



CITY OF OREGON CITY HISTORIC REVIEW BOARD AGENDA

Virtual Meeting
Tuesday, June 22, 2021 at 7:00 PM

This meeting will be held online via Zoom; please contact planning@orccity.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. To assist in tracking your time, refer to the timer at the dais. 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. The Historic Review Board Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

PUBLIC HEARING

1. GLUA 21-00028/HR-21-00011 and HR 21-00012: Historic Review for preservation incentive and demolition request in the Canemah National Register District
2. GLUA 21-00033/HR-21-00014: Historic Review for an addition to a historic landmark at 1302 17th Street (the Casper Weismandel residence).
3. GLUA 21-00034/HR-21-00013: Historic Review for the realignment of the Barlow Trail visual corridor.

OTHER BUSINESS

4. October 27, 2020 Minutes
5. December 10, 2020 Minutes

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City 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 Recorder 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 Website.

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



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-bbb657-0891

To: Historic Review Board
From: Planner Kelly Reid

Agenda Date: 06/22/2021

SUBJECT:

GLUA 21-00028/HR-21-00011 and HR 21-00012: Historic Review for preservation incentive and demolition request in the Canemah National Register District

STAFF RECOMMENDATION:

Staff Recommends approval.

EXECUTIVE SUMMARY:

This application is for a preservation incentive and demolition request related to a new construction project that was approved by HRB in 2019 through HR 19-05. The site plan and building designs have not changed from what was approved by HRB. The applicant is formally requesting a preservation incentive for the detached garage/ADU, and formally requesting approval for the previous demolition of a non-contributing accessory structure to meet a condition of approval for HR-19-05.

The preservation incentive is to allow a setback of 7 feet from the rear property line for the detached garage/ADU structure that is 19'5" in height.

The demolition of the shed has already been completed. The shed was in disrepair and was made with noncompatible materials. The construction date is unknown.

BACKGROUND:

This application is for a preservation incentive and demolition request related to a new construction project that was approved by HRB in 2019 through HR 19-05. The site plan and building designs have not changed from what was approved by HRB. The applicant is formally requesting a preservation incentive for the detached garage/ADU, and formally requesting approval for the previous demolition of a non-contributing accessory structure to meet a condition of approval for HR-19-05.

The preservation incentive is to allow a setback of 7 feet from the rear property line for the detached garage/ADU structure that is 19'5" in height. Because the structure is 19.5 feet in height, the required setback would be 20 feet. The applicant requests a formally-

approved preservation incentive to allow the 7 foot setback as shown in the site plan. While the HRB approved the site plan in 2019, it did not acknowledge the need for the incentive at the time. Now that the height of the structure is finalized with final building plans, the applicant is requesting the formal incentive. Staff finds that the preservation incentive is warranted because it provides for more space between the garage and the home, which is more consistent spacing within the historic district, and it allows the garage to be placed farther away from the A. E. Davis historic home.

The demolition of the shed has already been completed. The shed was in disrepair and was made with noncompatible materials. The construction date is unknown.

OPTIONS:

1. Approve the proposal with conditions (staff recommendation)
2. Approve the proposal with modified conditions and provide revised findings
3. Deny the proposal and provide revised findings.



**Historic Review
Staff Report for a Preservation Incentive and Demolition
in the Canemah National Register Historic District
June 15, 2021**

FILE NO.: GLUA 21-00028/HR-21-00011 and HR 21-00012

HEARING DATE: June 22, 2015
7:00 p.m. – virtual meeting. Email planning@orc.org for the virtual meeting link.

APPLICANT/OWNER: Ron Bistline
712 4th Avenue
Oregon City, OR 97045

LOCATION: Clackamas County Map 3-1E-01AA Taxlot 02601
708 4th Avenue
Oregon City, OR 97045

REQUEST: Preservation incentive and demolition request related to a new construction project in the Canemah National Register Historic District that was approved by HRB in 2019 through HR 19-05. The site plan and building designs have not changed from what was approved by HRB. The applicant is formally requesting a preservation incentive for the detached garage/ADU, and formally requesting approval for the previous demolition of a non-contributing accessory structure to meet a condition of approval for HR-19-05.

REVIEWER: Kelly Reid, Planner, AICP

RECOMMENDATION: Approval

CRITERIA: Canemah Neighborhood Association
Administration and Procedures are set forth in **Chapter 17.50**, Historic Overlay District in **Chapter 17.40**, and Low Density Residential Districts in **Chapter 17.08**, and Supplemental Zoning Regulations and Exceptions in **Chapter 17.54** of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org

Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the hearing, in person or by letter, with sufficient specificity to afford the Historic Review Board and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Historic Review Board may be appealed to the City Commission by parties with standing within fourteen (14) calendar days of the notice of decision.

Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

BACKGROUND:

Site and Context

The subject property is a 5,000 square foot lot located in the Canemah National Historic District and is located on the south side of 4th Avenue between the A.E. Davis contributing historic home at 702 4th Ave and new construction at 712 4th Ave.

The subject property is within the Geologic Hazards Overlay District. An unimproved 12-foot wide alley lies to the west of the property.

The HRB approved a new single family home and detached garage with second floor Accessory Dwelling unit as part of HR 19-05 in 2019.



Aerial photo

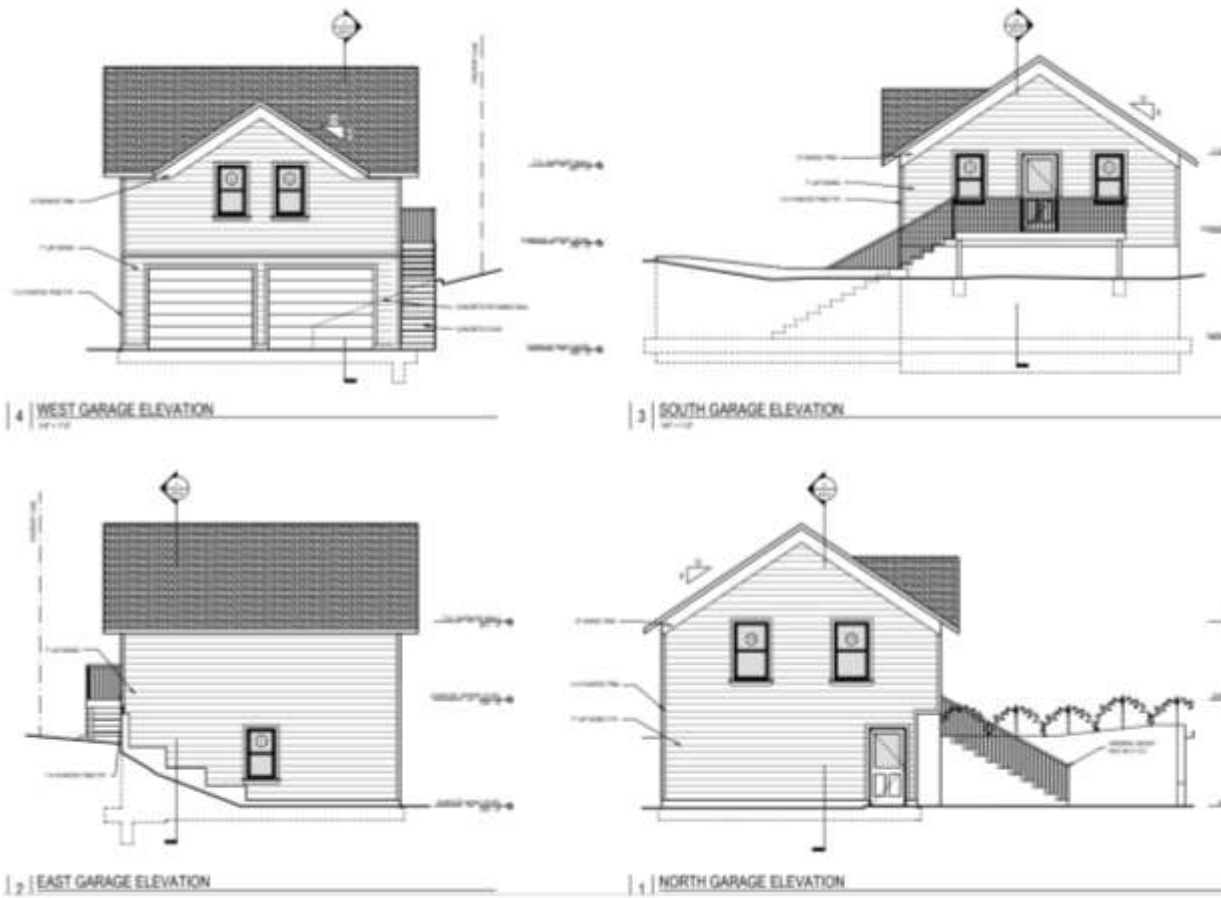


Topography



Vicinity Map





Garage/ADU elevations



Side profile showing topography



Views of property from 4th Avenue

Project Summary:

PRESERVATION INCENTIVE

A preservation Incentive is requested to allow a 7-foot rear setback for the garage/ADU structure. This setback was approved by HRB in 2019 but was not recognized as a preservation incentive at the time. See findings below.

DEMOLITION

The applicant submitted the following narrative for the Demolition:

The Bistline new single family residence and detached garage/ADU in the Canemah National Register Historic District (GLU-19-00027/HR 19-05) was approved to build per the decision and criteria issued on September 26, 2019 by the Historical Review Board.

One of the Conditional of Approval was, "Prior to issuance of Building Permits".

(2.) "The applicant shall submit an HRB demolition application for the shed that was removed, along with any required demolition permits from the building department, prior to issuance of any new building permits on site."

The non-historical shed was built in the City ROW and on private property to none of the City standard building codes for a shed. The shed was built using non-approved siding and a metal roof. The structure had a height of approximately 6 feet plus was open sided and had a dirt floor. The shed was a Safety Hazard (especially for my grandkids that played on the property) because of exposed 110v live un-permitted electricity wire sticking out of one of the walls. The wire was run underground less than 2 inches in depth from adjacent property (702-4th) that was not the owner of this property. The shed was a Health Hazard infested with rats and nests. The shed housed odd and ends of junk that had to be discarded at the dump, and blackberries had to be removed from most of the back of the structure.

City Staff said there would not be a need for any building department demolition permits required. The shed has already been demolished 2 years ago because of the sheds condition.

The shed would have been demolished because the applicants drive way access was where the shed resided."



Zoning:

The property is zoned R-6 Single-Family Dwelling District and Low Density Residential in the Comprehensive Plan. The property is also located with the Geologic Hazard, Willamette River Greenway, and Natural Resource Overlay Districts. The applicant has received approval through the Geologic Hazard, Willamette River Greenway, and Natural Resources review processes.

CODE RESPONSES:**17.40.065 - Historic Preservation Incentives.**

A. Purpose. *Historic preservation incentives increase the potential for historically designated properties to be used, protected, renovated, and preserved. Incentives make preservation more attractive to owners of locally designated structures because they provide flexibility and economic opportunities.*

B. Eligibility for Historic Preservation Incentives. *All exterior alterations of designated structures and new construction in historic and conservation districts are eligible for historic preservation incentives if the exterior alteration or new construction has received a certificate of appropriateness from the Historic Review Board per OCMC 17.50.110(c).*

C. Incentives Allowed. *The dimensional standards of the underlying zone as well as for accessory buildings (OCMC 17.54.100) may be adjusted to allow for compatible development if the expansion or new construction is approved through historic design review.*

D. Process. *The applicant must request the incentive at the time of application to the Historic Review Board.*

Finding: Complies as Proposed.

The applicant requests a preservation incentive for the rear setback for the garage/ADU structure. The following code section requires a 20 foot setback for this structure:

17.54.010 Accessory Buildings and Uses

2. Accessory Structures with a Footprint from Two Hundred to Six Hundred Square Feet:

a. Shall be located behind the front line of the primary structure;

b. Shall comply with the dimensional standards of the zoning designation, including height, setbacks, and lot coverage unless modified pursuant to subsection c; and

c. Side and rear setbacks may be reduced to not less than three feet for one accessory structure and its projections if the height does not exceed seventeen feet as defined in OCMC 17.04.550.

Because the structure is 19.5 feet in height, the required setback would be 20 feet. The applicant requests a formally-approved preservation incentive to allow the 7 foot setback as shown in the site plan. While the HRB approved the site plan in 2019, it did not acknowledge the need for the incentive at the time. Now that the height of the structure is finalized with final building plans, the applicant is requesting the formal incentive. The Board's findings from 2019 regarding the size and placement of the structure was:

The garage/ADU behind the home is proposed as 528 square feet footprint, 1.5 story, with a 5-foot setback from the neighboring property line. The structure is proposed to be setback from the rear property line by 4 feet. The grade difference at the rear of the property is such that a retaining wall is needed, and only the upper story of the structure will be at the rear property line grade. The height of the garage/ADU is less than the home.

The major concerns of the Board in 2019 were that the garage structure not be taller than the proposed home, and that the impact on the A.E Davis historic house next door be minimized. The applicant's proposal maintains the lower height for the garage/ADU, and it does not change the distance from the neighboring historic home. The property behind the subject site is considerably higher in elevation, which will limit the impact of the proposed building height and setback. A structure of 17 feet in height or less would be permitted a 3 foot setback from the rear property line. Because of the grade difference, this structure will have less impact than a 17 foot structure on a flat property. Staff finds that the preservation incentive is warranted because it provides for more space between the garage and the home, which is more consistent spacing within the historic district, and it allows the garage to be placed farther away from the A. E. Davis historic home.

17.40.070 - Demolition and moving.

A. If an application is made for a building or moving permit to demolish or move all or part of a structure which is a landmark or which is located in a conservation district or an historic district, the building inspector shall, within seven days, transmit to the historic review board a copy of the transaction.

B. The historic review board shall hold a public hearing within forty-five days of application pursuant to the procedures in Chapter 17.50. C. In determining the appropriateness of the demolition or moving as proposed in an application for a building or moving permit, the board shall consider the following:

1. All plans, drawings and photographs as may be submitted by the applicant;

Finding: Complies as Proposed. The applicant submitted a site plan along with a photo of the shed.

2. Information presented to a public hearing held concerning the proposed work;

Finding: The Board will consider all information presented at the public hearing.

3. The city comprehensive plan;

Section 5

Open Spaces, Scenic and Historic Areas, and Natural Resources

Canemah is an important example of a relatively intact riverboat town with architectural resources dating from the 1860s. Having evolved from a community for the elite of the riverboat industry to a workers' community, Canemah retains essentially the same sense of place it had in the latter half of the 19th century. Situated above the Falls of the Willamette, it was an important portage town and the major shipbuilding center on the upper Willamette River. Canemah was listed as a Historic District in the National Register of Historic Places in 1977.

Policy 5.3.8

Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Finding: Complies as Proposed.

The period of significance for Canemah is 1850-1928. The construction date of the shed is unknown, but it was not considered significant or to have historic integrity. Further, the shed was built with noncompatible materials and was placed within the alley right-of-way, likely without city approval. Staff finds that the demolition of the shed does not have a negative impact on the Canemah National Register District.

4. The purpose of this section as set forth in Section 17.40.010;

The purpose of the district is

- A. *Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the city's cultural, social, economic, political and architectural history;*
- B. *Safeguard the city's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts;*
- C. *Complement any National Register Historic districts designated in the city;*
- D. *Stabilize and improve property values in such districts;*
- E. *Foster civic pride in the beauty and noble accomplishments of the past;*
- F. *Protect and enhance the city's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided;*
- G. *Strengthen the economy of the city;*
- H. *Promote the use of historic districts and landmarks for the education, pleasure, energy conservation, housing and public welfare of the city; and*
- I. *Carry out the provisions of LCDC Goal 5.*

Finding: Complies as Proposed. The construction date of the shed is unknown, but it was not considered significant or to have historic integrity. Further, the shed was built with noncompatible materials and was placed within the alley right-of-way, likely without city approval. Staff finds that the demolition of the shed does not have a negative impact on the Canemah National Register District.

6. The historical and architectural style, the general design, arrangement, materials of the structure in question or its fixtures; the relationship of such features to similar features of the other buildings within the district and the position of the building or structure in relation to public rights-of way and to other buildings and structures in the area;

Finding: Complies as Proposed. The construction date of the shed is unknown, but it was not considered significant or to have historic integrity. Further, the shed was built with noncompatible materials. Staff finds that the demolition of the shed does not have a negative impact on the Canemah National Register District.

7. The effects of the proposed work upon the protection, enhancement, perpetuation and use of the district, which cause it to possess a special character or special historic or aesthetic interest or value;

Finding: Complies as Proposed. The construction date of the shed is unknown, but it was not considered significant or to have historic integrity. Staff finds that the demolition of the shed does not have a negative impact on the Canemah National Register District.

8. Whether denial of the permit will involve substantial hardship to the applicant, and whether issuance of the permit would act to the substantial detriment of the public welfare and would be contrary to the intent and purposes of this section;

Finding: Complies as Proposed.

The applicant states "We're wanting to build 3-4 new homes on the property in line with historical requirements. Denial of the permit would require us to rehab the current structure. It's takes up two lots so we'd lose the possibility of building another home there. And since this one is at the front of the property it would not look as historically appealing as the ones we'd build in the back of the property. Financially we'd lose an entire lot."

9. The economic, social, environmental and energy consequences.

Finding: Complies as Proposed. The consequences of demolition of the shed are to remove an incompatible structure in disrepair, and to allow for residential use of the property.

D. The failure of the applicant to provide the information required by Subsection C.1.—9. shall be grounds for deeming the application incomplete.

Finding: Complies as Proposed. The applicant submitted the required materials.

E. The board may approve or deny the demolition or moving request after considering the criteria contained in Section 17.40.070C. Action by the board approving or denying the issuance of a permit for demolition or moving may be appealed to the city commission by any aggrieved party, by filing a notice of appeal, in the same manner as provided in Section 17.50 for appeals. If no appeal of a demolition permit is filed, the building official shall issue the permit in compliance with all other codes and ordinances of the city.

Finding: Complies as Proposed. The process will be followed as described.

F. In any case where the city commission has ordered the removal or demolition of any structure determined to be dangerous to life, health or property, nothing contained in this title shall be construed as making it unlawful for any person, without prior approval of the historic review board, pursuant to this title, to comply with such order.

Finding: Not applicable. The City Commission has not ordered the demolition of this structure.

I. PUBLIC NOTICE

A public notice was sent to neighbors with 300 feet of the subject property, posted online, emailed to various entities, and posted onsite.

II. CONCLUSIONS AND RECOMMENDATIONS

Based on the following findings, staff recommends that the Historic Review Board approve the proposed development of HR 21-111 and HR 21-12 for the property located at 708 4th Avenue, Oregon City, Oregon 97045.

Exhibits

1. Vicinity Map
2. Applicant Submittal
3. Notice of Decision for HR 19-05



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification
- ☐ Site Plan and Design Review
- ☐ Extension of Approval

Type II (OCMC 17.50.030.B)

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

Type III / IV (OCMC 17.50.030.C)

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

File Number(s): GLUA 21-00028 / HR 21-00011 / HR 21-00012

Proposed Land Use or Activity: 17.40.65 - Historic Preservation Incentives / Demolition Review

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

Physical Address of Site: 701st Ave

Clackamas County Map and Tax Lot Number(s): 3-1E-01AA Taxlot 02601

Applicant(s):

Applicant(s) Signature: [Signature]

Applicant(s) Name Printed: Ron Bistline Date: 5/20/2021

Mailing Address: 712 4th Ave Oregon City, OR 97045

Phone: 503 396 2316 Fax: _____ Email: ronbistline@hotmail.com

Property Owner(s):

Property Owner(s) Signature: [Signature]

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

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

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

Applicant Background and Narrative for GLUA 21-00028/HR 21-00011:

Background:

The Bistline new single family residence and detached garage/ADU in the Canemah National Register Historic District (GLU-19-00027/HR 19-05) was approved to build per the decision and criteria issued on September 26, 2019 by the Historical Review Board.

