	
32	CARELESS	CARELESS DRIVING	Careless Driving (per PAR)	
33	RECKLESS	RECKLESS DRIVING	Reckless Driving (per PAR)	
34	AGGRESV	AGGRESSIVE DRIVING	Aggressive Driving (per PAR)	
35	RD RAGE	ROAD RAGE	Road Rage (per PAR)	
40	VIEW OBS	VIEW OBSCURED	View obscured	
50	USED MDN	IMP USE MEDIAN/SHLDR	Improper use of median or shoulder	
51	FAIL LN	F MAINT LANE	Failed to maintain lane	12/31/2015
52	OFF RD	RAN OFF RD	Ran off road	12/31/2015

ERR CODES

Code	Short Description	Medium Description	Long Description
000	NONE	NO ERROR	No error
001	WIDE TRN	WIDE TURN	Wide turn
002	CUT CORN	CUT CORNER	Cut corner on turn
003	FAIL TRN	F OBEY TRN	Failed to obey mandatory traffic turn signal, sign or lane markings
004	L IN TRF	LTRN FNT TRAF	Left turn in front of oncoming traffic
005	L PROHIB	LTRN PROHIB	Left turn where prohibited
006	FRM WRNG	T FRM WRNG LN	Turned from wrong lane
007	TO WRONG	T TO WRONG LN	Turned into wrong lane
008	ILLEG U	ILLEG U-TURN	U-turned illegally
009	IMP STOP	IMP STOP	Improperly stopped in traffic lane
010	IMP SIG	IMP/FAIL SIG	Improper signal or failure to signal
011	IMP BACK	IMP BACKING	Backing improperly (not parking)
012	IMP PARK	IMP PARKED	Improperly parked
013	UNPARK	IMP STRT PARK	Improper start leaving parked position
014	IMP STRT	IMP STRT STOP	Improper start from stopped position
015	IMP LGHT	IMP/NO LIGHTS	Improper or no lights (vehicle in traffic)
016	INATTENT	INATTENTION	Inattention (Failure to Dim Lights prior to 4/1/97)
017	UNSF VEH	DR UNSAFE VEH	Driving unsafe vehicle (no other error apparent)
018	OTH PARK	PRK MAN N/CLR	Entering/exiting parked position w/ insufficient clearance; other improper parking maneuver
019	DIS DRIV	DISRG DR SIG	Disregarded other driver's signal
020	DIS SGNL	DISRG TRF SIG	Disregarded traffic signal
021	RAN STOP	DISRG STP SGN	Disregarded stop sign or flashing red
022	DIS SIGN	DISRG WRN SGN	Disregarded warning sign, flares or flashing amber
023	DIS OFCR	DISRG POL/FLG	Disregarded police officer or flagman
024	DIS EMER	DISRG SIR/EMR	Disregarded siren or warning of emergency vehicle
025	DIS RR	DISRG RR SIG	Disregarded RR signal, RR sign, or RR flagman
026	REAR-END	F AVOID STP V	Failed to avoid stopped or parked vehicle ahead other than school bus
027	BIKE ROW	F/YLD ROW BIK	Did not have right-of-way over pedalcyclist
028	NO ROW	NO R-O-W	Did not have right-of-way
029	PED ROW	F/YLD ROW PED	Failed to yield right-of-way to pedestrian
030	PAS CURV	PASS ON CURVE	Passing on a curve
031	PAS WRNG	PASS WRNG SID	Passing on the wrong side
032	PAS TANG	PASS TANGENT	Passing on straight road under unsafe conditions
033	PAS X-WK	PASS STP4PED	Passed vehicle stopped at crosswalk for pedestrian
034	PAS INTR	PASS AT INTER	Passing at intersection
035	PAS HILL	PASS ON HILL	Passing on crest of hill
036	N/PAS ZN	PASS N/PASSNG	Passing in "No Passing" zone
037	PAS TRAF	PASS ONC TRAF	Passing in front of oncoming traffic
038	CUT-IN	CUTTING IN	Cutting in (two lanes - two way only)
039	WRNGSIDE	DR WRONG SIDE	Driving on wrong side of the road (2-way undivided roadways)
040	THRU MED	DR THRU MEDN	Driving through safety zone or over island
041	F/ST BUS	F/STP SCHLBUS	Failed to stop for school bus
042	F/SLO MV	F/SLO SLO VEH	Failed to decrease speed for slower moving vehicle
043	TOO CLOSE	FOLLW TO CLOS	Following too closely (must be on officer's report)
044	STRDL LN	STRD/DR WRNG	Straddling or driving on wrong lanes
045	IMP CHG	IMP LANE CHG	Improper change of traffic lanes

Code	Short Description	Medium Description	Long Description
046	WRNG WAY	WRNG WY/1 WAY	Wrong way on one-way roadway; wrong side divided road
047	BASCRULE	V BASIC RULE	Driving too fast for conditions (not exceeding posted speed)
048	OPN DOOR	OPN DOOR TRAF	Opened door into adjacent traffic lane
049	IMPEDING	IMPEDING TRAF	Impeding Traffic
050	SPEED	SPEED	Driving in excess of posted speed
051	RECKLESS	RECKLSS DRVNG	Reckless driving (per PAR)
052	CARELESS	CARELSS DRVNG	Careless driving (per PAR)
053	RACING	RACING	Speed Racing (per PAR)
054	X N/SGNL	X-INT NO SGNL	Crossing at intersection, no traffic signal present
055	X W/SGNL	X-INT W/ SGNL	Crossing at intersection, traffic signal present
056	DIAGONAL	X-INT DIAGNL	Crossing at intersection - diagonally
057	BTWN INT	X-BTWN INTER	Crossing between intersections
059	W/TRAF-S	W SHLD W/TRAF	Walking, running, riding, etc., on shoulder WITH traffic
060	A/TRAF-S	W SHLD A/TRAF	Walking, running, riding, etc., on shoulder FACING traffic
061	W/TRAF-P	W PAVE W/TRAF	Walking, running, riding, etc., on pavement WITH traffic
062	A/TRAF-P	W PAVE A/TRAF	Walking, running, riding, etc., on pavement FACING traffic
063	PLAYINRD	PLAY IN RDWY	Playing in street or road
064	PUSH MV	PUSH MV IN RD	Pushing or working on vehicle in road or on shoulder
065	WORK IN RD	WORK IN RD	Working in roadway or along shoulder
070	LAY ON RD	LYING IN RD	Standing or lying in roadway
071	NM IMP USE	N-M IMP USE	Improper use of traffic lane by non-motorist
073	ELUDING	ELUDING	Eluding / Attempt to elude
079	F NEG CURV	FAIL NEG CURV	Failed to negotiate a curve
080	FAIL LN	F MAINT LANE	Failed to maintain lane
081	OFF RD	RAN OFF RD	Ran off road
082	NO CLEAR	MISJUDGE CLR	Driver misjudged clearance
083	OVRSTEER	OVERSTEER	Over-correcting
084	NOT USED	NOT USED	Code not in use
085	OVRLOAD	OVERLOAD	Overloading or improper loading of vehicle with cargo or passengers
097	UNA DIS TC	UNA DISRG TCD	Unable to determine which driver disregarded traffic control device