Decision:

On September 24, 2019, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opposing and interested parties, the Oregon City Historic Review Board voted 4-0 to approve the proposal with conditions. The Oregon City Historic Review Board adopted as its own the Staff Report with findings and Conditions of Approval for File Number HR19-05.

Criteria:

Administration and Procedures are set forth in chapter 17.50, 17.40, Historic Overlay District in Chapter 17.40, and "R-6" Single-Family Dwelling District in Chapter 17.12 of the Oregon City Municipal Code.

Narrative for GLUA 21-00028/HR 21-00011:

After nearly 2 ½ years working through the land use process with the Oregon City staff and when applying for Building permits under "Planning Review for Accessory Structures and Sheds" there was a discrepancy in terminology for building height to set backs. The HRB City staff and Planner asked if we would resubmit for approval again using the "Historical Preservation Incentive" process to allow the accessory structure (Garage /ADU) building to be built as designed and already approved.

From the original HRB design review, back in February of 2019 the accessory structure height was noted that it was close to the home height due to keeping with the garage 12/8 pitch guidelines matching the house. The applicant architect took note and lowered the garage walls to the lowest allowable height, which made the accessory structure lower than the height of the home per the HRB requests by 5.5 ft. This was approved by the HRB and staff on September 26, 2019.

This "Preservation Incentive" request does not need to change the already approved setbacks in 2.a. and 2.b. but just needs to address the accessory height. Current approved plans show a mid-gable height with a pitch of 12/8 for the roof at 19.5 ft from grade, the interpreted code 2.c. by the City says a maximum of 17 ft.

17.54.010 Accessory Buildings and Uses

2. Accessory Structures with a Footprint from Two Hundred to Six Hundred Square Feet:

- a. Shall be located behind the front line of the primary structure;*
- b. Shall comply with the dimensional standards of the zoning designation, including height, setbacks, and lot coverage unless modified pursuant to subsection c; and*
- c. Side and rear setbacks may be reduced to not less than three feet for one accessory structure and its projections if the height does not exceed seventeen feet as defined in OCMC 17.04.550.*

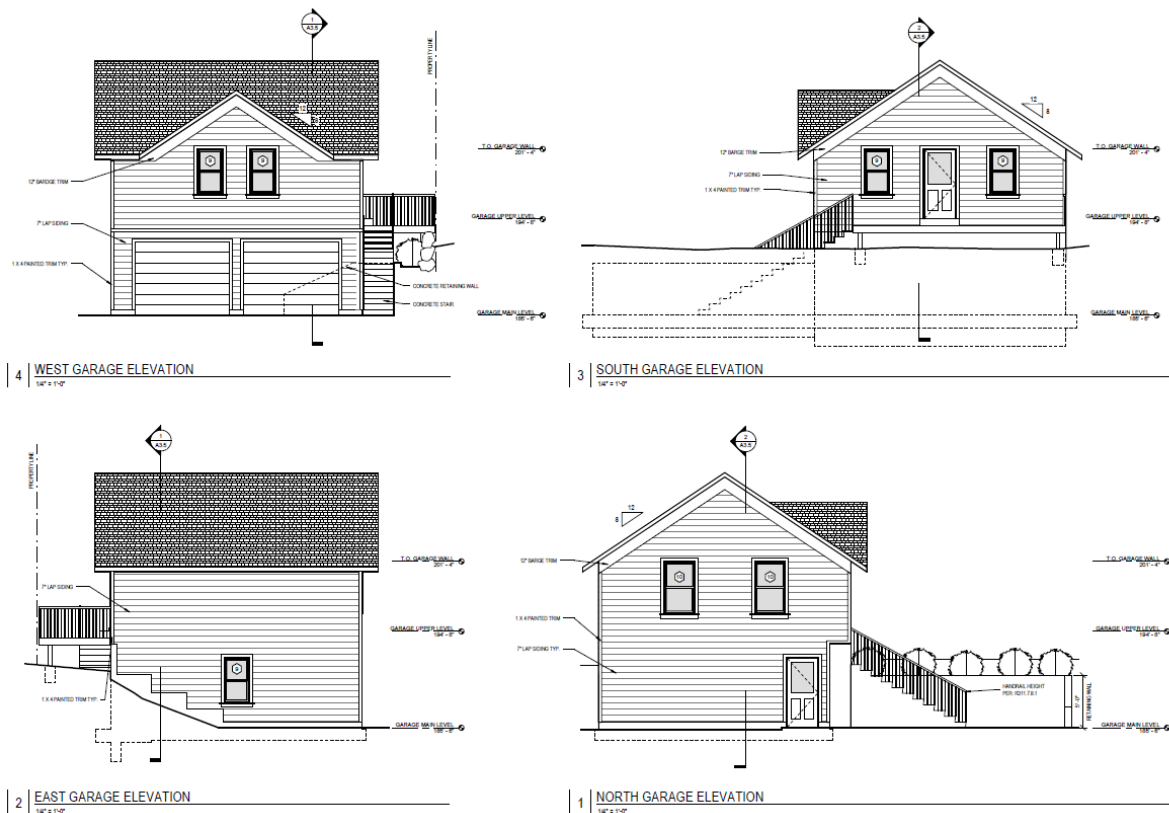
The Accessory structure will not be visible from the street due to the 10 ft. height of the property from the street and its 70 ft placement on the back of the property with a 30 ft. home built in front of the structure.

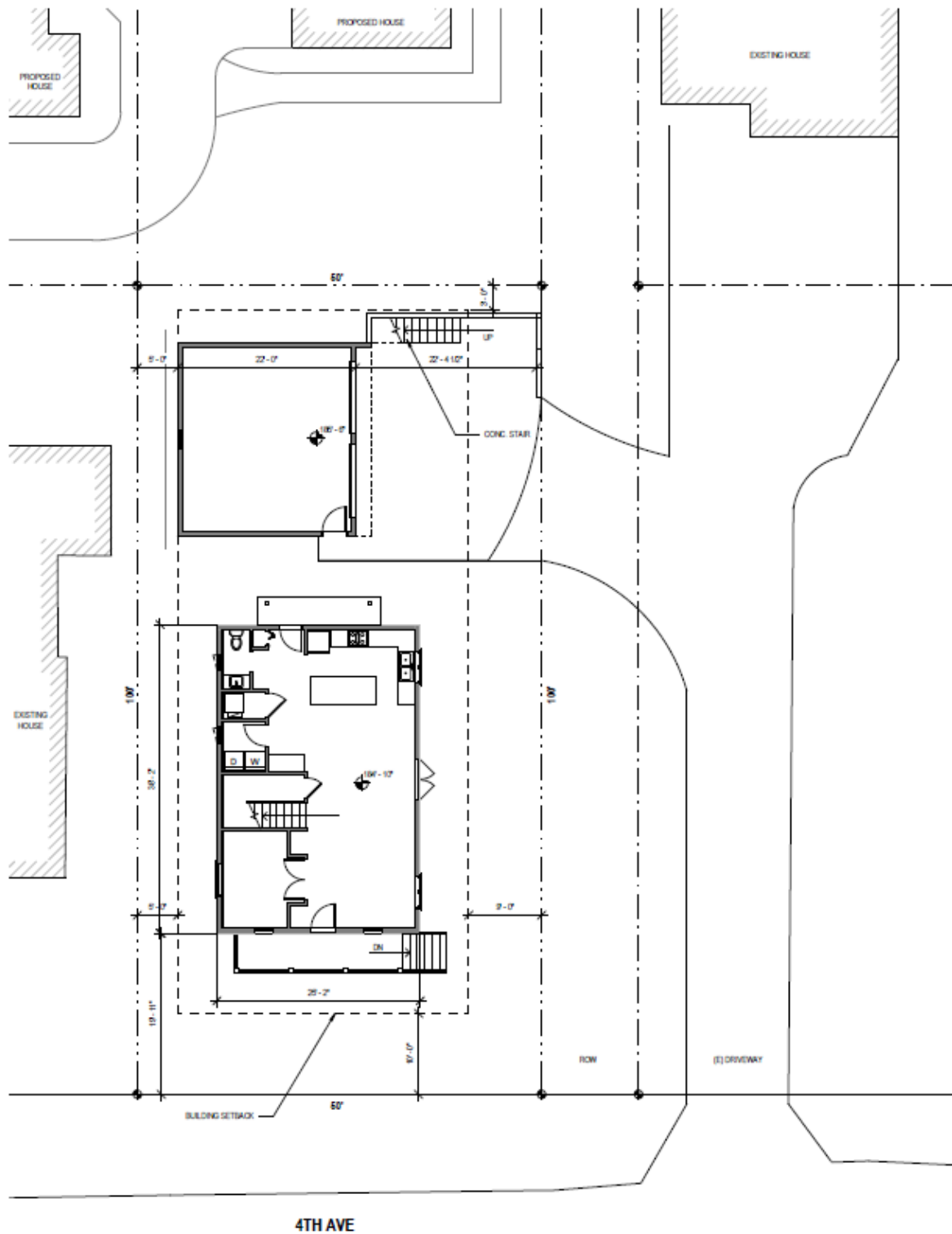
We ask the HRB to approve the GLUA 21-00028/HR 21-00011 with the "Preservation Incentive" for 2.c. and leave the plans as approved by the previous HRB and City staff in GLU-19-00027/HR 19-05 so building permits can be issued and work begun before the winter Geo-tech moratorium for GLU-19-00027/HR 19-05.

Note: Drawings attached

Thank you,

Ron and Debra Bistline





1 | SITE PLAN
1/8" = 1'-0"

Narrative for HR-21-00012

Background:

The Bistline new single family residence and detached garage/ADU in the Canemah National Register Historic District (GLU-19-00027/HR 19-05) was approved to build per the decision and criteria issued on September 26, 2019 by the Historical Review Board.

One of the Conditional of Approval was, "Prior to issuance of Building Permits".

(2.) *"The applicant shall submit an HRB demolition application for the shed that was removed, along with any required demolition permits from the building department, prior to issuance of any new building permits on site."*

Narrative for HR-21-00012:

The applicant is applying this request, and has submitted an HRB demolition application along with the fee paid of \$379.00 for the removal of the shed on the property.

The non-historical shed was built in the City ROW and on private property to none of the City standard building codes for a shed. The shed was built using non-approved siding and a metal roof. The structure had a height of approximately 6 feet plus was open sided and had a dirt floor. The shed was a Safety Hazard (especially for my grandkids that played on the property) because of exposed 110v live un-permitted electricity wire sticking out of one of the walls. The wire was run underground less than 2 inches in depth from adjacent property (702-4th) that was not the owner of this property. The shed was a Health Hazard infested with rats and nests. The shed housed odd and ends of junk that had to be discarded at the dump, and blackberries had to be removed from most of the back of the structure.

City Staff said there would not be a need for any building department demolition permits required. The shed has already been demolished 2 years ago because of the sheds condition.

The shed would have been demolished because the applicants drive way access was where the shed resided.

The applicant asks the HRB to approve this demolition application so new building permits can be issued for GLU-19-00027/HR 19-05.

Note: Picture attached

Thank you,

Ron and Debra Bistline





BISTLINE RESIDENCE

708 4TH AVE
OREGON CITY, OREGON 97045

Revisions:		
No.	Date	Description

CONSTRUCTION
DOCUMENTS

Project #19001

SITE PLAN

A0.0

Date:11.27.2019

LOT COVERAGE:

LOT AREA:5,000 SQ. FT.

HOUSE AREA:
(FOOTPRINT)950 SQ. FT.

GARAGE AREA:
(FOOTPRINT)528 SQ. FT.

TOTAL BUILDING AREA:1,478 SQ. FT.
(950 + 528 = 1,478)

1,478 SQ. FT. / 5,000 SQ. FT. = 29.56%

LEGAL DESCRIPTION:

OREGON CITY, OR 97045
CLACKAMAS COUNTY
MAP 31E01AA TL 2601

BUILDER:

STONE CREEK BUILDING

1 SITE PLAN

1/8" = 1'-0"

BRESI-21-00080



BISTLINE RESIDENCE
708 4TH AVE
OREGON CITY, OREGON 97045

Revisions:		
No.	Date	Description

CONSTRUCTION DOCUMENTS

Project # 19001

HOUSE FLOOR PLANS
A1.0

Date: 11.27.2019

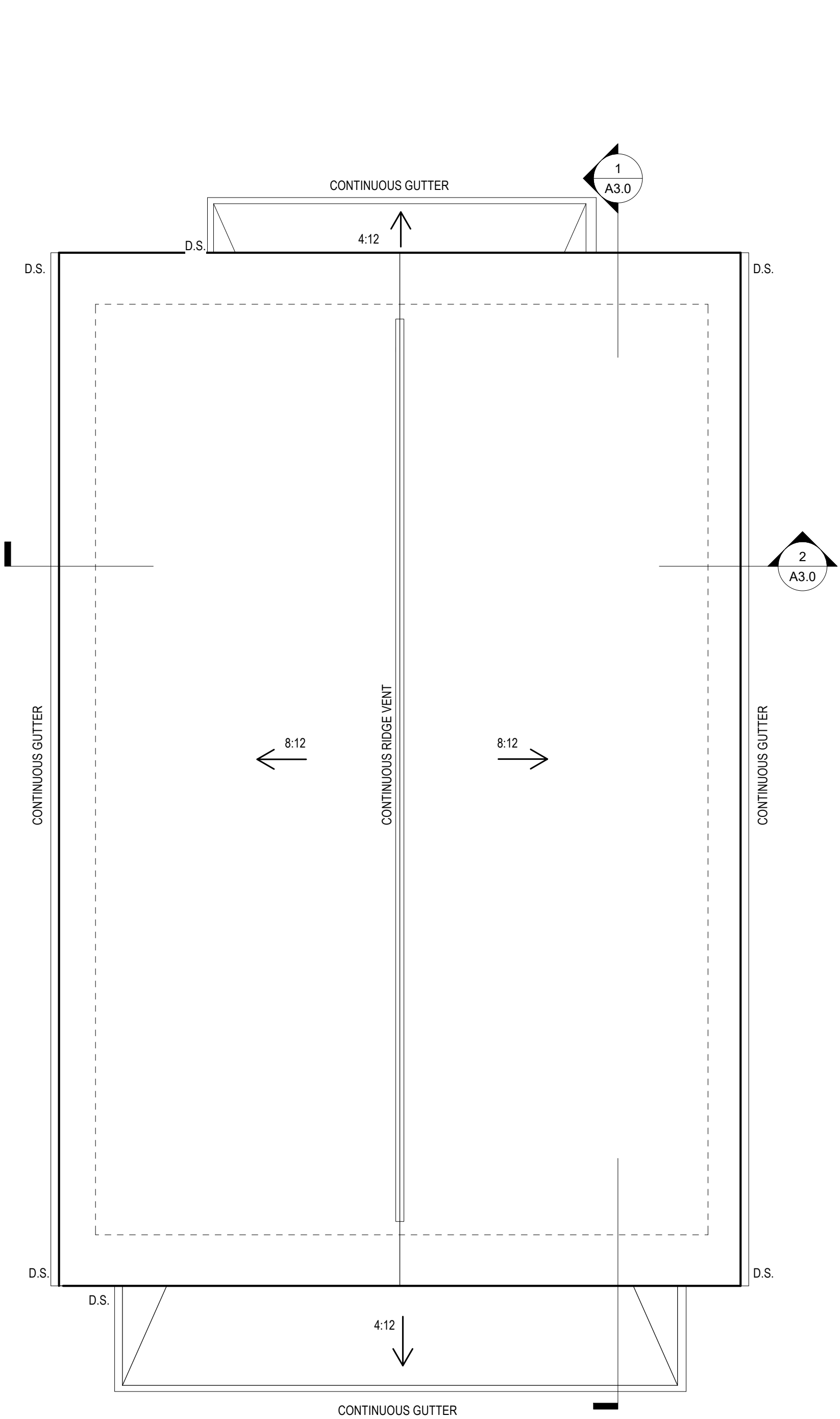
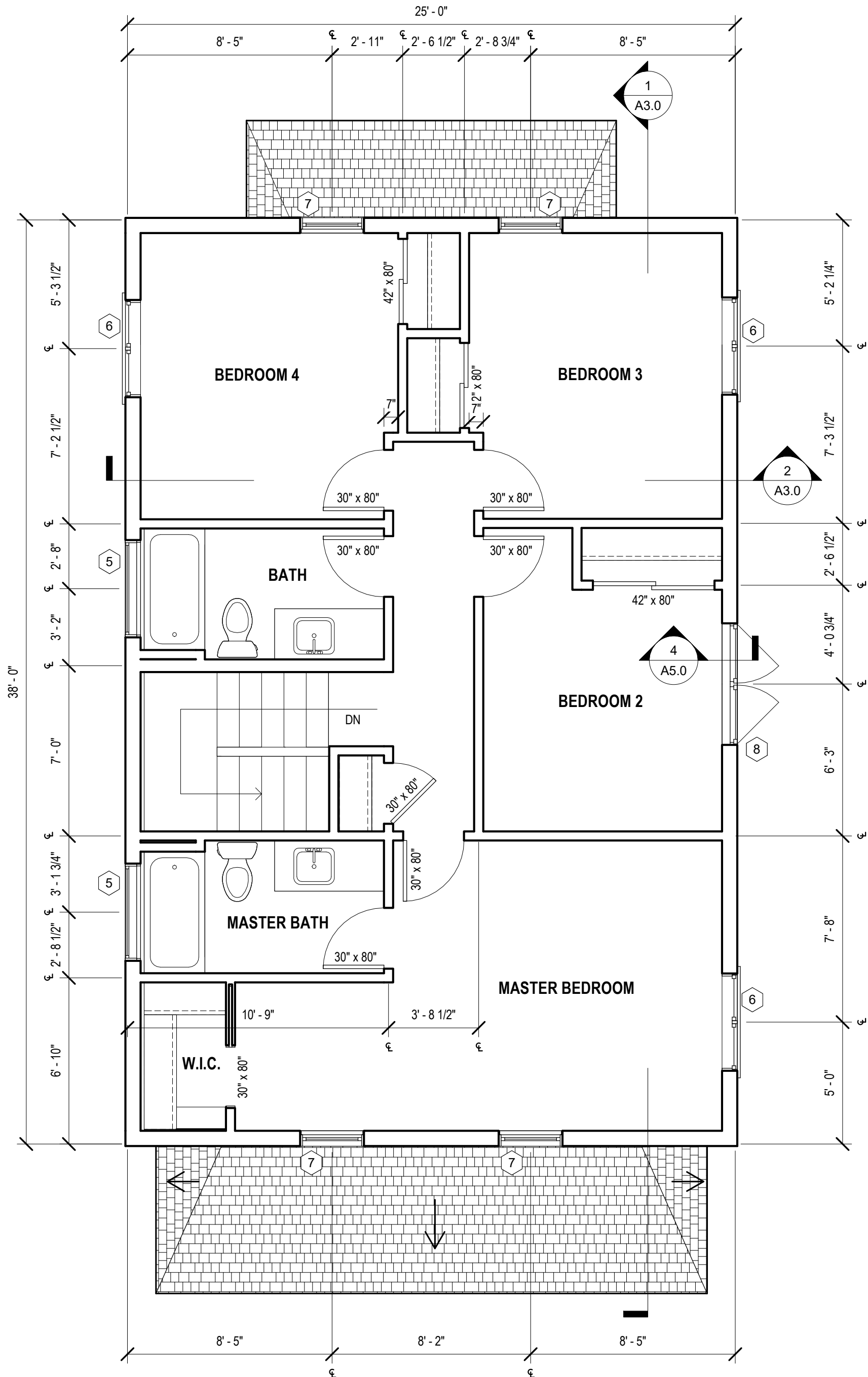
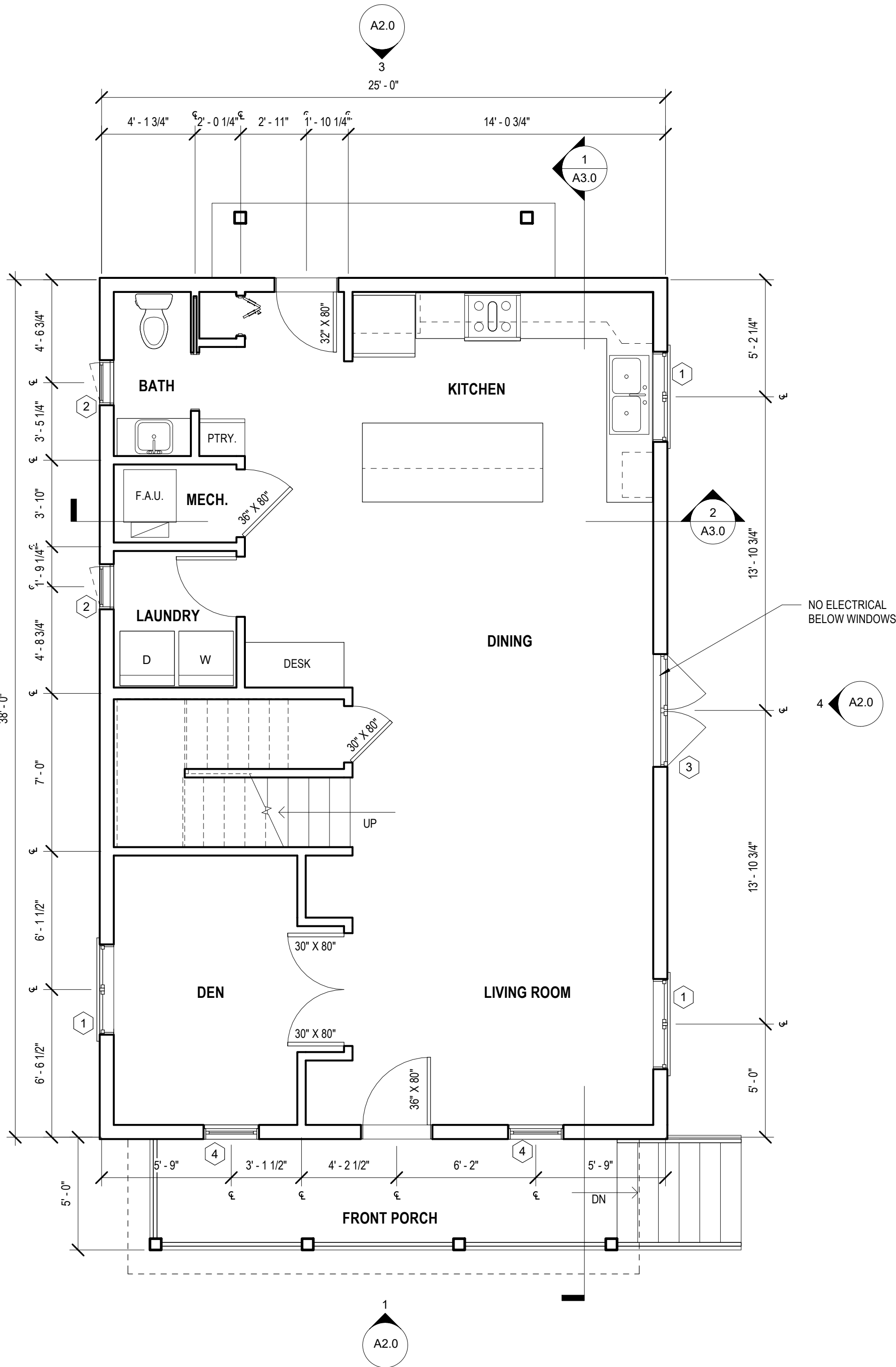
HOUSE WINDOW SCHEDULE						
TYPE	MANUFACTURER	OPERATION	COUNT	WIDTH	HEIGHT	EGRESS
1	MARVIN	CASEMENT	3	4'-0"	2'-11 3/4"	NO
2	MARVIN	CASEMENT	2	2'-0"	2'-11 1/8"	NO
3	MARVIN	CASEMENT	1	5'-0"	4'-11 3/4"	NO
4	MARVIN	DOUBLE HUNG	2	2'-5 1/2"	4'-11 3/4"	NO
5	MARVIN	AWNING	2	4'-0"	2'-3 1/8"	NO
6	MARVIN	CASEMENT	3	4'-0"	1'-11 3/4"	NO
7	MARVIN	DOUBLE HUNG	4	2'-7 1/2"	5'-11 3/4"	YES
8	MARVIN	CASEMENT	1	5'-0"	4'-5 3/4"	YES