EVENT CODES

Code	Short Description	Medium Description	Long Description
001	FEL/JUMP	FELL/JUMPED MV	Occupant fell, jumped or was ejected from moving vehicle
002	INTERFER	PSNGR INTERFERED	Passenger interfered with driver
003	BUG INTF	ANML INTERFERED	Animal or insect in vehicle interfered with driver
004	INDRCT PED	PED INDRCTLY INVLV	Pedestrian indirectly involved (not struck)
005	SUB-PED	SUBSEQUENT PED	"Sub-Ped": pedestrian injured subsequent to collision, etc.
006	INDRCT BIK	BIKE INDRCTLY INVLV	Pedalcyclist indirectly involved (not struck)
007	HITCHIKR	HITCHHIKER	Hitchhiker (soliciting a ride)
008	PSNGR TOW	PSNGR TOWED	Passenger or non-motorist being towed or pushed on conveyance
009	ON/OFF V	ON/OFF STOP VEH	Getting on/off stopped/parked vehicle (occupants only; must have physical contact w/ vehicle)
010	SUB OTRN	SUBSEQ OVERTURN	Overturned after first harmful event
011	MV PUSHD	VEH BEING PUSHED	Vehicle being pushed
012	MV TOWED	VEH TOWED/TOWING	Vehicle towed or had been towing another vehicle
013	FORCED	FORCED BY IMPACT	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian
014	SET MOTN	MV SET IN MOTION	Vehicle set in motion by non-driver (child released brakes, etc.)
015	RR ROW	RAILROAD ROW	At or on railroad right-of-way (not Light Rail)
016	LT RL ROW	LIGHT RAIL ROW	At or on Light-Rail right-of-way
017	RR HIT V	TRAIN HIT VEH	Train struck vehicle
018	V HIT RR	VEH HIT TRAIN	Vehicle struck train
019	HIT RR CAR	VEH HIT RR CAR	Vehicle struck railroad car on roadway
020	JACKNIFE	JACKKNIFE	Jackknife; trailer or towed vehicle struck towing vehicle
021	TRL OTRN	TRAILER O'TURN	Trailer or towed vehicle overturned
022	CN BROKE	TRLR CONN BROKE	Trailer connection broke
023	DETACH TRL	DETCHD TRLR STRKNG	Detached trailing object struck other vehicle, non-motorist, or object
024	V DOOR OPN	V DOOR OPN IN TRAF	Vehicle door opened into adjacent traffic lane
025	WHEELOFF	WHEEL CAME OFF	Wheel came off
026	HOOD UP	HOOD FLEW UP	Hood flew up
028	LOAD SHIFT	LOAD SHIFTED	Lost load, load moved or shifted
029	TIREFAIL	TIRE FAILURE	Tire failure
030	PET	PET	Pet: cat, dog and similar
031	LVSTOCK	LIVESTOCK	Stock: cow, calf, bull, steer, sheep, etc.
032	HORSE	HORSE	Horse, mule, or donkey
033	HRSE&RID	HORSE & RIDER	Horse and rider
034	GAME	GAME NO DEER/ELK	Wild animal, game (includes birds; not deer or elk)
035	DEER ELK	DEER OR ELK	Deer or elk, wapiti
036	ANML VEH	ANIMAL-DRAWN VEH	Animal-drawn vehicle
037	CULVERT	CULVERT/MANHOLE	Culvert, open low or high manhole
038	ATENUATN	IMPACT CUSHION	Impact attenuator
039	PK METER	PARKING METER	Parking meter
040	CURB	CURB	Curb (also narrow sidewalks on bridges)
041	JIGGLE	JIGGLE BAR N/MED	Jiggle bar or traffic snake for channelization

Code	Short Description	Medium Description	Long Description
042	GDRL END	GUARDRAIL END	Leading edge of guardrail
043	GARDRAIL	GUARDRAIL	Guard rail (not metal median barrier)
044	BARRIER	MEDIAN BARRIER	Median barrier (raised or metal)
045	WALL	WALL	Retaining wall or tunnel wall
046	BR RAIL	BRIDGE RAIL	Bridge railing or parapet (on bridge or approach)
047	BR ABUTMNT	BRIDGE ABUTMENT	Bridge abutment (included "approach end" thru 2013)
048	BR COLMN	BRIDGE COLUMN	Bridge pillar or column
049	BR GIRDR	BRIDGE GIRDER	Bridge girder (horizontal bridge structure overhead)
050	ISLAND	TRAFFIC ISLAND	Traffic raised island
051	GORE	GORE	Gore
052	POLE UNK	POLE-UNKNOWN	Pole – type unknown
053	POLE UTL	POLE-UTILITY	Pole – power or telephone
054	ST LIGHT	POLE-ST LIGHT	Pole – street light only
055	TRF SGNL	POLE-TRAF SIGNAL	Pole – traffic signal and ped signal only
056	SGN BRDG	POLE-SIGN BRIDGE	Pole – sign bridge
057	STOPSIGN	STOP/YIELD SIGN	Stop or yield sign
058	OTH SIGN	OTHER SIGN	Other sign, including street signs
059	HYDRANT	HYDRANT	Hydrant
060	MARKER	DELINEATOR	Delineator or marker (reflector posts)
061	MAILBOX	MAILBOX	Mailbox
062	TREE	TREE/STUMP	Tree, stump or shrubs
063	VEG OHED	VEGTN OVER RDWY	Tree branch or other vegetation overhead, etc.
064	WIRE/CBL	CABLE ACROSS RD	Wire or cable across or over the road
065	TEMP SGN	TEMP SIGN/BARR	Temporary sign or barricade in road, etc.
066	PERM SGN	PERM SIGN/BARR	Permanent sign or barricade in/off road
067	SLIDE	SLIDE/ROCKS	Slides, fallen or falling rocks
068	FRGN OBJ	FOREIGN OBJECT	Foreign obstruction/debris in road (not gravel)
069	EQP WORK	EQUIP WORKING	Equipment working in/off road
070	OTH EQP	OTHER EQUIPMENT	Other equipment in or off road (includes parked trailer, boat)
071	MAIN EQP	MAINTNCE EQUIP	Wrecker, street sweeper, snow plow or sanding equipment
072	OTHER WALL	OTHER WALL	Rock, brick or other solid wall
073	IRRGL PVMT	IRREGULAR PAVEMENT	Other bump (not speed bump), pothole or pavement irregularity (per PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJ	Other overhead object (highway sign, signal head, etc.); not bridge
075	CAVE IN	CAVE IN	Bridge or road cave in
076	HI WATER	HIGH WATER	High Water
077	SNO BANK	SNOW BANK	Snow Bank
078	LO-HI EDGE	LOW-HIGH PVMNT EDGE	Low or high shoulder at pavement edge
079	DITCH	CUT SLOPE/DITCH	Cut slope or ditch embankment
080	OBJ FRM MV	OBJ FRM OTHR VEH	Struck by rock or other object set in motion by other vehicle (incl. lost loads)
081	FLY-OBJ	OTHER MOVING OBJ	Struck by rock or other moving or flying object (not set in motion by vehicle)
082	VEH HID	VEH OBSCURE VIEW	Vehicle obscured view
083	VEG HID	VEG OBSCURE VIEW	Vegetation obscured view
084	BLDG HID	BLD OBSCURE VIEW	View obscured by fence, sign, phone booth, etc.