ABBREVIATIONS:

DOWNSPOUT	D.S.
FORCED AIR UNIT	F.A.U.
GLULAM BEAM	GLB
GYPSUM WALL BOARD	G.W.B.
HEADER	HDR
WATER HEATER	W/H
PANTRY	PTRY.
WALK-IN CLOSET	W.I.C

SYMBOLS:

	3-WAY SWITCH
	CAN LIGHT
	CEILING FAN
	CEILING LIGHT
	FAN
	FAN, LIGHT
	SINGLE SWITCH
	SMOKE DETECTOR
	WALL LIGHT



3 ROOF DRAINAGE PLAN
1/4" = 1'-0"

2 UPPER LEVEL
1/4" = 1'-0"

1 MAIN LEVEL
1/4" = 1'-0"



BISTLINE RESIDENCE
708 4TH AVE
OREGON CITY, OREGON 97045

Revisions:
No. Date Description

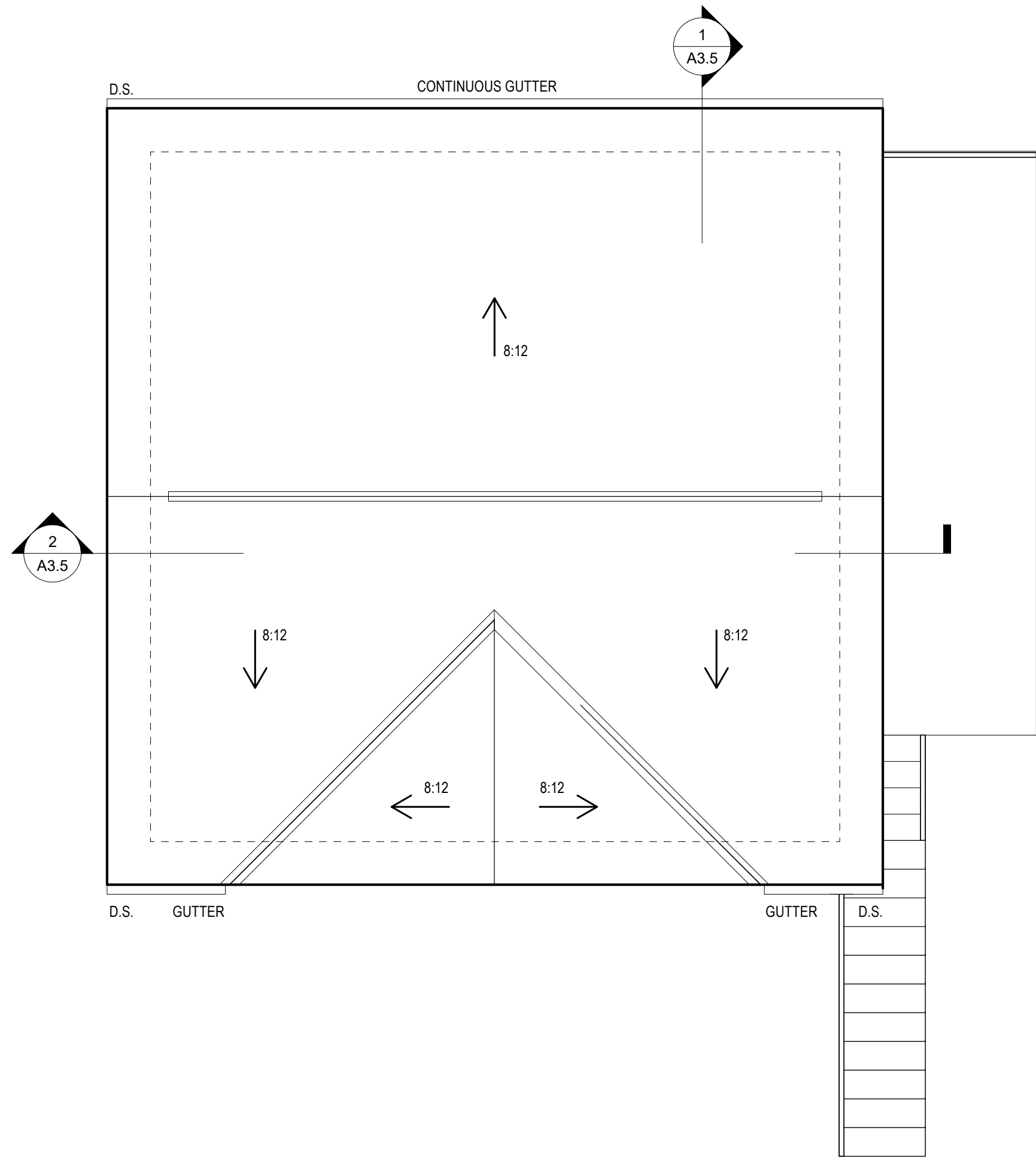
CONSTRUCTION
DOCUMENTS

Project # 19001

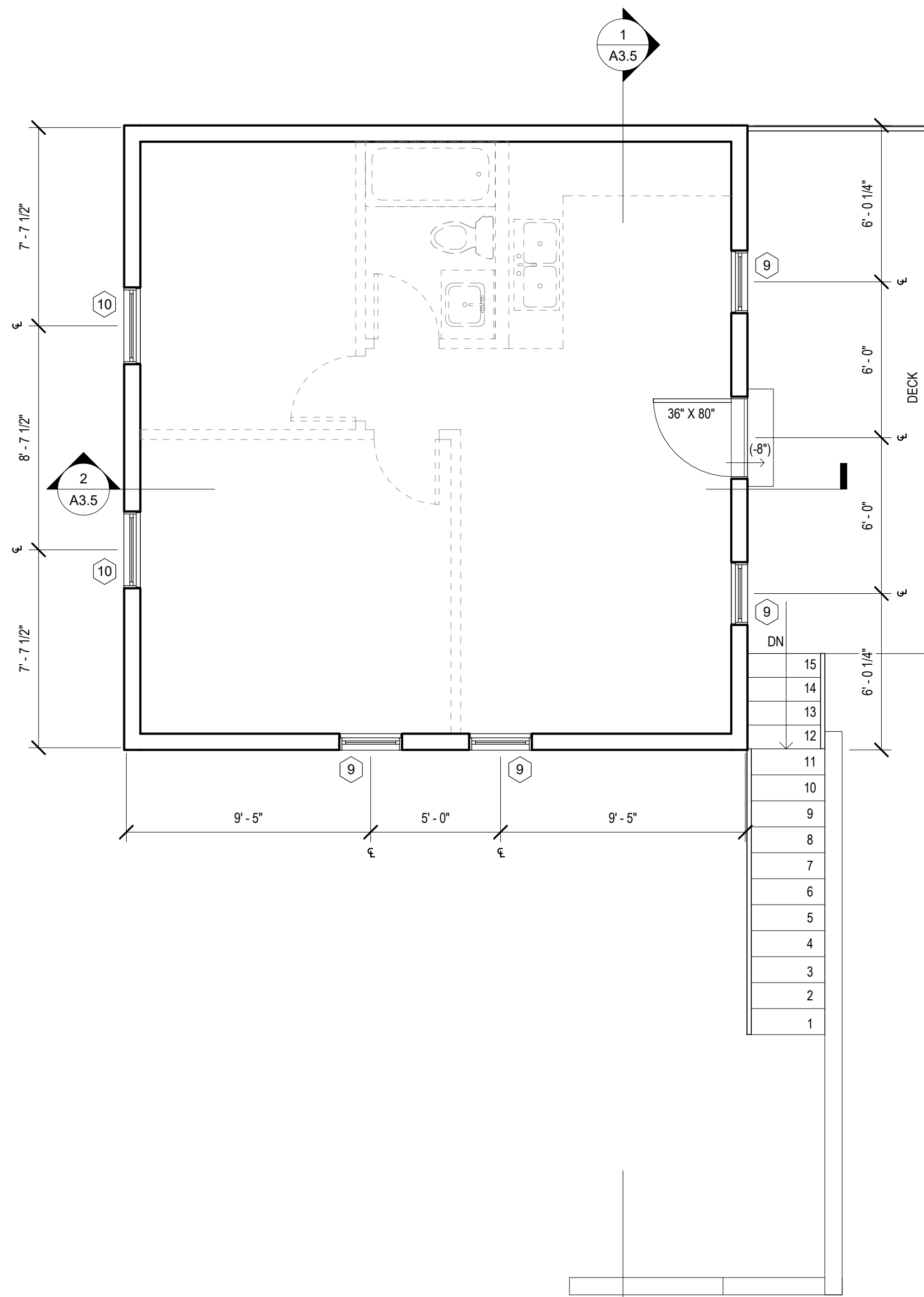
GARAGE FLOOR
PLANS
A1.5

Date: 11.27.2019

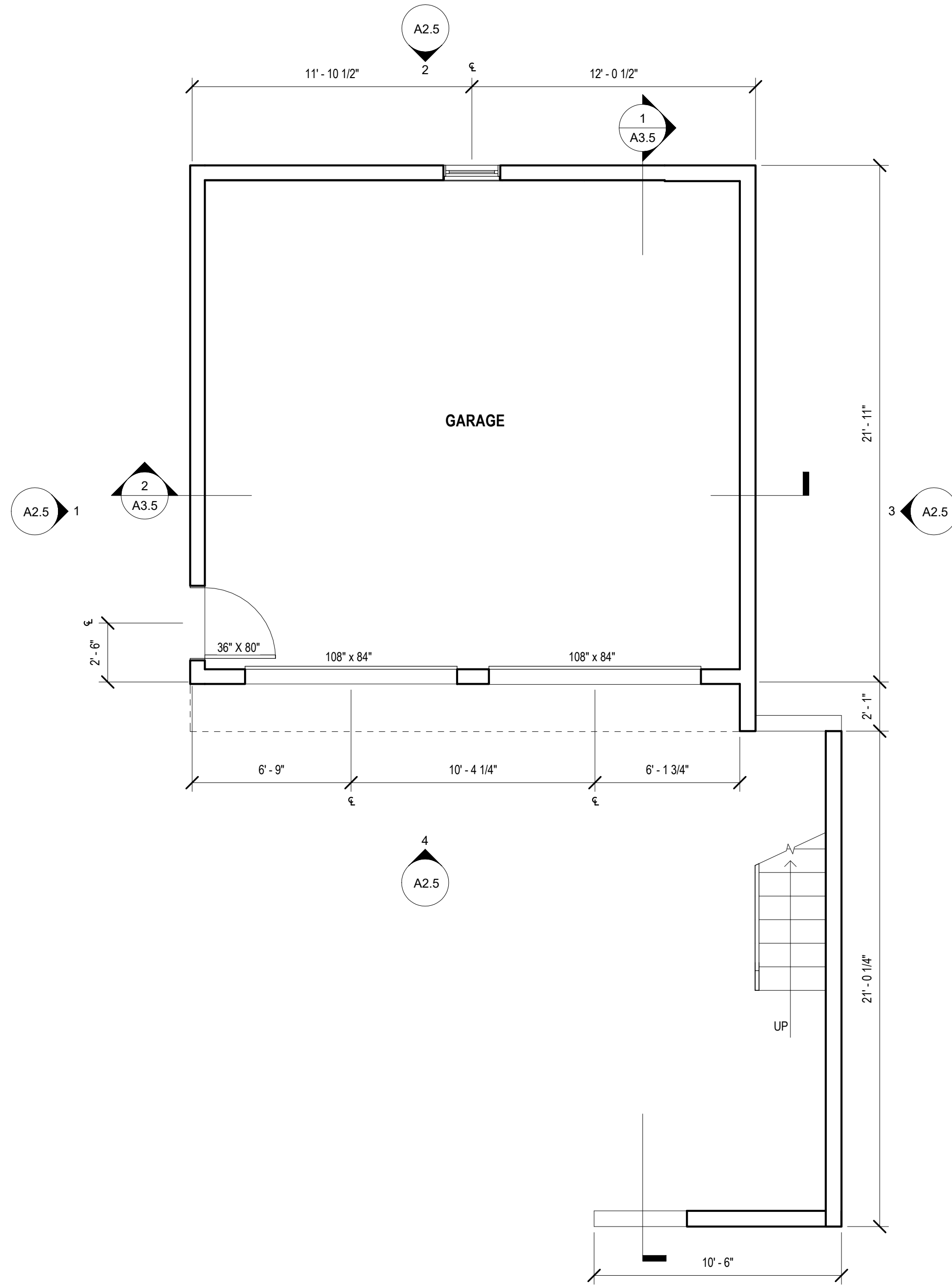
WINDOW SCHEDULE GARAGE							
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10	MARVIN	DOUBLE HUNG	2	2'-11 1/2"	4'-11 3/4"	Yes	Garage



3 GARAGE ROOF DRAINAGE PLAN
1/4" = 1'-0"



2 GARAGE UPPER LEVEL
1/4" = 1'-0"



1 GARAGE MAIN LEVEL
1/4" = 1'-0"



BISTLINE RESIDENCE

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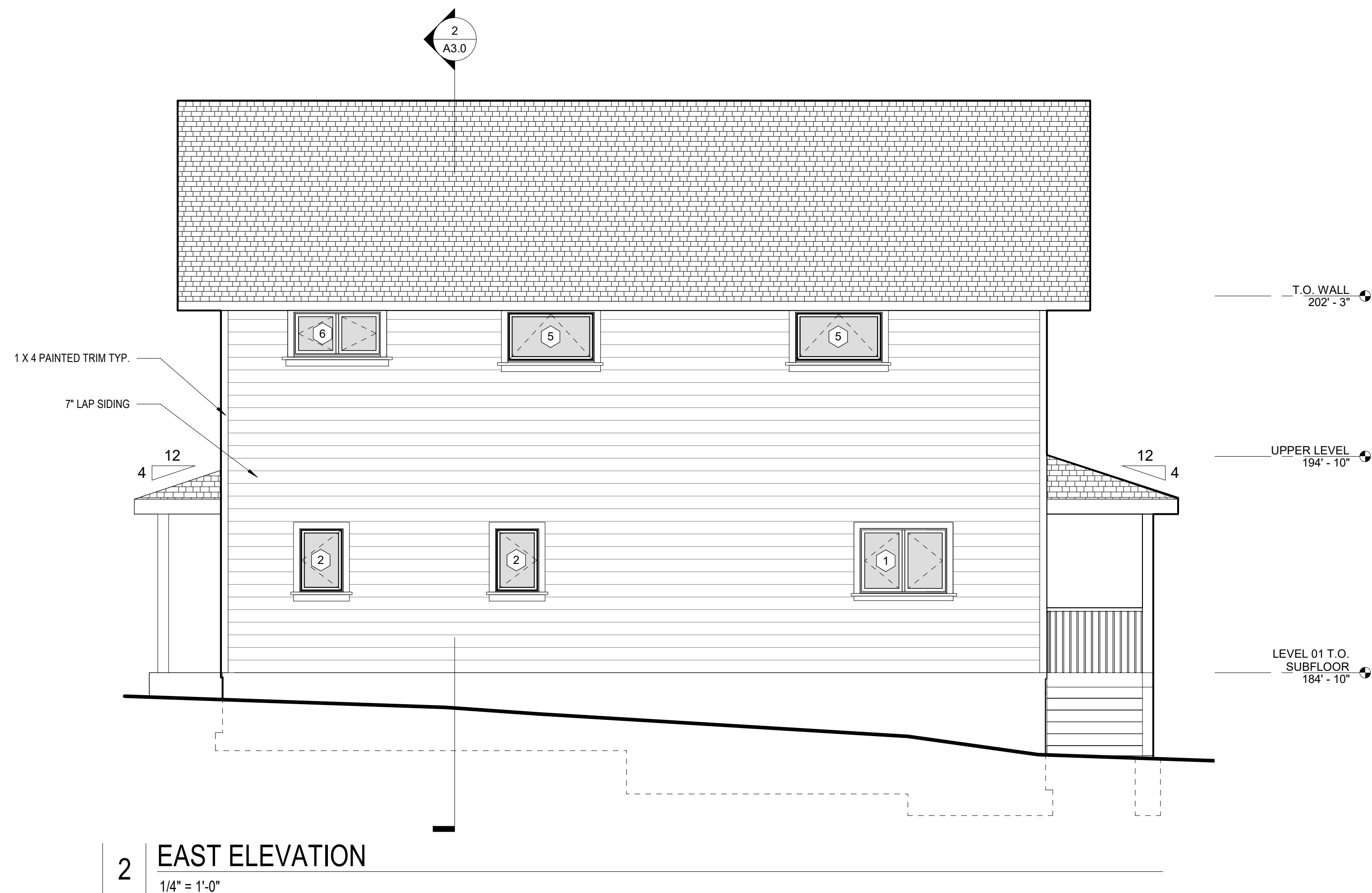
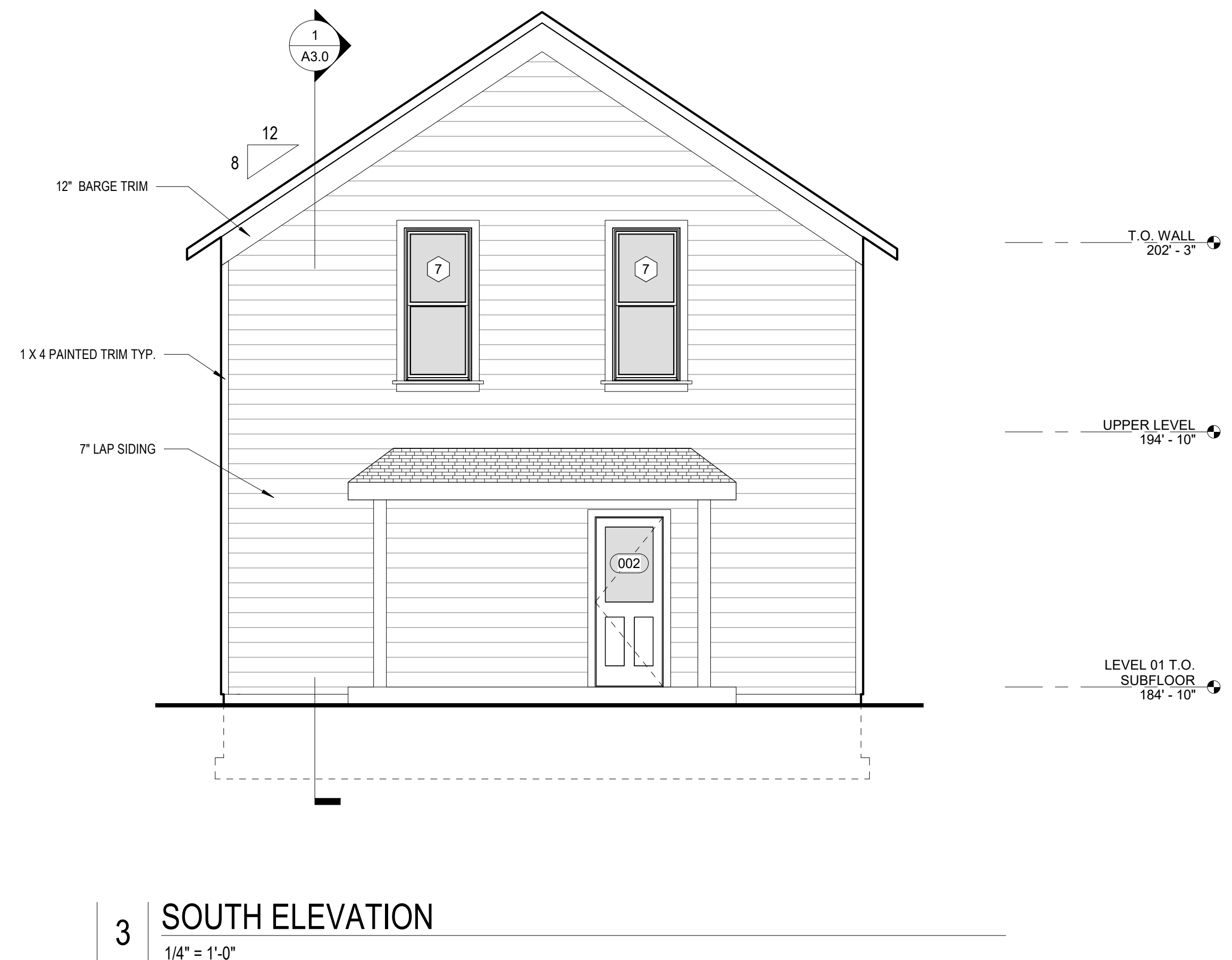
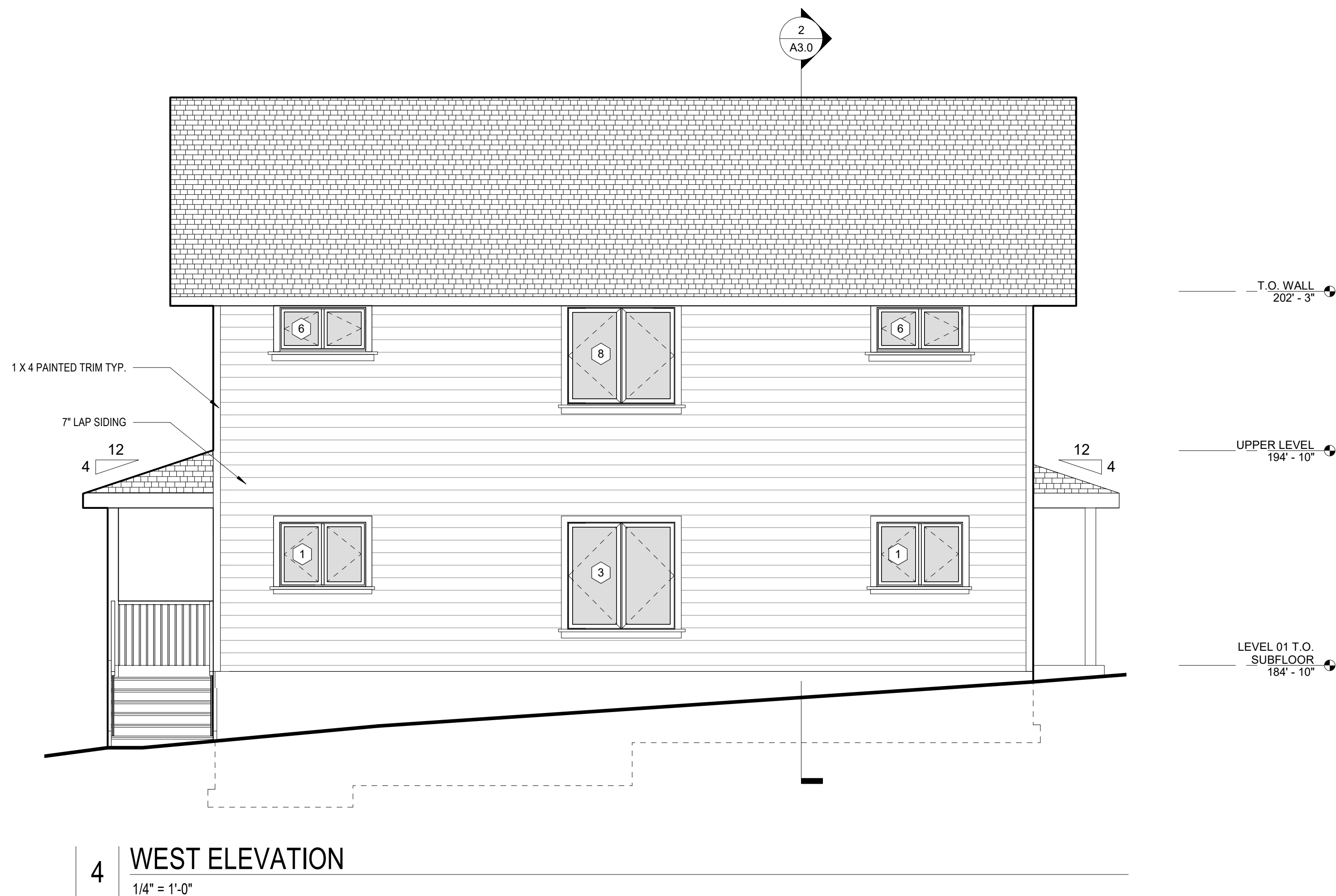
Revisions:		
No.	Date	Description

CONSTRUCTION
DOCUMENTS

Project # 19001

HOUSE
ELEVATIONS
A2.0

Date: 11.27.2019





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708 4TH AVE
OREGON CITY, OREGON 97045

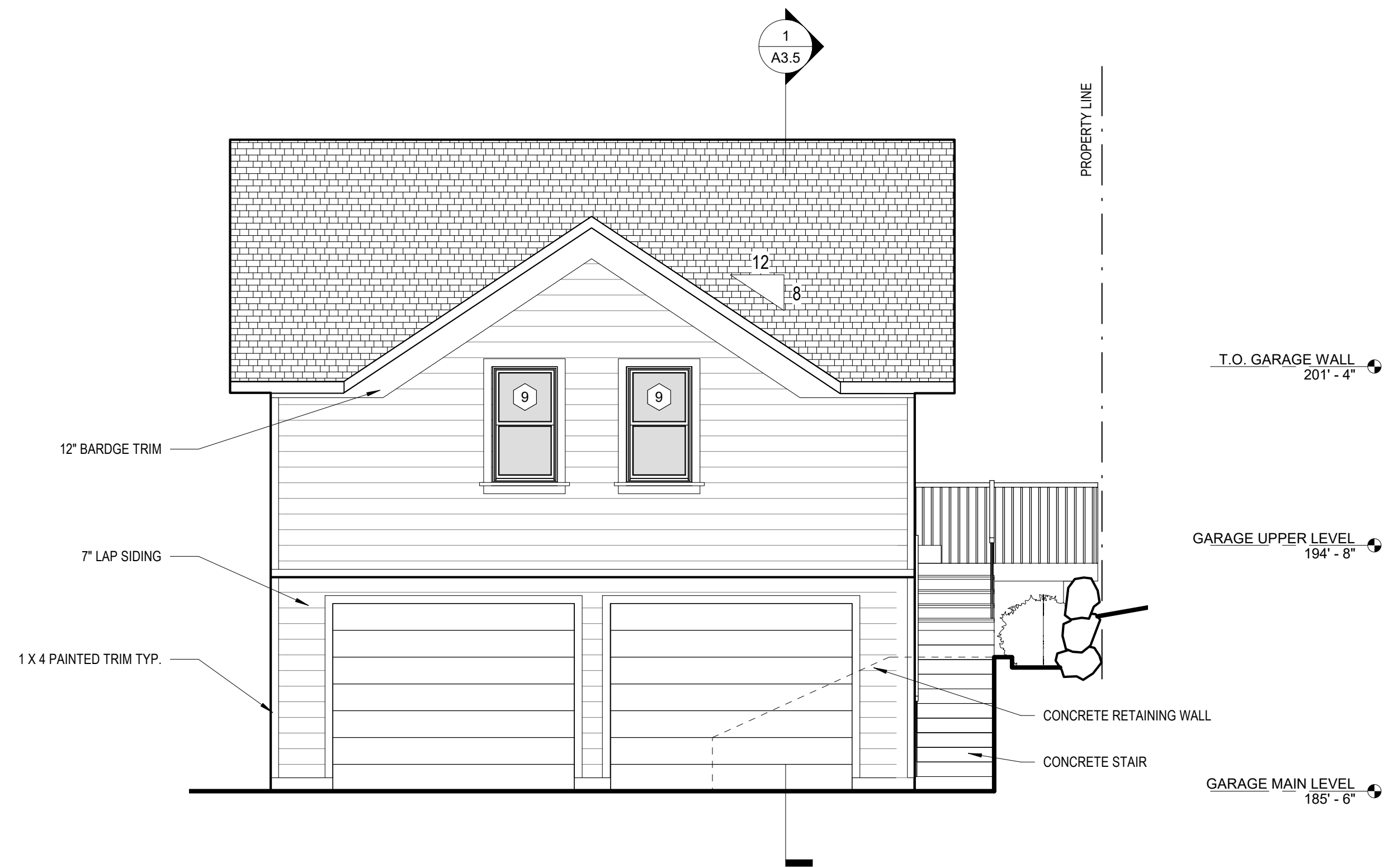
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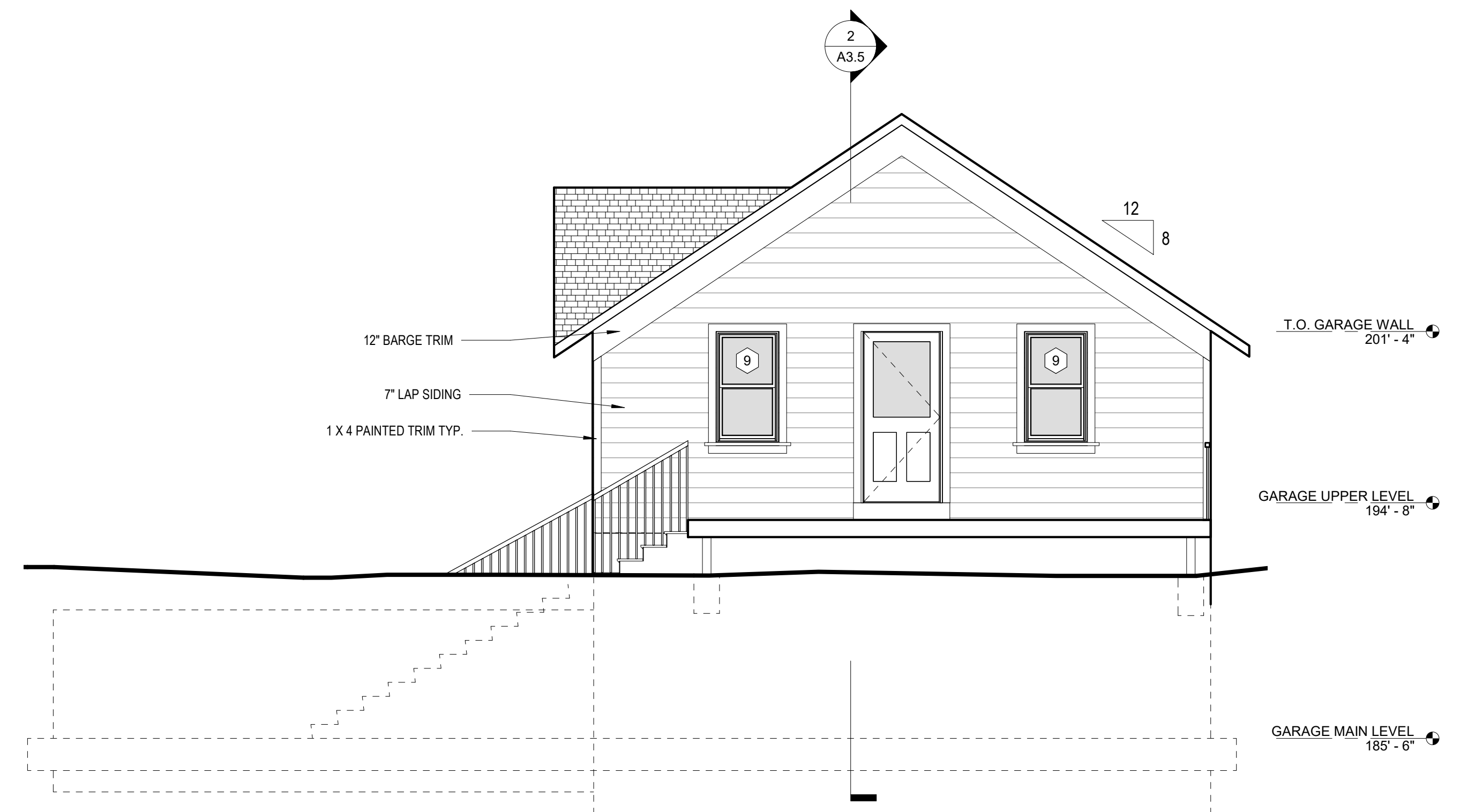
Project # 19001