Code	Short Description	Medium Description	Long Description
085	WIND GUST	WIND GUST	Wind Gust
086	IMMERSED	IMMERSION	Vehicle immersed in body of water
087	FIRE/EXP	FIRE/EXPLOSION	Fire or explosion
088	FENC/BLD	FENCE/BUILDING	Fence or building, etc.
089	OTHR CRASH	REFER OTHR CRASH	Crash related to another separate crash
090	TO 1 SIDE	TWO WAY ONE SIDE	Two-way traffic on divided roadway all routed to one side
091	BUILDING	BUILDING	Building or other structure
092	PHANTOM	PHANTOM VEH	Other (phantom) non-contact vehicle
093	CELL PHONE	CELL PHONE PER PAR	Cell phone (on PAR or driver in use)
094	VIOL GDL	VIOL GRAD DR LIC	Teenage driver in violation of graduated license pgm
095	GUY WIRE	GUY WIRE	Guy wire
096	BERM	BERM	Berm (earthen or gravel mound)
097	GRAVEL	GRAVEL IN RDWY	Gravel in roadway
098	ABR EDGE	ABRUPT EDGE	Abrupt edge
099	CELL WTNSD	CELL PHONE WITNESSED	Cell phone use witnessed by other participant
100	UNK FIXD	UNK FIX OBJ	Fixed object, unknown type.
101	OTHER OBJ	OTHER OBJ NOT FIXED	Non-fixed object, other or unknown type
102	TEXTING	TEXTING	Texting
103	WZ WORKER	WZ WORKER	Work Zone Worker
104	ON VEHICLE	RIDE ON VEH EXTERIOR	Passenger riding on vehicle exterior
105	PEDAL PSGR	PSNGR ON PEDALCYCLE	Passenger riding on pedalcycle
106	MAN WHLCHR	NONMOTOR WHEELCHAIR	Pedestrian in non-motorized wheelchair
107	MTR WHLCHR	MOTORIZED WHEELCHAIR	Pedestrian in motorized wheelchair
108	OFFICER	POLICE OFFICER	Law Enforcement / Police Officer
109	SUB-BIKE	SUBSEQUENT BICYCLIST	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.
110	N-MTR	NM STR VEH	Non-motorist struck vehicle
111	S CAR VS V	ST CAR STRUCK VEH	Street Car/Trolley (on rails or overhead wire system) struck vehicle
112	V VS S CAR	VEH STRUCK ST CAR	Vehicle struck Street Car/Trolley (on rails or overhead wire system)
113	S CAR ROW	STREET CAR ROW	At or on street car or trolley right-of-way
114	RR EQUIP	VEH STRUCK RR EQUIP	Vehicle struck railroad equipment (not train) on tracks
115	DSTRCT GPS	DISTRACT GPS DEVICE	Distracted by navigation system or GPS device
116	DSTRCT OTH	DISTRACT OTHR DEVICE	Distracted by other electronic device
117	RR GATE	RR DROP-ARM GATE	Rail crossing drop-arm gate
118	EXPNSN JNT	EXPANSION JOINT	Expansion joint
119	JERSEY BAR	JERSEY BARRIER	Jersey barrier
120	WIRE BAR	WIRE BARRIER	Wire or cable median barrier
121	FENCE	FENCE	Fence
123	OBJ IN VEH	LOOSE OBJ IN VEHICLE	Loose object in vehicle struck occupant
124	SLIPPERY	SLIPPERY SURFACE	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)
125	SHLDR	SHLDR GAVE	Shoulder gave way
126	BOULDER	ROCKS / BOULDER	Rock(s), boulder (not gravel; not rock slide)
127	LAND SLIDE	ROCK OR LAND SLIDE	Rock slide or land slide
128	CURVE INV	CURVE PRESENT	Curve present at crash location

Code	Short Description	Medium Description	Long Description
129	HILL INV	HILL PRESENT	Vertical grade / hill present at crash location
130	CURVE HID	CURVE OBSCURED VIEW	View obscured by curve
131	HILL HID	HILL OBSCURED VIEW	View obscured by vertical grade / hill
132	WINDOW HID	WINDOW VIEW OBSCURED	View obscured by vehicle window conditions
133	SPRAY HID	SPRAY OBSCURED VIEW	View obscured by water spray
134	TORRENTIAL	TORRENTIAL RAIN	Torrential Rain (exceptionally heavy rain)

Crash Analysis and Safety Review Addendum Ro January 23, 2020 Transportation Analysis Letter (TAL) Submitted to the City of Oregon City For Asteria Memory Care Facility at 182 Warner Parrott Road

Date: February 4, 2020

TO: John Replinger, PE, City of Oregon City

From: Gary Spanovich, Charbonneau Engineering

Copy: Frank Charbonneau, PE

CRASH ANALYSIS

Accident data for the three year period between 2015 and 2017 for Warner Parrott Road from Linn Avenue to South End Road, this can be found in the attachments from ODOT.

There were no accidents reported in the immediate vicinity of the site (182 Warner Parrott Road).

The following were the closest intersections with traffic accidents.

- TO THE WEST – To the west the nearest accident location was at King Road & Warner Parrott; In 2016 there were two accidents, one was a driver error and the second was a rear end, failed to avoid driver ahead; the intersection is 450 feet to the east from the proposed site.
- TO THE EAST – To the east the nearest accident was at Birchwood Drive & Warner Parrott; in 2015 a driver was following too close and caused a rear end accident; this intersection is 1200 feet to the east from the proposed site.

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

August 13, 2020

Mr. Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – ASTERIA MEMORY CARE – GLUA20-20

Dear Mr. Walter:

In response to your request, I have reviewed the materials in support of the proposed expansion of the Asteria Memory Care facility at 182 Warner Parrott Road. Key materials consist of the Transportation Analysis Letter (TAL) prepared under the direction of Frank Charbonneau, PE of Charbonneau Engineering. The TAL is dated January 23, 2020. An addendum adding crash information is dated February 4, 2020.

The applicant proposes a residential care facility of 30 beds. The facility is on the south side of Warner Parrott Road between Boynton Street and South End Road. According to the TAL, an existing house on the site is currently used for the same purpose.

Overall

I find the TAL addressed the city's requirements and provides an adequate basis to evaluate impacts of the proposed expansion.