GARAGE
ELEVATIONS
A2.5

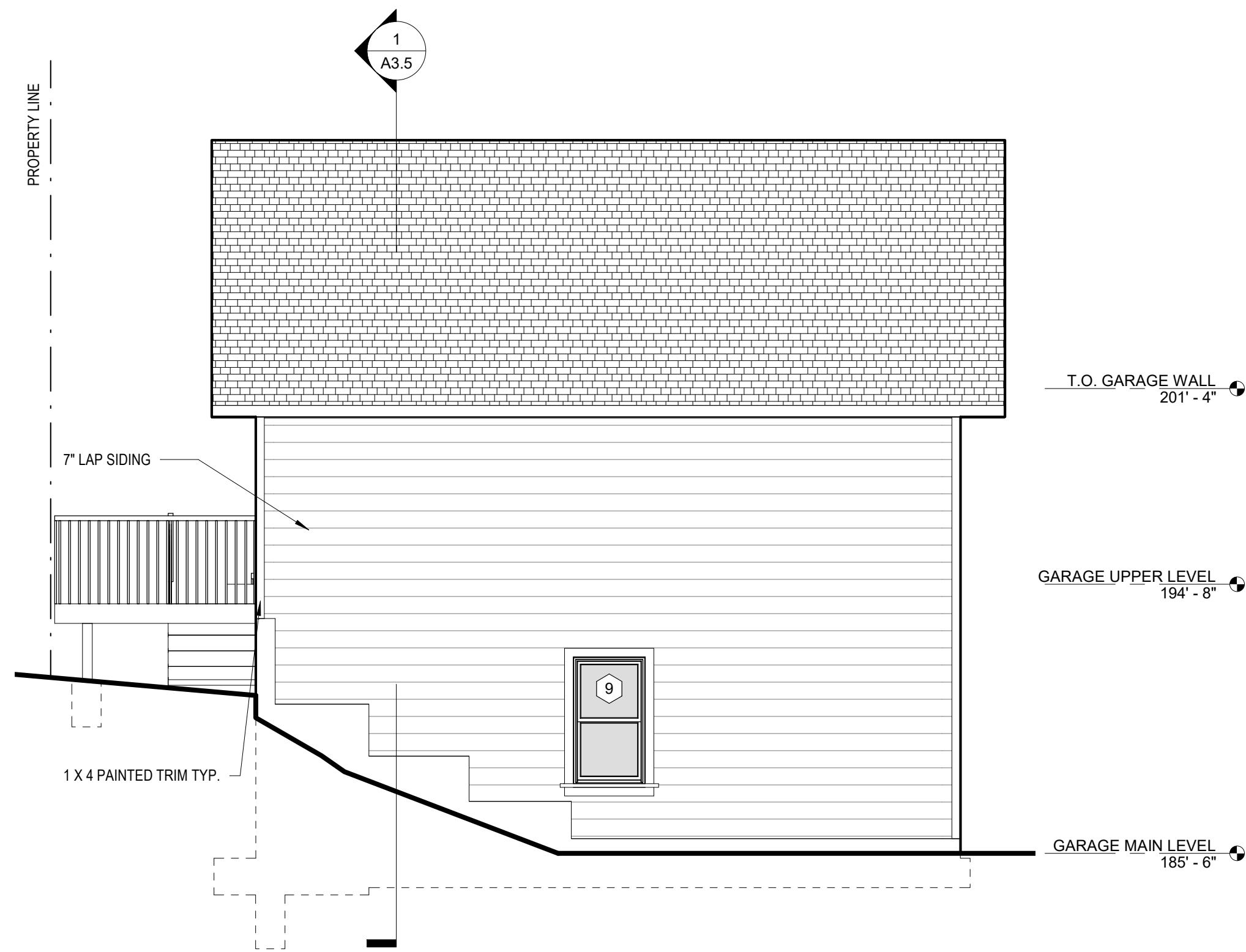
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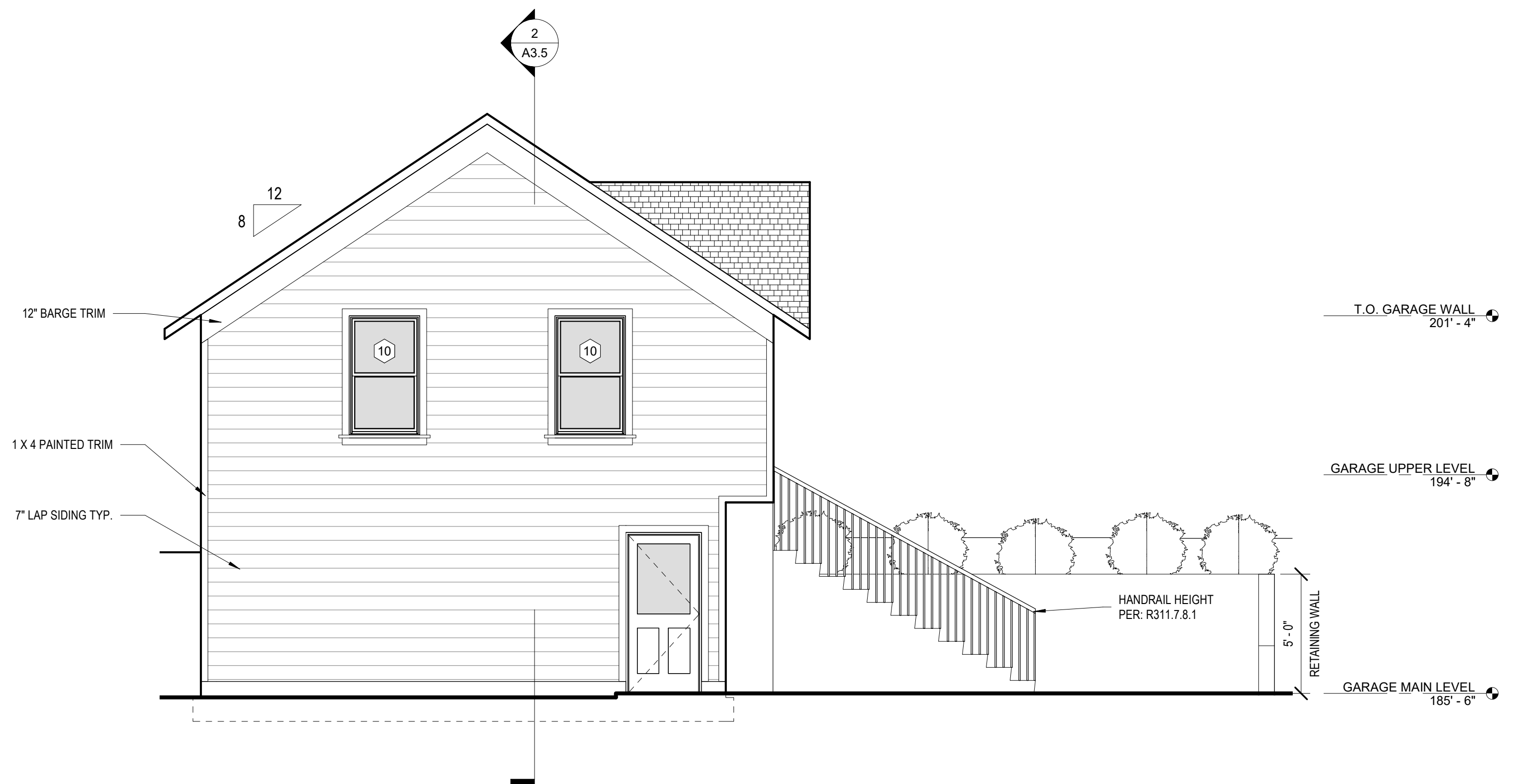
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1/4" = 1'-0"



2 EAST GARAGE ELEVATION
1/4" = 1'-0"



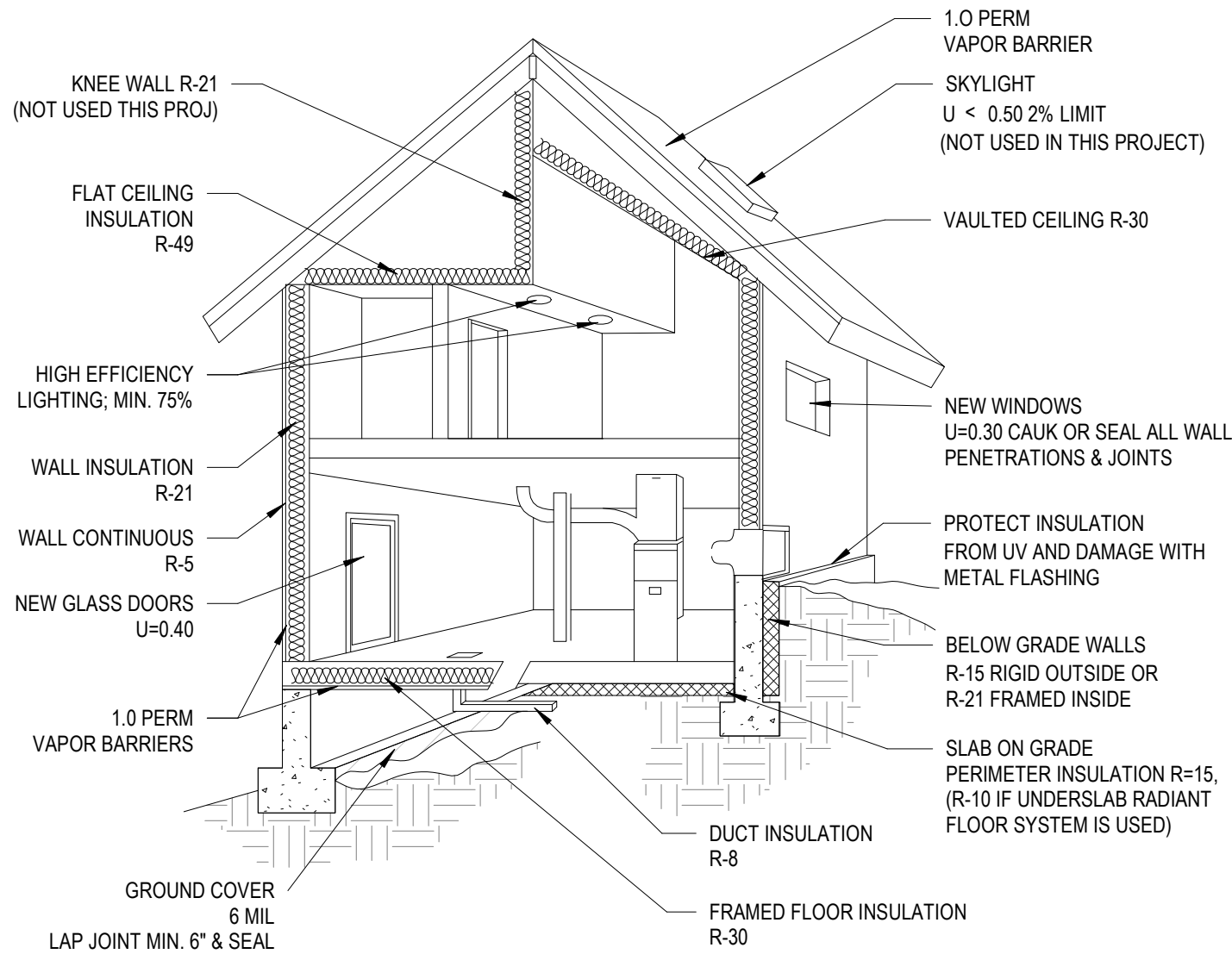
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BISTLINE RESIDENCE
708 4TH AVE
OREGON CITY, OREGON 97045

2017 OREGON RESIDENTIAL ENERGY CODE

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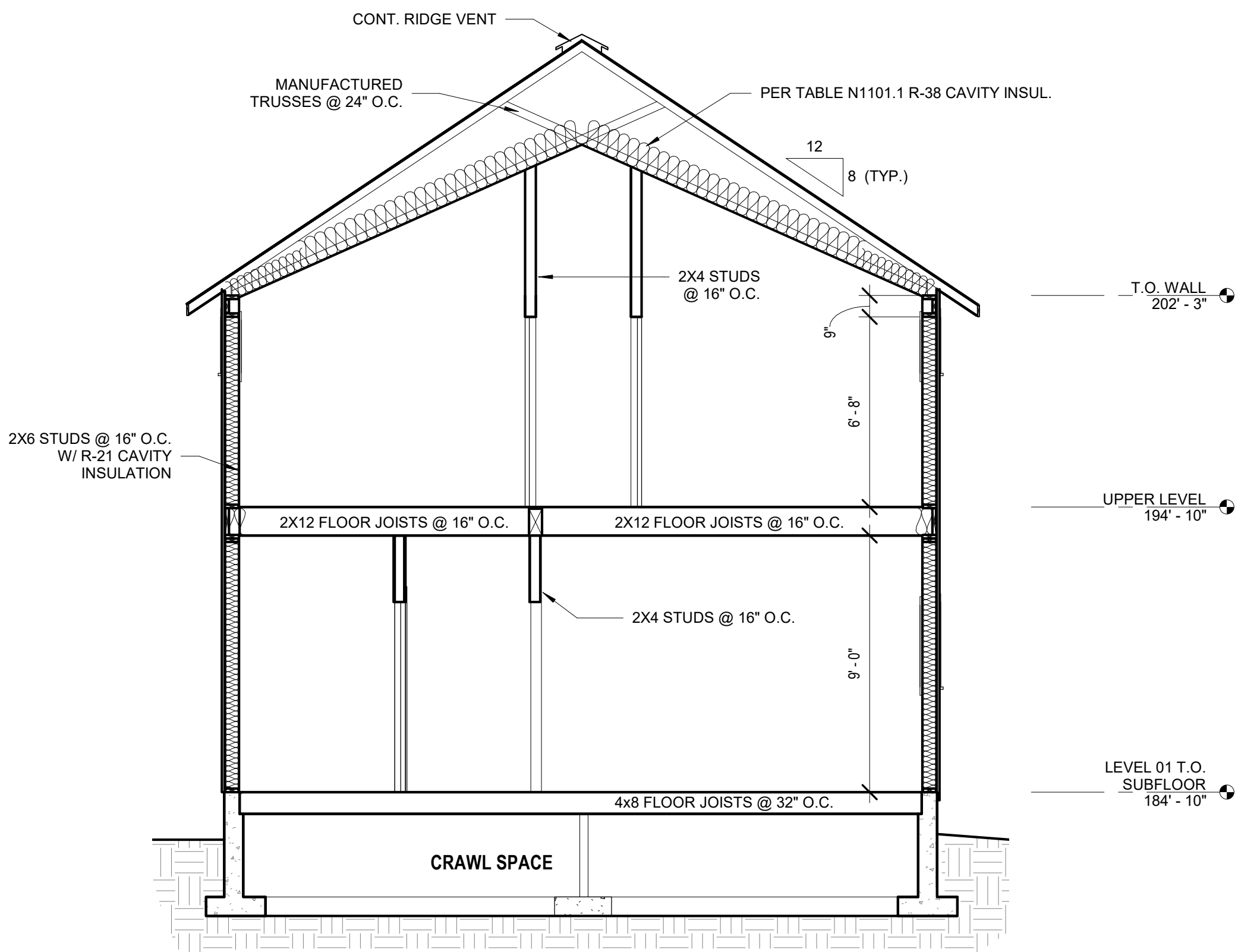
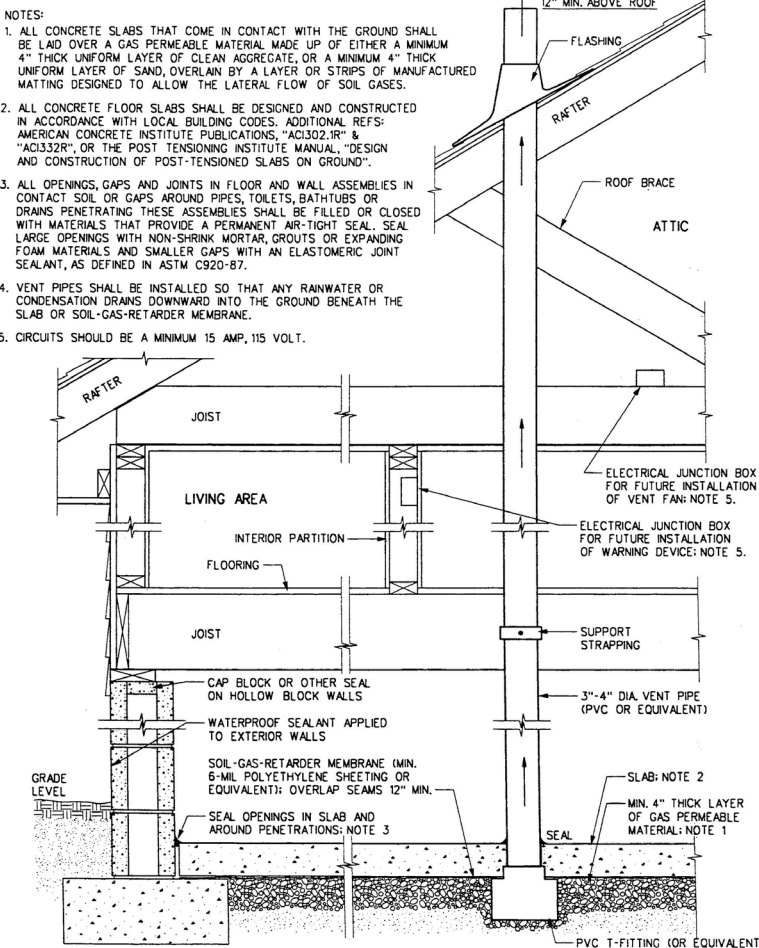
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(SEALED COMBUSTION AIR DUCTED DIRECTLY FROM OUTDOORS)

NEW BUILDING ASSEMBLIES GENERAL ENERGY REQUIREMENTS

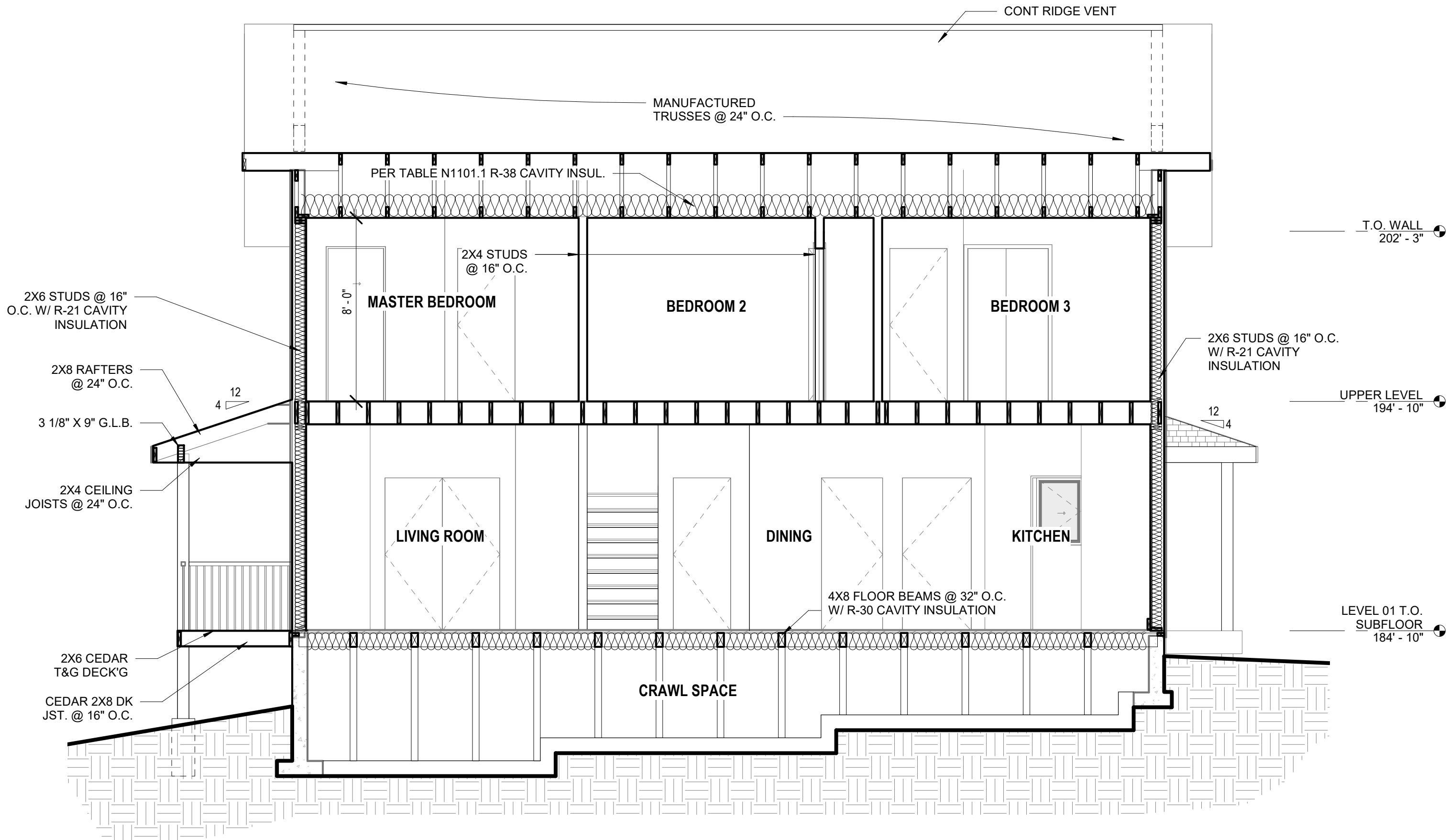
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PASSIVE SUB-SLAB DEPRESSURIZATION RADON CONTROL SYSTEM FOR NEW CONSTRUCTION

EPA 402-95012



2 HOUSE SECTION E/W
1/4" = 1'-0"



1 HOUSE SECTION N/S
1/4" = 1'-0"

Revisions:		
No.	Date	Description

CONSTRUCTION DOCUMENTS

Project # 19001

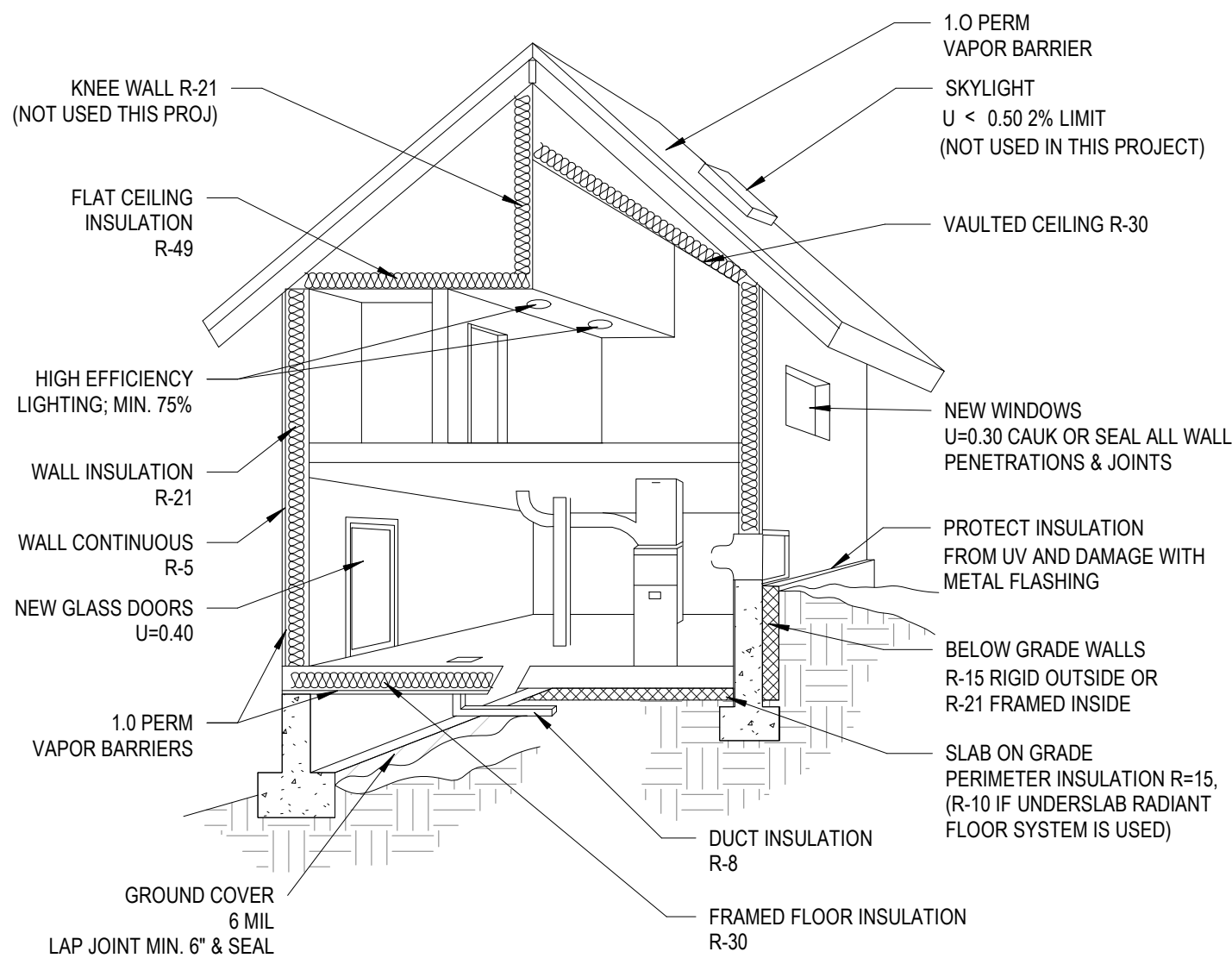
HOUSE SECTIONS

A3.0

Date: 11.27.2019

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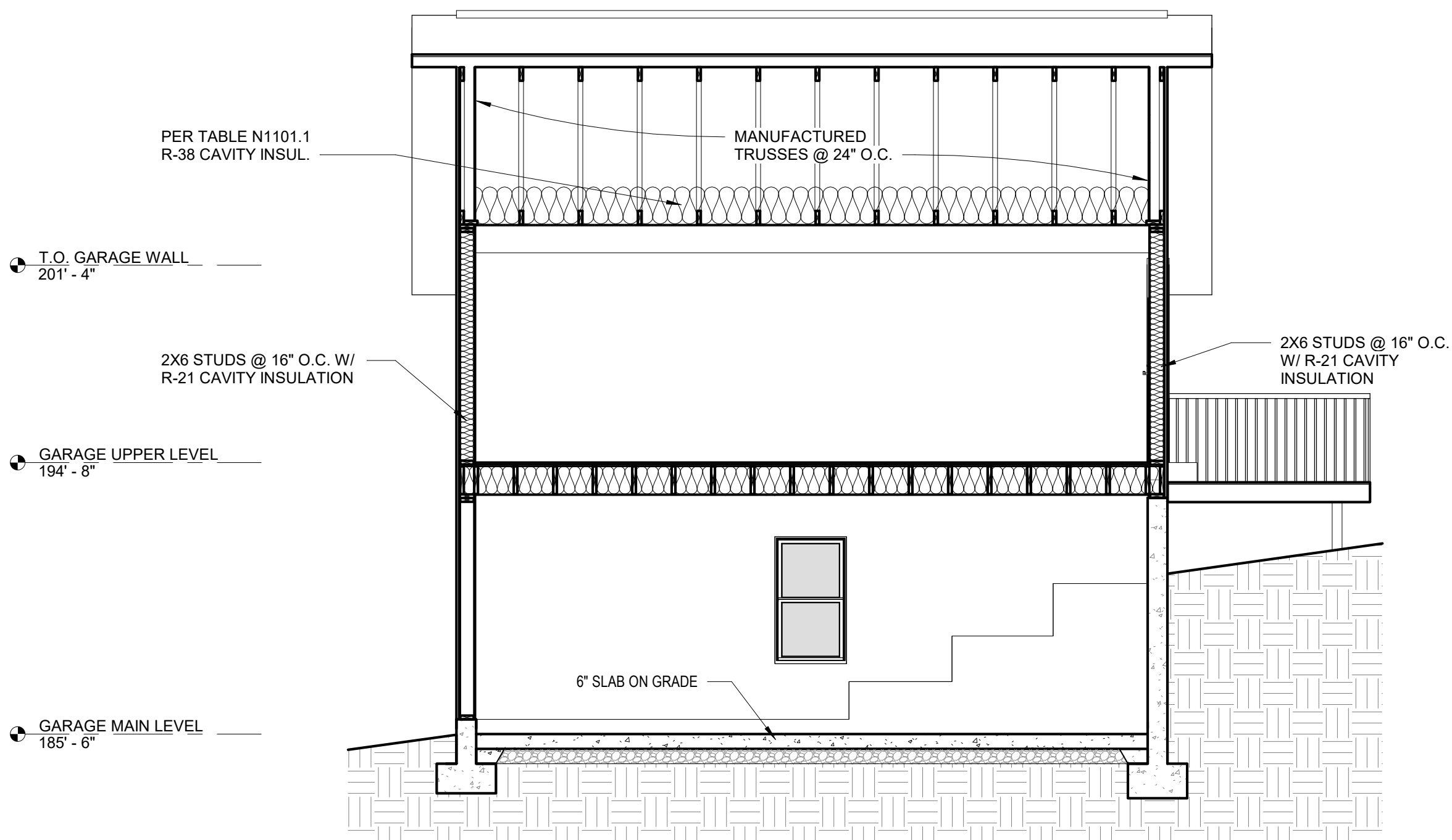
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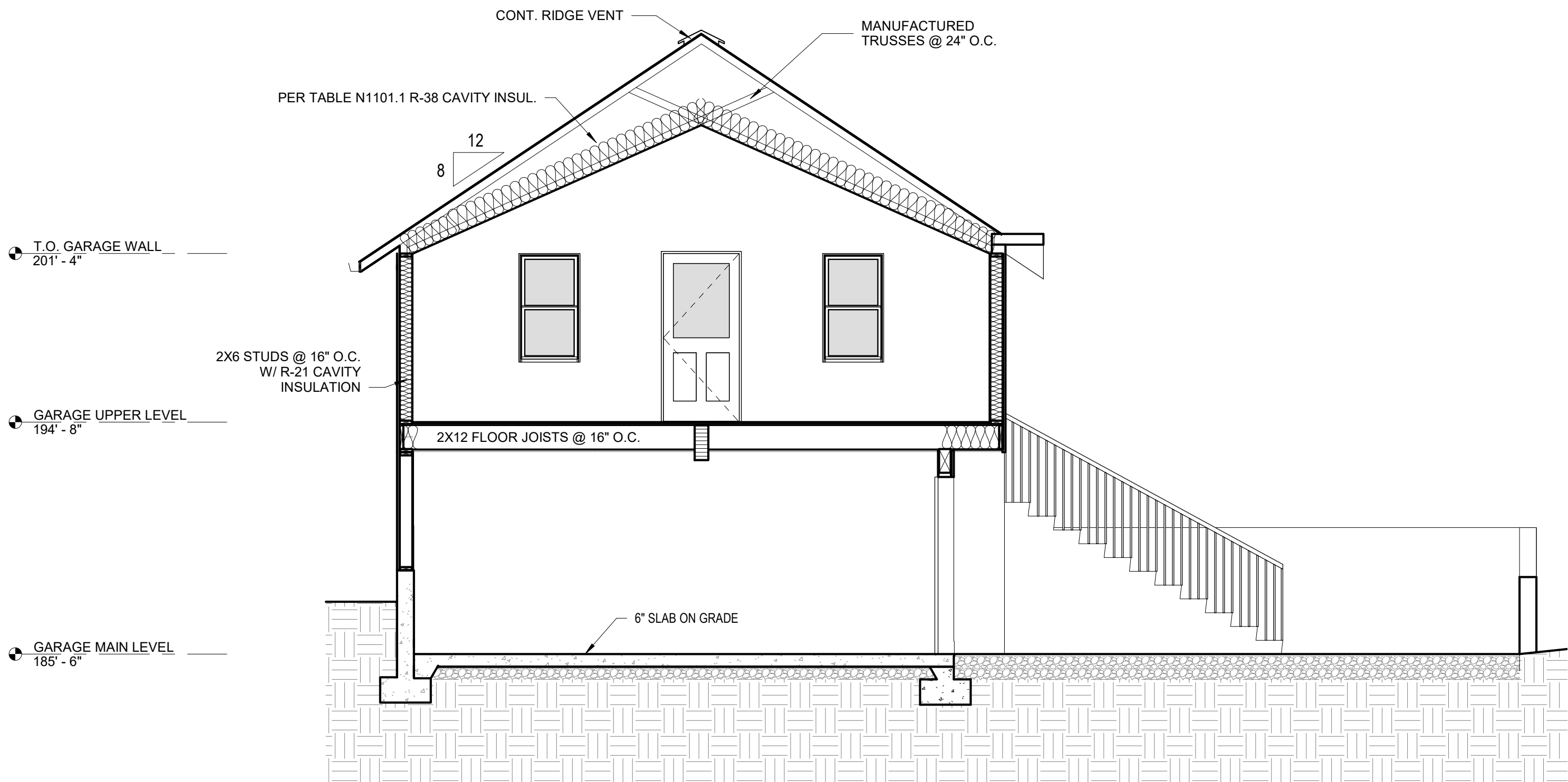
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2 GARAGE SECTION E/W

1/4" = 1'-0"



1 GARAGE SECTION N/S

1/4" = 1'-0"

Revisions:		
No.	Date	Description

CONSTRUCTION DOCUMENTS

Project # 19001

GARAGE SECTIONS A3.5

Date: 11.27.2019



BISTLINE RESIDENCE

708 4TH AVE
OREGON CITY, OREGON 97045

Revisions:		
No.	Date	Description

CONSTRUCTION
DOCUMENTS

Project #19001

SITE PLAN

A0.0

Date:11.27.2019

LOT COVERAGE:

LOT AREA:5,000 SQ. FT.

HOUSE AREA:
(FOOTPRINT)950 SQ. FT.

GARAGE AREA:
(FOOTPRINT)528 SQ. FT.

TOTAL BUILDING AREA:1,478 SQ. FT.
(950 + 528 = 1,478)

1,478 SQ. FT. / 5,000 SQ. FT. = 29.56%

LEGAL DESCRIPTION:

OREGON CITY, OR 97045
CLACKAMAS COUNTY
MAP 31E01AA TL 2601

BUILDER:

STONE CREEK BUILDING

The site plan illustrates the layout of the Bistline Residence. It features a large rectangular lot with a 50' front setback from 4th Ave. The lot is divided into two main sections by a 100' wide driveway (labeled (E) DRIVEWAY) on the right. The left section contains a large existing house with a footprint of 950 sq. ft. and a proposed addition of 528 sq. ft. The right section contains a smaller existing house. The proposed house is shown with a footprint of 950 sq. ft. and a garage area of 528 sq. ft. The plan includes various setbacks: 5'-0" from the front property line, 5'-0" from the side property line, and 10'-0" from the rear property line. A 50' wide building setback is also indicated. The plan shows a 100' wide driveway on the right, a 9'-0" wide driveway on the left, and a 10'-0" wide driveway on the right. The plan also shows a 100' wide driveway on the right. The plan includes a north arrow pointing towards the top right.

1 SITE PLAN

1/8" = 1'-0"