Comments

1. ***Trip Generation.*** The TAL presented information on trip generation for a 30-bed assisted living facility. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual.* The engineer used the trip generation rates for land use category 254 – assisted living facility. The engineer predicted that the facility would produce 6 AM peak hour trips; 8 PM peak hour trips; and 78 weekday trips. The calculations of trip generation appear reasonable.

2. ***Access Locations.*** No change in access location is proposed in connection with the expansion. An existing driveway would serve the facility. According to the TAL, the

driveway is located 160 feet west of Boynton Street and 390 feet east of the intersection of King Road. The driveway location is appropriate.

3. ***Driveway Width.*** The driveway appears to meet city requirements for driveway width.

4. ***Intersection Spacing.*** No new street intersections are proposed.

5. ***Sight Distance.*** The engineer measured sight distance to be more than 500 feet to the west and 1000 feet to the east. This easily exceeds the 390-foot sight distance applicable to the site based on travel speed. The engineer concluded sight distance meets applicable standards. I concur.

6. ***Safety Issues.*** The February addendum provided information on crashes in the Warner Parrott Road corridor for the three-year period from 2015 through 2017. The engineer indicated there were two reported crashes at the intersection of Warner Parrott Road and King Road and one at the intersection of Warner Parrott Road and Birchwood Drive. Crash rates are low. The engineer did not find any safety issues associated with the proposed development. There is no indication that the development will cause any additional safety issues.

7. ***Consistency with the Transportation System Plan (TSP).*** Frontage along Warner Parrott Road appears to meet applicable standards as prescribed in the city code and the TSP.

Conclusion and Recommendations

I find that the TAL meets city requirements and that the proposed 30-bed facility will have insignificant transportation impacts. There is no need for any mitigation measures in connection with the expansion.

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

Sincerely,

John Replinger, PE
Principal

Oregon City\2020\GLUA20-20TAL

Oregon City GIS Map

Legend

- Street Names
- Taxlots
- Taxlots Outside UGB
- Unimproved ROW
- City Limits
- UGB
- Basemap

Notes

Overview Map

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

N

0 30 Feet

1: 360

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

Map created 10/15/2020

CITY OF OREGON CITY

Staff Report

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

To: Planning Commission **Agenda Date:** 10/26/2020

From: Community Development Director Laura Terway

SUBJECT:

Determine if the Planning Commission will Provide Policy Advice and/or Project Requests to the City Commission for the Next Biennium Budget

STAFF RECOMMENDATION:

No recommendation.

EXECUTIVE SUMMARY:

The existing city budget is projected through June 30, 2021, with a new two-year biennium budget expected to be adopted prior to expiration. In preparation for the next biennium budget, the Planning Commission has an opportunity to provide policy advise and/or project requests to the City Commission for their consideration.

The purpose of this discussion is to identify if the Planning Commission would like to provide policy advise and/or project requests to the City Commission and identify such requests. Note that funding and staff capacity to implement such requests may be limited.

BACKGROUND:

The City of Oregon City budget covers a two-year duration. The existing city budget is projected through June 30, 2021, with a new two-year biennium budget expected to be adopted prior to expiration.

The following excerpt is provided from the existing budget:

> The Budget is designed to enhance Core Services provided for the citizens of Oregon City. These core services include police protection, parks and recreation, community planning and safe buildings, maintenance of streets, and the provision of safe drinking water and sewer treatment services. In addition, Oregon City has an award-winning library and a growing tourism program.

Along with prioritization of core services, the City Commission is dedicated to improving livability in the community through the accomplishment of City Commission Goals and Priorities. The budget includes funding for several priorities that were established by the City Commission during their biennial goal setting workshop.

The purpose of this discussion is to identify if the Planning Commission would like to provide written policy advise and/or project requests to the City Commission for their consideration while assembling the budget. If so, this time will be used to preliminarily identify such requests. The City Commission must balance the needs of the City with overall availability of funds and limited staff resources. A prioritized list may be most beneficial for the City Commission.

The requests from the previous biennium as well as the associated staff recommendation is enclosed as well as the current City Commission Goals are attached for reference.

The Planning Commission has asked for City staff's preliminary identification of needed projects in the next biennium. The following list is a draft preliminary list from Community Development Department, subject to change. Note that the list exceeds the staff capacity and likely funding availability and thus will have to be prioritized.

- Adoption of the Comprehensive Plan Update (OC 2040)
- Update Municipal Code to comply with the requirements for missing middle housing in HB 2001. Adoption is required by June, 30, 2022.
- Reserve staff capacity and budget to implement a project identified in the Comprehensive Plan Update. Examples of projects which we have heard from the community over the years include:
    - Willamette Falls Legacy Project
    - Update Tree Regulations
    - Diversity, Equity, and Inclusion
    - Update Historic Review Board Design Guidelines
    - Updated Inventory Wetlands Citywide

OPTIONS:

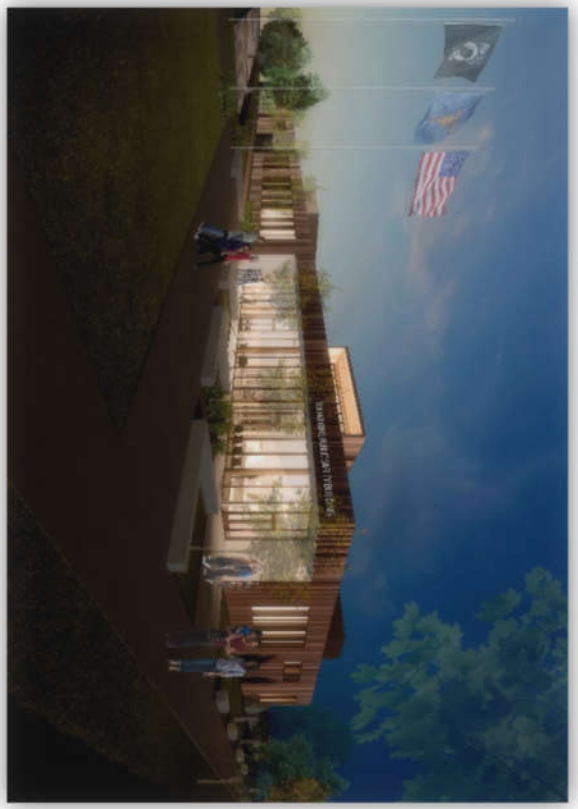
1. Provide policy advise and/or project requests in the 2021-2023 biennium budget.
2. Do not provide policy advise and/or project requests in the 2021-2023 biennium budget.

BUDGET IMPACT:

Amount: Unknown

FY(s): 2021-2023

Funding Source(s): Unknown



2019– 2021 GOALS AND PRIORITIES

City Commission

CITY COMMISSION OREGON CITY

Mayor and Commissioners

Mayor Dan Holladay

Commission President Frank O'Donnell

Commissioner Rocky Smith, Jr.

Commissioner Denyse McGriff

Commissioner Rachel Lyles Smith

CITY OF OREGON CITY

Vision and Mission Statements

Vision:

Embrace and advance Oregon City's historic role as a regional leader.

Mission:

Build a dynamic community that leads the State in safety, economic opportunity, livability, and historic significance.

GOAL 1 Cultivate an Environment for Successful Economic Development

Cove Project – Phase II

- Work with the Cove development team to implement the approved Disposition and Development Agreement and to complete the habitat restoration and mitigation assessment.

Railroad Quiet Zone

- Complete design and construction drawings of required quiet zone improvements at 10th and 11th Streets.
- Identify a funding strategy to construct the quiet zone improvements.

Beavercreek Employment Area

- Identify additional funding opportunities to provide needed infrastructure to serve this area.
- Continue partnership with the Chamber of Commerce, Clackamas Community College and Clackamas County Business and Economic Development to continue the marketing and development initiative efforts to bring investment and employment opportunities to this area.

Tourism Plan

- Implement the City's adopted Tourism Plan through a coordinated, collaborative effort with all stakeholders.

Urban Renewal District

- Determine how to proceed with the Urban Renewal Program in Oregon City through further discussion with the Urban Renewal Commission and public outreach/input.

City-wide Economic Development Plan

- Develop City-wide Economic Development Strategy.
- Intensify recruitment efforts by participating in Team Oregon, working with local companies with plans for expansion and connecting with site selectors.

Willamette Falls Legacy Project

- Complete the Federal, State and local permit approval process for phase 1 of the Riverwalk and begin construction in the spring of 2020.
- Continue to work with the property owner to determine future private development on the site including funding, infrastructure, parking and development strategies.

GOAL 2 Address Critical Facility/Operations Nee

City-wide Facility Planning

- Develop a long-term strategy for City facilities including new buildings in design/construction phases.
- Conduct public outreach to inform the development of a Facilities Plan and to educate residents on City facilities/ public meeting spaces.

Parks Deferred Maintenance

- Determine revenue options for the long-term maintenance of City Parks and Recreational Facilities and the prioritization of projects to be completed.
- Determine outreach plan and communication strategy to gather input from the community to guide Commission decisions.

Beavercreek Road Concept Plan Area

- Identify the preferred location, funding methods and necessary agreements to construct a new Beavercreek Reservoir and Pump Station to meet the distribution system needs in this area.

Information Technology

- Complete a strategic plan for short-term and long-term Information Technology infrastructure improvements and management needs to ensure the viability and security of the City's system.

GOAL 2 Address Critical Facility/Operations Ne (continued)

Meyers Road and Molalla Avenue Projects

- Complete the design and begin construction of the Meyers Road Extension and the Molalla Avenue Reconstruction Projects.

Public Works and Parks Operations Center

- Complete the redevelopment of the Fir Street property to accommodate the needs of Parks Maintenance and the Public Works Department.
- Determine the future use of the Public Works Operations Center property that is located on Center Street, including the upper yard, as part of a holistic facilities strategy.

Police, Commission, and Court Facility

- Complete the final design and begin construction of the new Facility.

GOAL 3 Enhance the Livability of the Community

Community Members Experiencing Homelessness

- Work with regional partners to identify additional funding and provide increased education on resources available to reduce and prevent homelessness in the community.

Waterfront Master Plan

- Revisit a portion of the Waterfront Master Plan, including Clackamette Park, the boat ramp location, the RV Park and the City-owned properties across from Clackamette Park.

Construction Excise Tax

- Review the potential implementation of an affordable housing construction excise tax and how revenues could be distributed and invested into programs and projects to reduce housing costs and provide affordable housing opportunities.

Ermatinger House

- Work with strategic partnerships and stakeholders to establish a long-term operation and maintenance plan.
- Work to connect the House with the tourism plan and economic development.

Comprehensive Plan Update

- Identify grant opportunities and begin the process to update the Oregon City Comprehensive Plan.

GOAL 4 Pursue Opportunities to Increase Transparency and Encourage Citizen Participation

City-wide Communications Strategy

- Create and implement a City-wide Communications plan.

Electronic Records Management and Information Governance

- Conduct a City-wide records inventory and make the information readily available, which will increase public access to City records and information.

Oregon Library Association Public Library Standards

- Create and implement a consistent method to survey and assess the community to meet the Oregon Library Association Public Library Standards and ensure the Library provides appropriate resources and services.

GOAL 5 Maintain Fiscal Health & Long -Term S

Deferred Water Infrastructure

- Begin community outreach and communications regarding long-term water rates and the need for infrastructure replacement.
- Prepare for possible ballot measure to address degraded water system.

Parks and Recreation Master Plan

- Update the Parks and Recreation Master Plan, Capital Improvement Plan and complete a System Development Charge analysis for the City's park system.
- Adopt the appropriate System Development Charge to implement the projects identified in the Master Plan.

Stormwater Master Plan

- Update the Stormwater Master Plan, Capital Improvement Plan and complete a Rate Study and System Development Charge analysis of the City's stormwater system.
- Adopt the appropriate System Development Charge to implement the projects identified in the Master Plan.

CITY OF OREGON CITY
CITY COMMISSION
2019 - 2021 GOALS, PRIORITIES AND MILESTONES

Adopted by the City Commission on April 17, 2019

Vision: Embrace and advance Oregon City's historic role as a regional leader.

Mission: Build a dynamic community that leads the State in safety, economic opportunity, livability, and historic significance.

GOAL 1: Cultivate an Environment for Successful Economic Development	
Priority	**Milestones**
Willamette Falls Legacy Project	Complete the Federal, State and Local permit approval process for phase 1 of the Riverwalk and begin construction in the spring of 2020. Continue to work with the property owner to determine future private development on the site including funding, infrastructure, parking and development strategies.
Cove Project – Phase II	Work with the Cove development team to implement the approved Disposition and Development Agreement and to complete the habitat restoration and mitigation assessment.
Railroad Quiet Zone	Complete design and construction drawings of required quiet zone improvements at 10th and 11th Streets. Identify a funding strategy to construct the quiet zone improvements.
Beavercreek Employment Area	Identify additional funding opportunities to provide needed infrastructure to serve this area. Continue partnership with the Chamber of Commerce, Clackamas Community College and Clackamas County Business and Economic Development to continue the marketing and development initiative efforts to bring investment and employment opportunities to this area.
City-wide Economic Development Plan	Develop City-wide Economic Development Strategy. Intensify recruitment efforts by participating in Team Oregon, working with local companies with plans for expansion and connecting with site selectors.

Urban Renewal District	Determine how to proceed with the Urban Renewal Program in Oregon City through further discussion with the Urban Renewal Commission and public outreach/input.
Tourism Plan	Implement the City's adopted Tourism Plan through a coordinated, collaborative effort with all stakeholders.