BRESI-21-00080

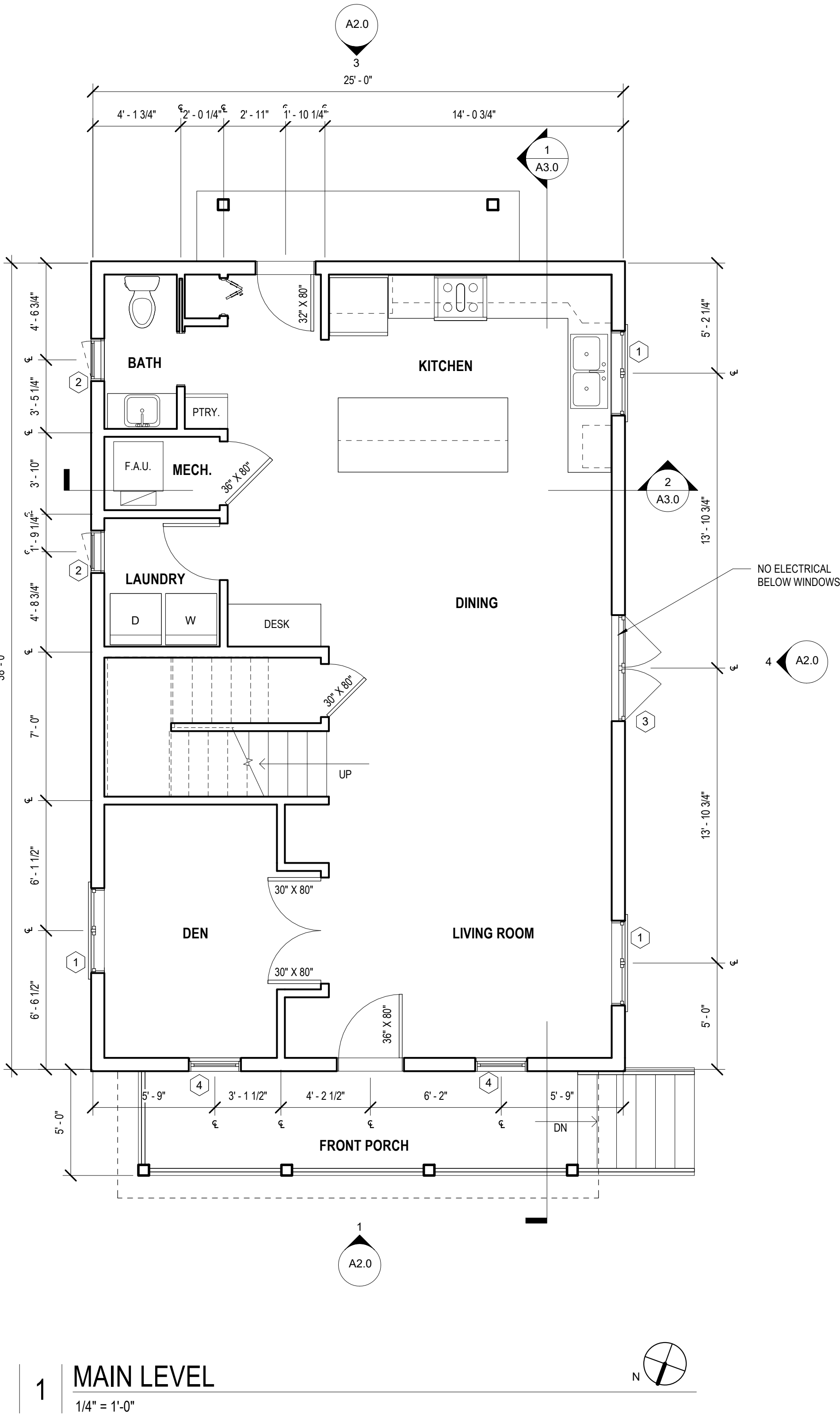
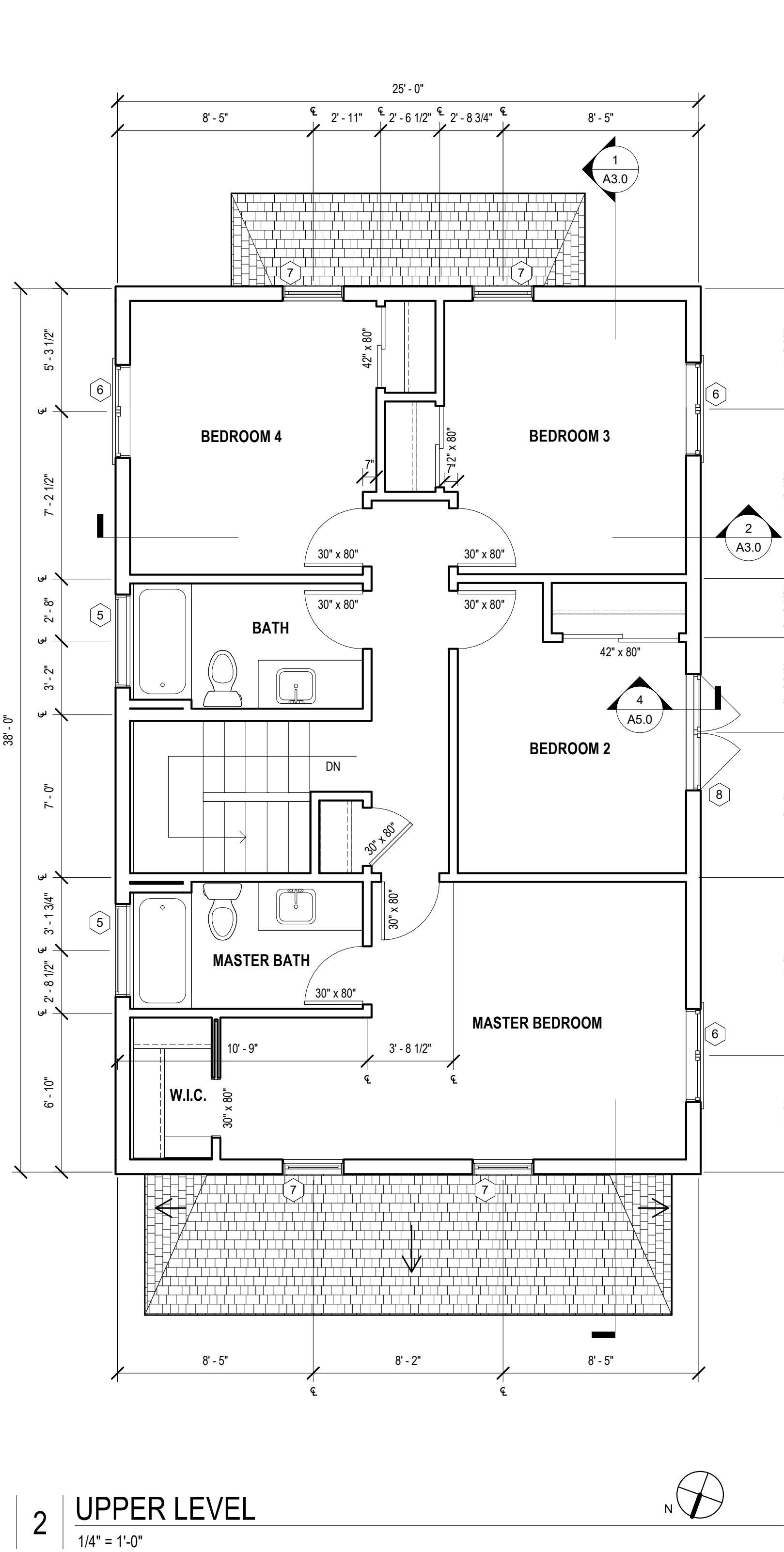
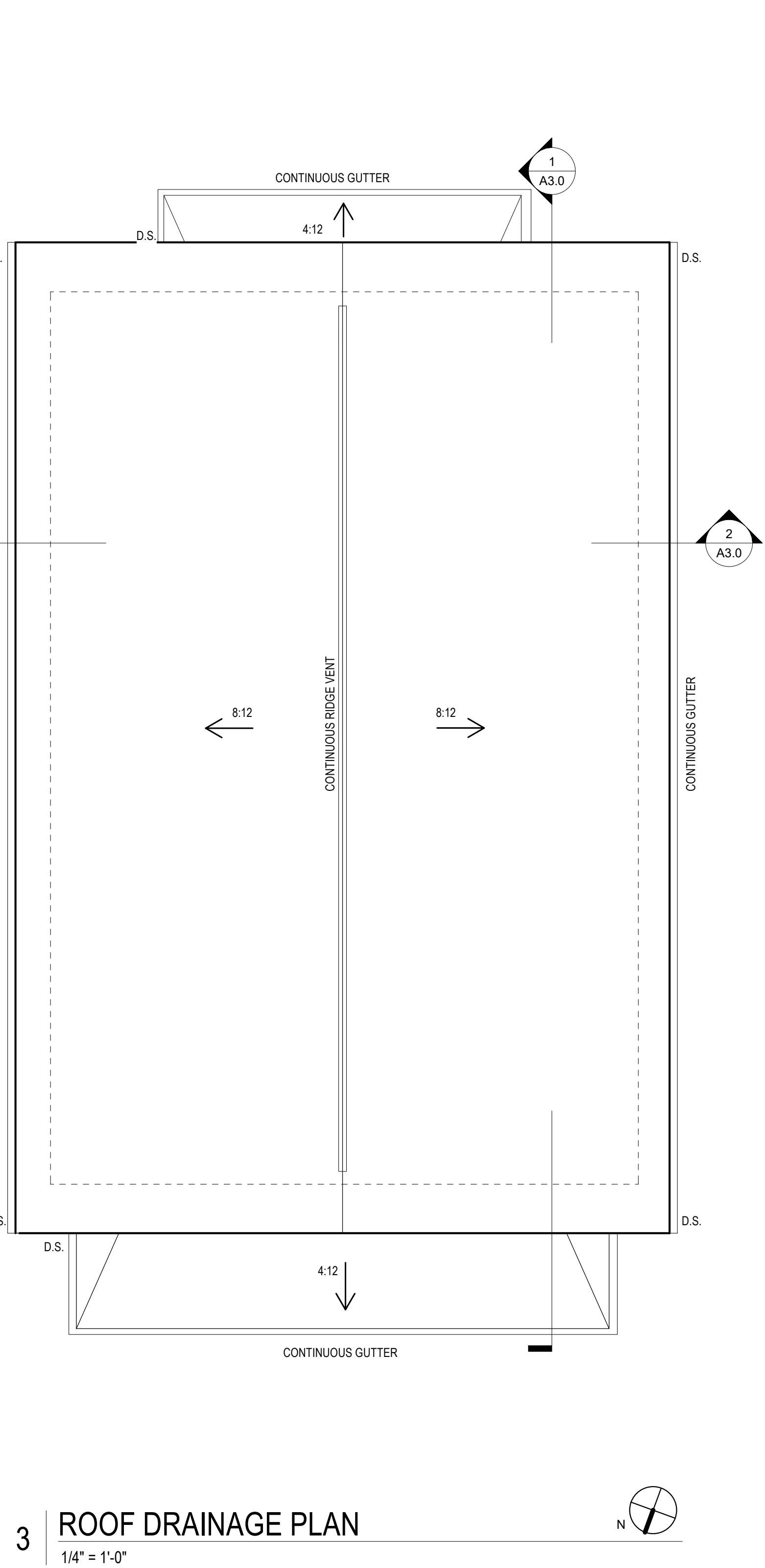
HOUSE WINDOW SCHEDULE						
TYPE	MANUFACTURER	OPERATION	COUNT	WIDTH	HEIGHT	EGRESS
1	MARVIN	CASEMENT	3	4'-0"	2'-11 3/4"	NO
2	MARVIN	CASEMENT	2	2'-0"	2'-11 1/8"	NO
3	MARVIN	CASEMENT	1	5'-0"	4'-11 3/4"	NO
4	MARVIN	DOUBLE HUNG	2	2'-5 1/2"	4'-11 3/4"	NO
5	MARVIN	AWNING	2	4'-0"	2'-3 1/8"	NO
6	MARVIN	CASEMENT	3	4'-0"	1'-11 3/4"	NO
7	MARVIN	DOUBLE HUNG	4	2'-7 1/2"	5'-11 3/4"	YES
8	MARVIN	CASEMENT	1	5'-0"	4'-5 3/4"	YES

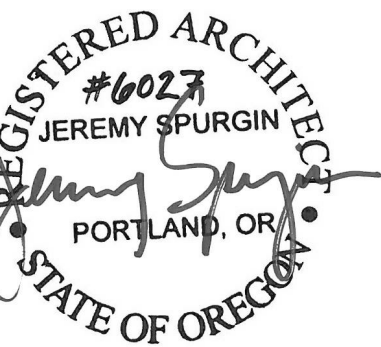
ABBREVIATIONS:

DOWNSPOUT	D.S.
FORCED AIR UNIT	F.A.U.
GLULAM BEAM	GLB
GYPSUM WALL BOARD	G.W.B.
HEADER	HDR
WATER HEATER	W/H
PANTRY	PTRY.
WALK-IN CLOSET	W.I.C

SYMBOLS:

	3-WAY SWITCH
	CAN LIGHT
	CEILING FAN
	CEILING LIGHT
	FAN
	FAN, LIGHT
	SINGLE SWITCH
	SMOKE DETECTOR
	WALL LIGHT





BISTLINE RESIDENCE

708 4TH AVE

OREGON CITY, OREGON 97045

Revisions:		
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CONSTRUCTION
DOCUMENTS

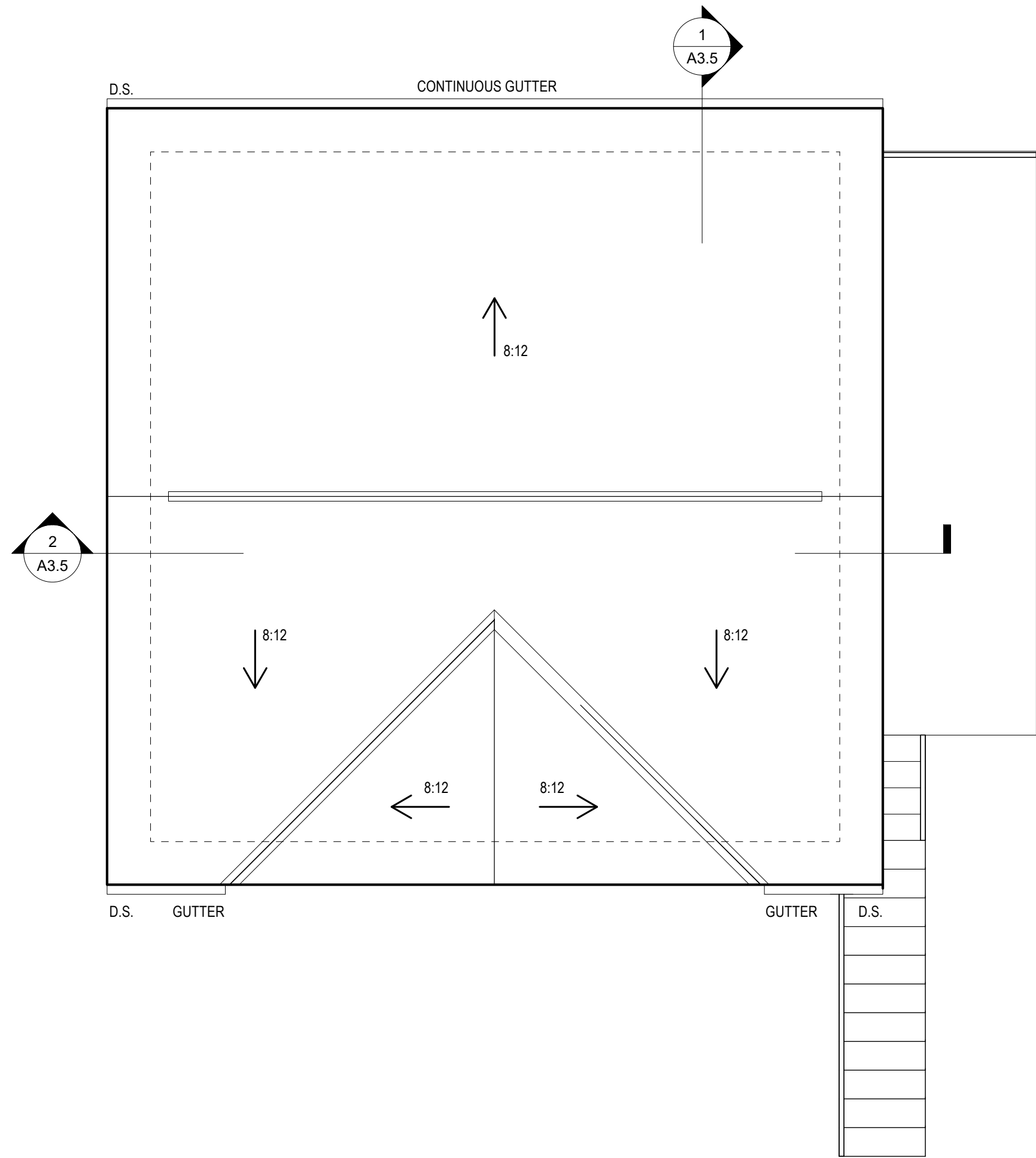
Project #19001

GARAGE FLOOR
PLANS

A1.5

Date:11.27.2019

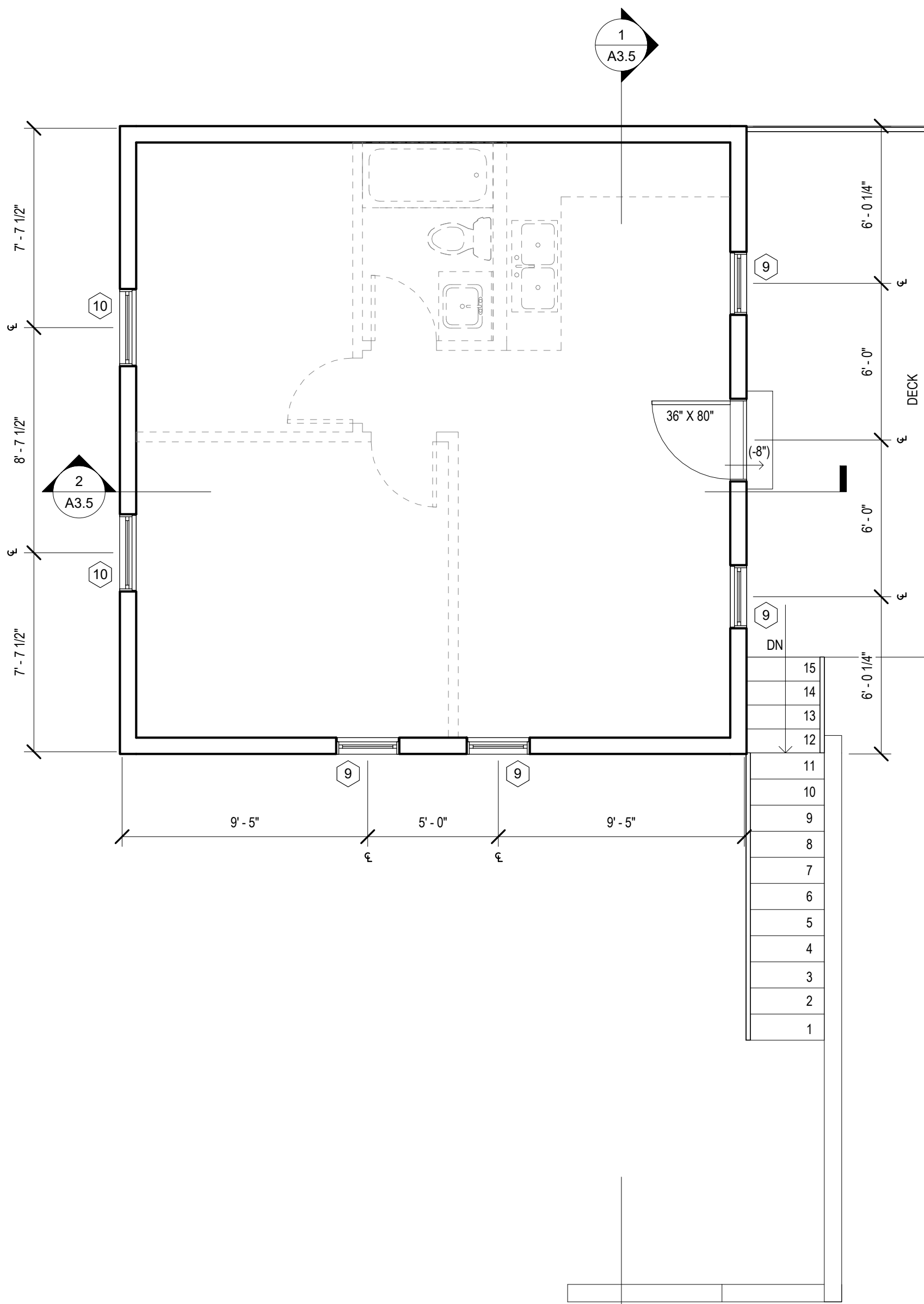
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3

GARAGE ROOF DRAINAGE PLAN

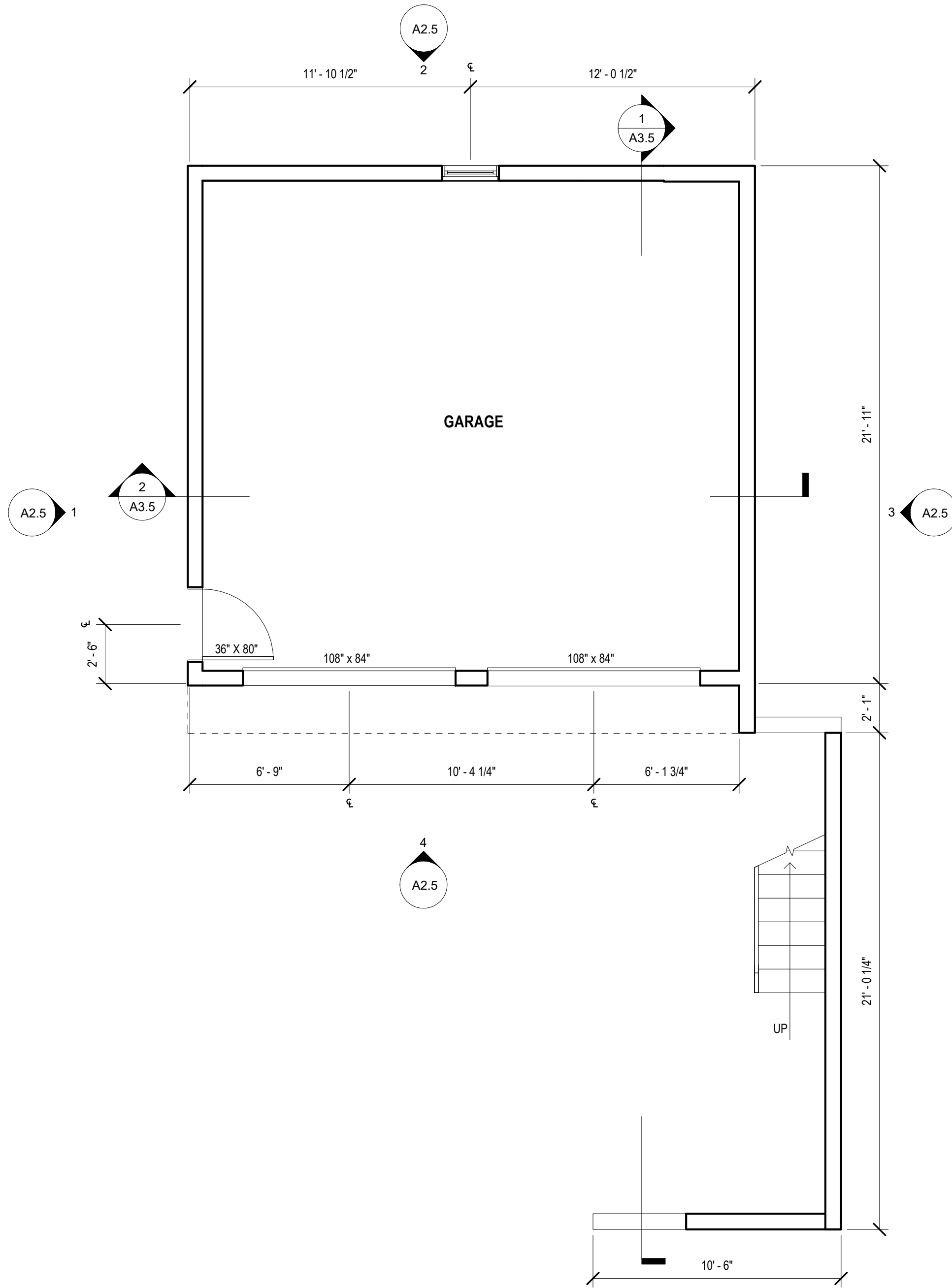
1/4" = 1'-0"