GOAL 2: Address Critical Facility/Operations Needs	
Priority	**Milestones**
City-wide Facility Planning	Develop a long-term strategy for City facilities including new buildings in design/construction phases. Conduct public outreach to inform the development of a Facilities Plan and to educate residents on City facilities/public meeting spaces.
Public Works and Parks Operations Center	Complete the redevelopment of the Fir Street property to accommodate the needs of Parks Maintenance and the Public Works Department. Determine the future use of the Public Works Operation Center property that is located on Center Street, including the upper yard, as part of a holistic facilities strategy.
Meyers Road and Molalla Avenue Projects	Complete the design and begin construction of the Meyers Road Extension and the Molalla Avenue Reconstruction Projects.
Beavercreek Road Concept Plan Area	Identify the preferred location, funding methods and necessary agreements to construct a new Beavercreek Reservoir and Pump Station to meet the distribution system needs in this area.
Parks Deferred Maintenance	Determine revenue options for the long-term maintenance of City Parks and Recreational Facilities and the prioritization of projects to be completed. Determine outreach plan and communication strategy to gather input from the community to guide the Commission decisions.
Information Technology	Complete a strategic plan for short-term and long-term Information Technology infrastructure improvements and management needs to ensure the viability and security of the City's system.
Police, Commission, and Court Facility	Complete the final design and begin construction of the new Facility.

GOAL 3: Enhance the Livability of the Community	
Priority	Milestones
Community Members Experiencing Homelessness	Work with regional partners to identify additional funding and provide increased education on resources available to reduce and prevent homelessness in the community.
Waterfront Master Plan	Revisit a portion of the Waterfront Master Plan, including Clackamette Park, the boat ramp location, the RV Park and the City-owned properties across from Clackamette Park.
Construction Excise Tax	Review the potential implementation of an affordable housing construction excise tax and how revenues could be distributed and invested into programs and projects to reduce housing costs and provide affordable housing opportunities.
Ermatinger House	Work with strategic partnerships and stakeholders to establish a long-term operation and maintenance plan. Work to connect the House with the tourism plan and economic development.
Comprehensive Plan Update	Identify grant opportunities and begin the process to update the Oregon City Comprehensive Plan.

GOAL 4: Pursue Opportunities to Increase Transparency and Encourage Citizen Participation	
Priority	**Milestones**
City-wide Communications Strategy	Create and implement a City-wide Communications plan.
Electronic Records Management and Information Governance	Conduct a City-wide records inventory and make the information readily available, which will increase public access to City records and information.
Oregon Library Association Public Library Standards	Create and implement a consistent method to survey and assess the community to meet the Oregon Library Association Public Library Standards and ensure the Library provides appropriate resources and services.

GOAL 5: Maintain Fiscal Health and Long-Term Stability	
Priority	**Milestones**
Deferred Water Infrastructure	Begin community outreach and communications regarding long-term water rates and the need for infrastructure replacement. Prepare for possible ballot measure to address degraded water system.
Parks and Recreation Master Plan	Update the Parks and Recreation Master Plan, Capital Improvement Plan and complete a System Development Charge analysis for the City's park system. Adopt the appropriate System Development Charge to implement the projects identified in the Master Plan.
Stormwater Master Plan	Update the Stormwater Master Plan, Capital Improvement Plan and complete a Rate Study and System Development Charge analysis for the City's stormwater system. Adopt the appropriate System Development Charge to implement the projects identified in the Master Plan.

OREGON CITY

Community Development – Planning

698 Warner Parrott Road | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

January 23, 2019

To:	Mayor and City Commission of Oregon City
From:	Laura Terway, AICP, Community Development Director
Re:	Planning Commission and Natural Resources Committee Recommendations to the City Commission for the 2019-2021 Biennium

The City Commission will soon be meeting to identify a series of city-wide goals for the 2019-2021 biennium. The goals often include largescale projects or partnerships which reflect the values of the community and exceed daily departmental tasks. As there are varying projects addressing different needs within the community, the challenge remains prioritizing and balancing goals while allocating resources responsibly to adequately address our community's needs.

The Planning Commission and Natural Resources Committee have each identified a series of projects for the City Commission's consideration in the 2019-2021 goals and/or associated budget. After the initial project requests, discussion with each of the committees clarified and in some cases narrowed the list of requests. This memo identifies the narrowed project requests and provides background on the scope of the projects, estimated resources required to complete the project, and a recommendation of how each request balances with other needs within the Community Development Department and the upcoming City Commission's goals.

Prioritized Planning Commission Recommendations

1. **Updating the Oregon City Comprehensive Plan (Including an Analysis of Affordable Housing Units)**
   Planning Commission Recommendation to Update the Comprehensive Plan: The existing Comprehensive Plan for Oregon City was adopted in 2004. In the past fourteen years the City has seen significant growth, a changing population, increased housing costs, adoption of multiple concept plans, economic growth, increased traffic, and new City facilities. The update of the Comprehensive Plan should include an analysis of the location of and uses within each zoning designation throughout the City, and should incorporate the findings of the Housing Needs Analysis being currently conducted. We encourage the City Commission to ensure that adequate funding for an updated Comprehensive Plan is allocated within the next budget biennium. The Natural Resource Committee also support this request in their separate letter to the City Commission.

   Planning Commission Recommendation to Support Affordable Housing Units: Though the proposed code amendments provide opportunities to increase the number of housing units and housing options, they provide no guarantee that affordable housing will be built. Local jurisdictions often employ a variety of other tools to encourage affordable housing by preserving existing housing stock and supporting new construction. We suggest the Commission consider a menu of approaches to further support affordable housing, including:
   - Provide property tax exemptions for up to ten years for multi-unit projects that meet certain rent affordability targets;

- Charging full system development charges (SDCs) for a home that replaces a demolished home;
- Provide a reduction or waiver of SDCs for accessory dwelling units, and/or new multi-unit housing;
- Adopt disincentives for demolition of existing housing stock beyond protected historic resources;
- City housing bond measure similar to the one being considered by Metro;
- Require that new multi-unit developments include a given percentage of below-market rate units (known as inclusionary zoning);
- Create a locally-funded rent voucher system;
- Include workforce housing projects in Urban Renewal projects;
- Use of other capital improvement funds to help pay for the infrastructure needed to serve a workforce housing project.

Staff Recommendation: The Comprehensive Plan provides a framework for how the City will maintain compliance with statewide planning goals and evolve over time. Last adopted in 2004, the Comprehensive Plan ensures that land resources are thoughtfully and efficiently used, that public services are cost-effective and adequate, that natural and historic resources that help define the city's character are protected and preserved, and that citizens will have continuing influence on the on-going decisions about the growth and development of their community and government participation. The plan provides a balanced approach to protect and maintain the quality of life and social and economic vitality of the community. An analysis of how the City will accommodate future housing needs and affordability is an essential component to updating the Comprehensive Plan and the desire to further consider the strategies identified by the Planning Commission may be included in the update process.

Though the update is not required by law, it provides an opportunity to update the plan to reflect the changes in the community. Implementation of the goal would begin with in-depth community visioning and seeking to understand our citizen's vision of the future before breaking the update into smaller projects. Aside from assuring the plan complies with all regulations, the key to a successful Comprehensive Plan update is meaningful, inclusive, diverse, and frequent public involvement by all members of our community.

The overall project cost is expected to be approximately $300,000. Though there is no single-source which could fund all of the work, staff would like to apply for a Technical Assistance Grant from the Department of Land Conservation and Development (DLCD), and utilize a variety of other funding sources related to specific topics such as environmental protection, transportation, or historic preservation. The project will require significant staff time associated with public outreach, coordinating meetings, etc.

Completion of the Comprehensive Plan is expected to take a number of years and result in identification of a variety of follow up projects which could include some of the projects, such as streamlining vacation rental approval process, updating the stream and wetland inventory, etc. *Staff recommends initiating the Comprehensive Plan Update as a 2019-2021 City Commission goal and seeking additional funding sources to assist with the costs.*

2. Streamline Short Term and Vacation Rental Approval Process and Standards

Planning Commission Recommendation to Streamline Short Term Rental Approval and Standards: Planning Commission heard testimony from several people regarding short term rentals such as HomeAway, Air B&B and Vacation Rental by Owner. Currently Bed and Breakfast use providing accommodation for less than thirty (30) days requires a Conditional Use permit, whether the house is entirely or partially rented out. The Conditional Use application review process is lengthy and a significant expense (the 2018 review fee is $3,952.00 and also requires the submission of a Site Plan and Design Review application with a minimum review fee of $862.00). We therefore encourage the City Commission to consider a more streamlined review process for certain types of Bed and Breakfast uses. Such a process could be tailored to Oregon City and adapted from what other Oregon Communities have adopted (e.g. Newport, McMinnville and others), including additional policies, criteria and procedures that could streamline the approval process for short-term vacation rentals and assure that homeowners have some flexibility to use their property in this manner, while providing assurances that any negative impacts on the character and livability of the adjacent residential neighborhood is taken into account and mitigated.

Staff Recommendation: Currently, in residential zoning designations, rentals less than 30 days in length require a Conditional Use permit which goes before the Planning Commission for approval. This process requires approximately 6 months and application fees to review the proposal against criteria identified in the Municipal Code and Comprehensive Plan. Some cities have created criteria which mitigate impacts of short-term rentals on the surrounding neighborhood and allow review of short-term rentals in a shorter and less expensive process.

There has not been significant discussion about changing the short-term rentals regulations or review process at the Planning or City Commission level. The process of amending the regulations should include significant and meaningful public input beyond the Legislative approval process before the Planning and City Commission. The public may consider if amending the process and standards for short-term rentals is warranted with the Comprehensive Plan update. *Though the project may be needed, staff does not recommend considering this item in the 2019-2021 biennium due to limited staff and funding.*

3. Comprehensive Tree Regulation Review

Planning Commission Recommendation to Regulate Tree Removal Prior to Annexation and Reassess City-Wide Regulations: The proposed amended code includes standards regarding tree removal during the local annexation review process. However, property owners are still able to remove significant tree canopy while the property is within Clackamas County jurisdiction, prior to submittal of an annexation application. This is a significant concern, because the properties in the County are not subject to the generally stricter standards for tree removal and plantings of mitigation trees in the City. We encourage the City Commission to review policies adopted by neighboring jurisdictions to address this concern through discouragement of annexation for properties where significant tree removal has occurred soon before the submittal of an annexation application.

Upon further discussion with the Planning Commission, they identified the need for a global review of tree regulations both within the city limits, as well as prior to annexation (while the trees are within Clackamas County's jurisdiction).

Staff Recommendation: Tree removal in the City is not regulated in all cases. Generally, the City currently regulates tree removal for all properties during the development process, in the right-of-way,

when there is a recorded covenant, or on private property when the use is not single-family or duplex. Tree removal is regulated in some cases when the property is within an environmental or historic overlay. The code regulates tree removal by requiring replacement trees be replanted to mitigate for the trees which are proposed to be removed.

Since tree removal is not consistently regulated for all properties, a single property may not be regulated for tree removal one day but may be subject to replanting the next. For example, though tree removal is proposed to be added as an annexation factor during the annexation process, in many cases, tree removal could occur after annexation without City review or mitigation plantings. A more common example applies to residential properties not within overlay districts which may cut down all of the existing trees without any review, though once they submit an application to subdivide the property, all tree removal is subject to approval by the City and mitigation plantings.

The City Commission and Planning Commission have indicated in the past a desire to audit all tree regulations and create comprehensive tree protections, though the process would require significant cost, staff, and time in order to obtain adequate public input and work with Clackamas County as well as interested parties, such as the Natural Resources Committee. In order to change regulations, the development code would need to be amended through a Legislative process with public input and a series of hearings before the Planning and City Commission, which can be costly, staff intensive, and require a significant amount of time. If the City proposes change the Clackamas County regulations, their development code would likely also need to be modified.

Staff recommends revising the proposed code amendment currently before the City Commission adding tree removal during the annexation process as an annexation factor and reevaluating tree removal in a comprehensive manner which includes tree removal in the urban growth boundary as a part of that process in the future. Due to limited staff resources, this project should be revisited in the 2021-2023 biennium, after the Comprehensive Plan is updated.

4. Rezone Existing Manufactured Home Parks

Planning Commission Recommendation to Rezone Existing Manufactured Home Parks for Exclusive Use as Manufactured Home Parks: The Planning Commission has recently heard concerns from residents of a manufactured home park about potential sale of that property. Though the City Commission has adopted measures in Oregon City Municipal Code Chapter 15.52 to assist residents in the case of a park closure, we urge the Commission to provide further protections by investigating rezoning of all manufactured home parks to a zoning designation which only allows alternative low cost housing options such as manufactured homes, tiny homes, and similar housing.

Staff Recommendation: All existing manufactured home parks within the City are currently within the R-3.5 Dwelling District. The zoning designation currently allows for redevelopment primarily into single and two-family homes, though the proposed code amendments would broaden the allowable uses to include manufactured home parks as well as 3-4 plexes. The request to rezone the existing manufactured home parks for exclusive use as a manufactured home park requires additional public input from the community and manufactured home park owners, research and approval by the Planning Commission and City Commission.

The City is currently in the process of conducting a housing needs analysis and buildable lands inventory which will be used to inform the future Comprehensive Plan update. As a part of this process, housing types, affordability, and availability will be analyzed. If it is determined that the

community would like to rezone existing manufactured home parks exclusively for that use to avoid redevelopment into another housing type, that may occur with the Comprehensive Plan update. Rezoning property should be carefully considered, as it will likely influence the value of private property. *Staff recommends considering rezoning of manufactured home parks for exclusive use as manufactured home parks as a part of the Comprehensive Plan Update.*

Natural Resources Committee Recommendations

Wetland Overlays

NRC Recommendation: In our 2017 report to the City Commission, the Natural Resource Committee (NRC) pointed out that our wetland natural resource overlays haven't been updated since 1999, when the Local Wetland Inventory was made part of the City's Comprehensive Plan. The NRC noted that the Oregon Department of State Lands had made a new wetland delineation in Canemah. City Code Chapter 17.49 provides that such newly discovered wetlands are not regulated by the City if they are wholly outside of the established Natural Resources Overlay District (NROD). The Planning Department has sought grant opportunities to review and to update our NROD overlays but has not yet been successful. The NRC still desires code changes that would permit the establishment of a temporary wetland-area overlay when a new delineation is made or a previous overlay was found to be in error. A permanent overlay could be established later when resources are available to determine its appropriate boundaries.

Staff Recommendation: The Natural Resources Overlay District (NROD) protects streams and wetlands by implementing a vegetated corridor buffer between natural features and development. While the City regulates this vegetative corridor and impacts to it, it does not regulate wetlands or streams themselves, but coordinates with other agencies which do. The City adopted a map with a buffer around the streams and wetlands which varies in width depending on the type of feature, size of drainage basin, and topography. This map allows the NROD regulations to be applied when development occurs within the boundary. When properties within the overlay boundary develop, a review process is typically initiated to delineate the exact location of natural features onsite, determine the required vegetated corridor width, minimize the impact of development within the corridor, and mitigate for any impacts to it.

Due to legal requirements the overlay district map may only be amended through a Type IV land use process including Planning Commission and City Commission review. If a feature is found outside of the overlay district, the City does not always have the authority to regulate the vegetated corridor surrounding the feature until a process to incorporate the feature within the NROD is completed.

Though the City's adopted wetland and stream inventory is from 1999, the NROD overlay has been updated with additional resources and mapping specified in the code, such as LIDAR data from Oregon Department of Geology and Mineral Industries (DOGAMI). Staff reviewed all wetlands reported to the Department of State Lands and identified a single wetland which was outside of the scope of the NROD overlay and is currently working on a process to add the wetland and associated buffer to the NROD boundary.

Staff researched the Natural Resources Committee request to update the stream and wetland inventory and identified an approximate project cost of $300,000. In addition to utilizing digital

data, this project requires on-site investigation of resources on private properties throughout the City (with owner consent) by biologists or scientists. This significantly adds to the cost and length of time needed to complete the project. Staff investigated potential grant opportunities with Metro, Department of State Lands, Department of Land Conservations and Development, and other sources, but was unable to identify a source or multiple sources which can be combined to finance this project.

During the Comprehensive Plan update natural resources, such as streams and wetlands, will be reviewed. This process may be used to identify if it is a priority for the City to reinventory the overlay district. If a need is identified, the process of reinventorying the features throughout the City could be a product of the Comprehensive Plan which could be prioritized among other follow-up projects. *Staff recommends continuing to move forward adding the wetland identified outside of the NROD to the overlay district, monitor grants for future funding sources, and revisit this request with the 2021-2023 goals and budget cycle.*

Heritage Tree Designation

NRC Recommendation: The NRC still wishes to determine if funds can be identified to off-set the expensive arborist costs a land owner must incur in order to hire an arborist to determine whether a tree qualifies for the designation, not only in terms of the age of the tree, but also whether the tree is disease free and is not a potential safety threat to property, infrastructure, or people. The NRC still requests in the upcoming budget cycle that the City Commission consider funding a part-time arborist position to assist in this effort as well as to deal with other tree issues on City property and public rights-of-way.

To offset the cost of a part-time arborist, consideration should also be given to revise our code so as to not require such a detailed arborist study because the owner of the property owner having a diseased or unsafe heritage tree is permitted to remove the heritage tree under the current code.

Staff Recommendation: Chapter 12.32 of the Oregon City Municipal Code identifies a Heritage Tree designation to recognize, foster appreciation and provide for voluntary protection of certain trees, because of their age, species, natural resource value, ecological or historical association, are of special importance to the city. The code requires a certified arborist, forester, or ecologist to produce a report that the tree is not irreparably damaged, diseased, hazardous or unsafe. In addition, an arborist is required to determine if a tree may be removed due to poor health or a hazard. Though a request was made by the NRC, the Planning Commission decided not to amend the Heritage Tree requirements in the draft code amendments currently before the City Commission. Staff suggests including code amendments to Heritage Trees as a part of the city-wide tree regulation review.

The City does not currently employ a certified arborist. Currently, the Public Works and Community Services departments contract with arborists on an as-needed basis. The average cost of and arborist is approximately $100-$300 for a basic report. Staff could dedicate up to $300 per year of existing funds, for the NRC to dedicate towards a contract arborist. With this funding, additional staff resources would be required to secure arborists, meet them onsite, and manage the products. *Staff Recommendation is to consider a broad update to the tree regulations city wide (including heritage trees) after the Comprehensive Plan is updated. In the meantime, $300 per year may be allocated to the NRC to hire an arborist to assist with Heritage tree nominations and removal requests.*

Education Campaign to Highlight the Geologic Significance of the Bluff

NRC Recommendation: Professor Burns, Portland State University Professor Emeritus and former Director of the PSU's Department of Geology, has recommended contacting the state geologist responsible for the states geological survey (DOGAMI) and to the Ice Age Flood Institute's Portland section to seek such a designation, and we are requesting from the City Commission the right to do so with the goal of having such a designation considered by the Parks and Recreation Advisory Committee and considered and proposed by the City Commission.

Though the initial request was focused on designating a specific property as "geologically significant", upon further discussion with the NRC, the group clarified the purpose of their request was to provide an educational campaign to highlight the geologic significance of the bluff. There was no desire to alter the regulations related to land use or development. They discussed a variety of tools to achieve this goal such as coordination with tourism, etc.

Staff Recommendation: The process for researching and creating educational literature related to the geologic significance of the area is a project within the scope of the Natural Resource Committee. Staff supports the NRC placing the item on their work plan and once it is completed, providing the documentation to the Economic Development Department to inform the City's tourism strategy.

Staff researched the "Geologically Significant" designation with Dr. Scott Burns of Portland State University, Bill Burns of the Oregon Department of Geology and Mineral Industries (DOGAMI), as well as online and was unable to identify an official "Geologically Significant" designation. However, the City may create our own local designation as an honorary designation or for tourism purposes. The process of doing so would include defining the parameters of the designation and identifying how it may apply throughout the city. This is anticipated to be a time-intensive process which would also require moderate financial support for notifications, advertising, printing, consulting geologists, etc. *Staff recommends the City Commission not place the request in the goals, but that the NRC assemble educational literature about the geologic significance of the bluff and provide the documentation to the Economic Development Department for their use related to tourism.*

Exhibits:

A. Planning Commission Requests
    1. General Planning Commission Request
    2. Affordable Housing Related Planning Commission Request
B. Natural Resources Committee Request