2

GARAGE UPPER LEVEL

1/4" = 1'-0"



1

GARAGE MAIN LEVEL

1/4" = 1'-0"



BISTLINE RESIDENCE
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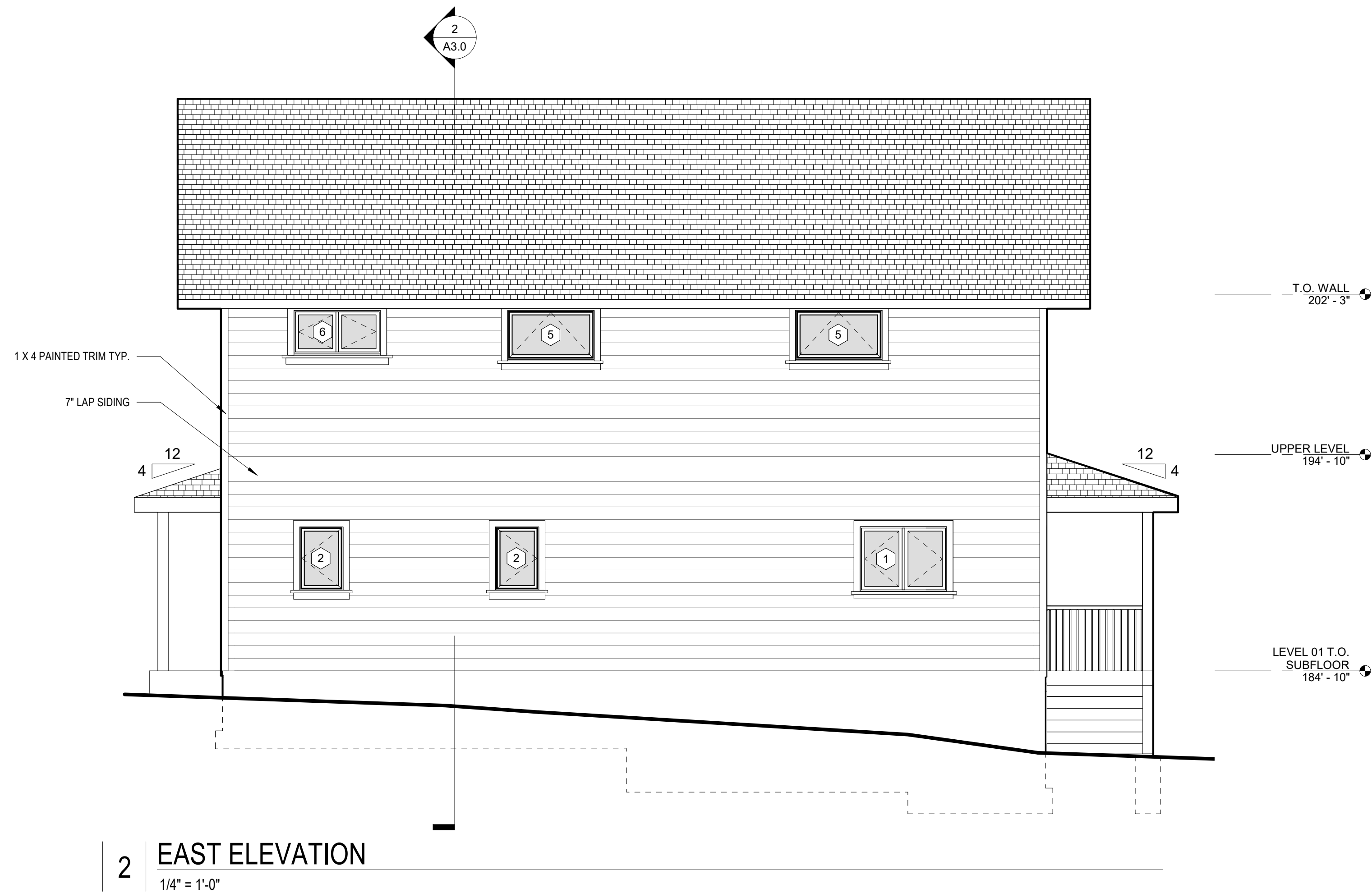
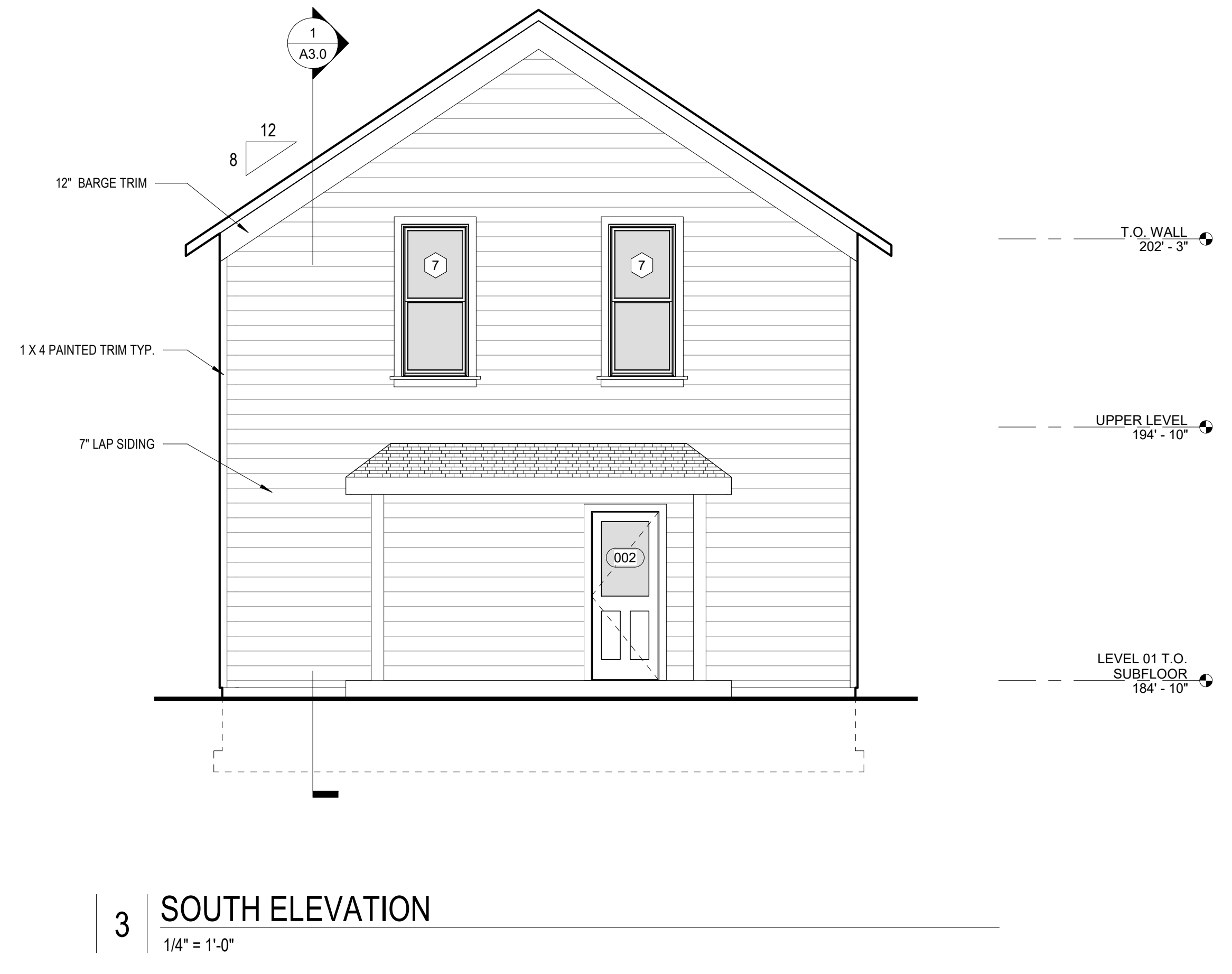
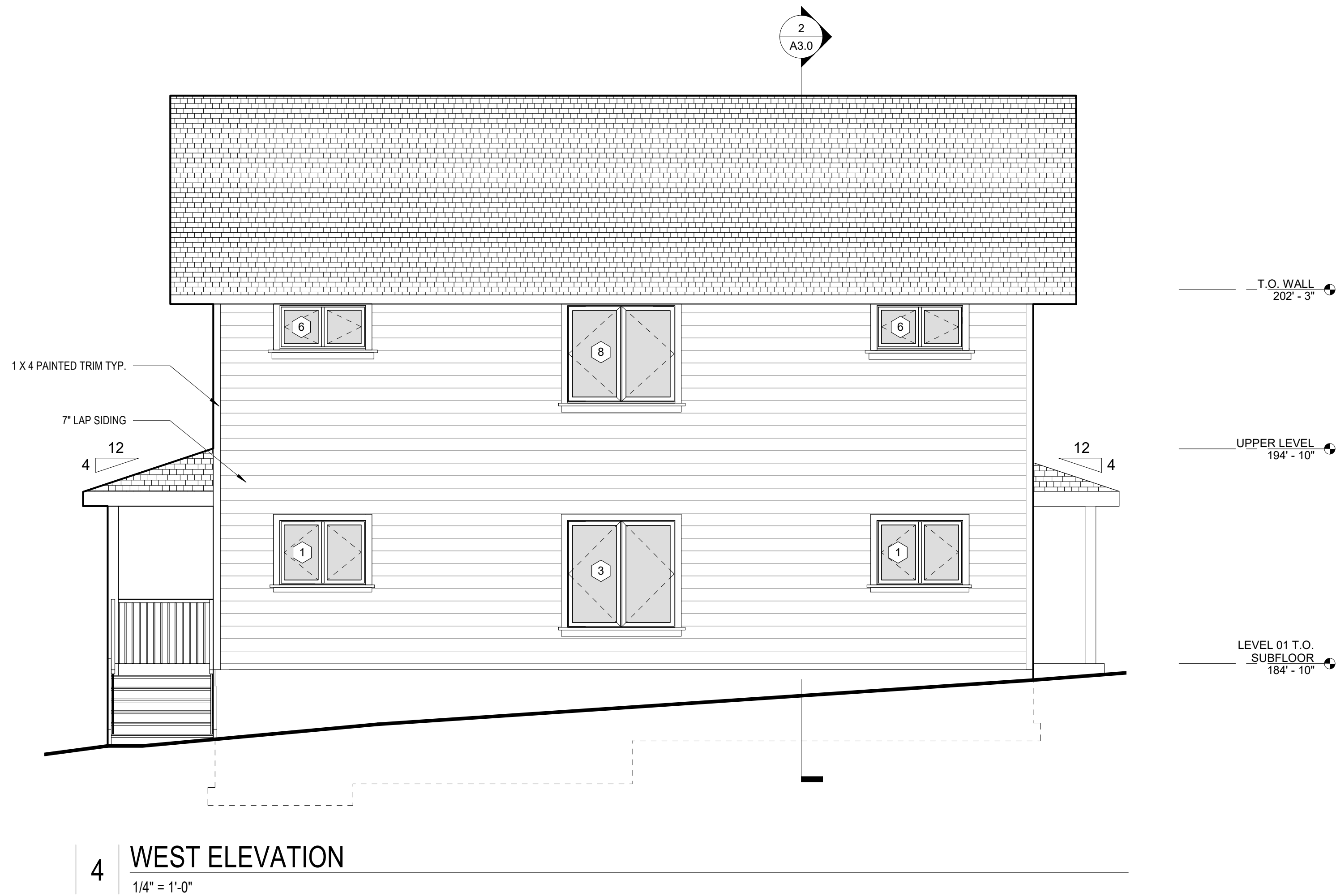
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**CONSTRUCTION
DOCUMENTS**

Project # 19001

**HOUSE
ELEVATIONS
A2.0**

Date: 11.27.2019





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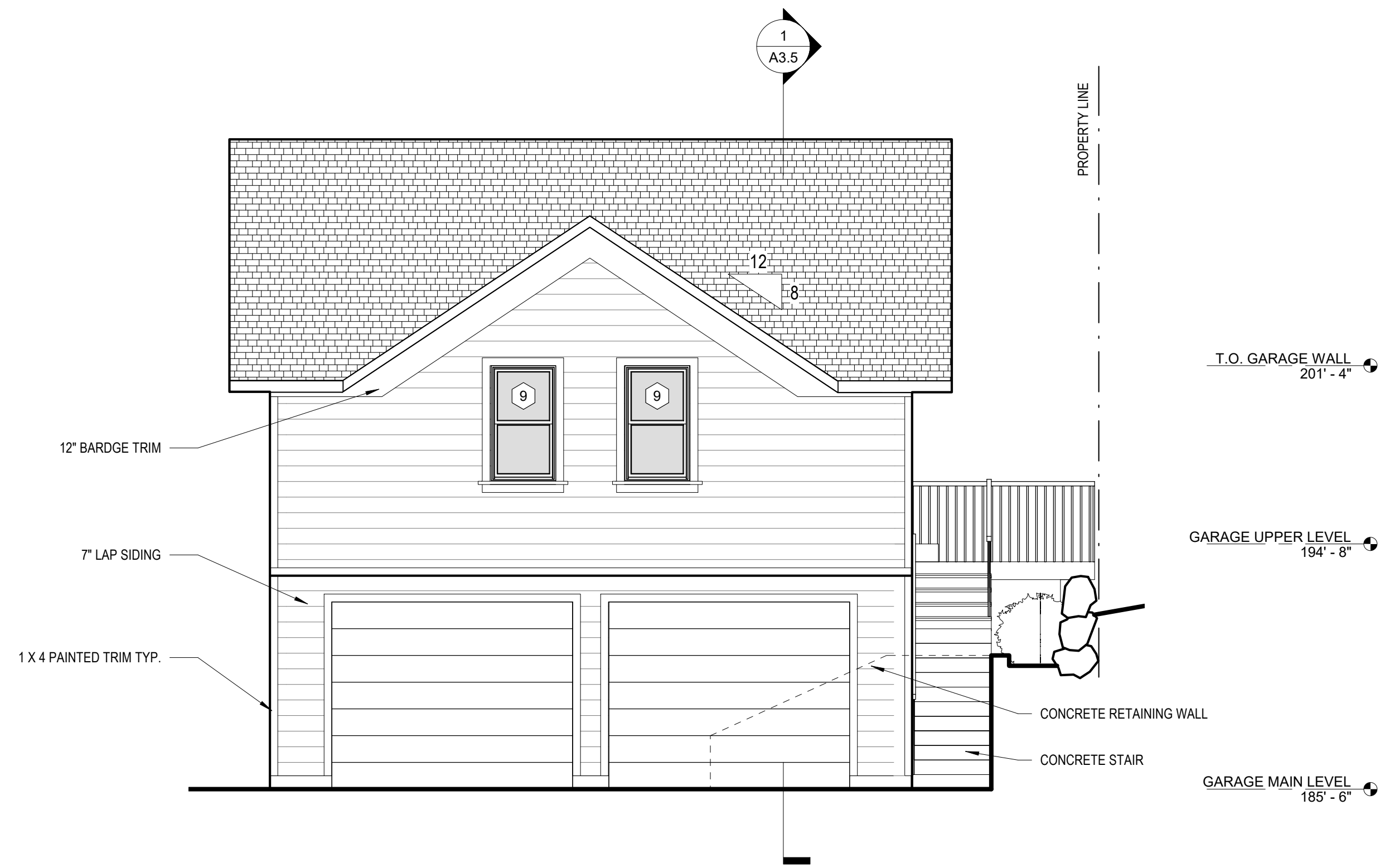
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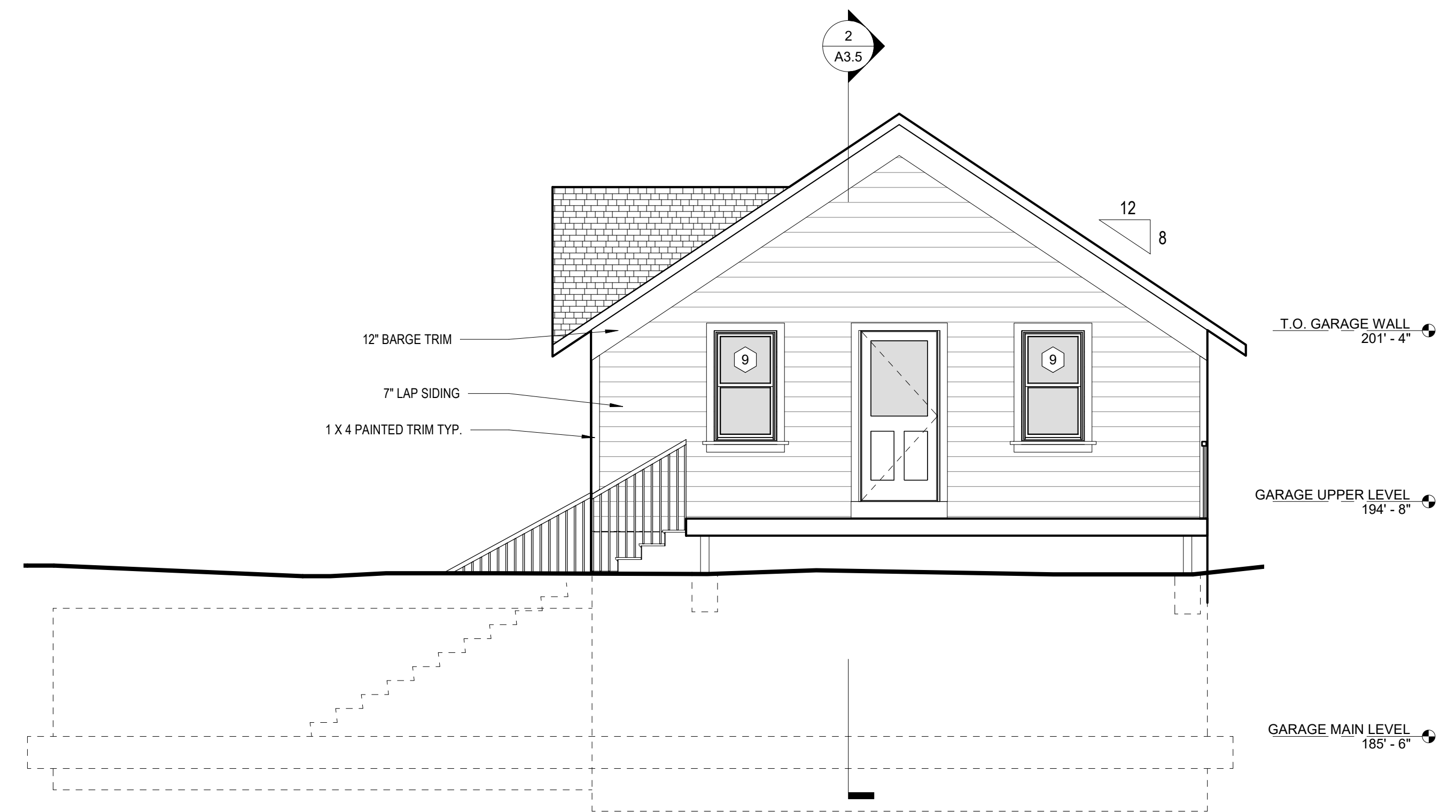
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GARAGE
ELEVATIONS
A2.5

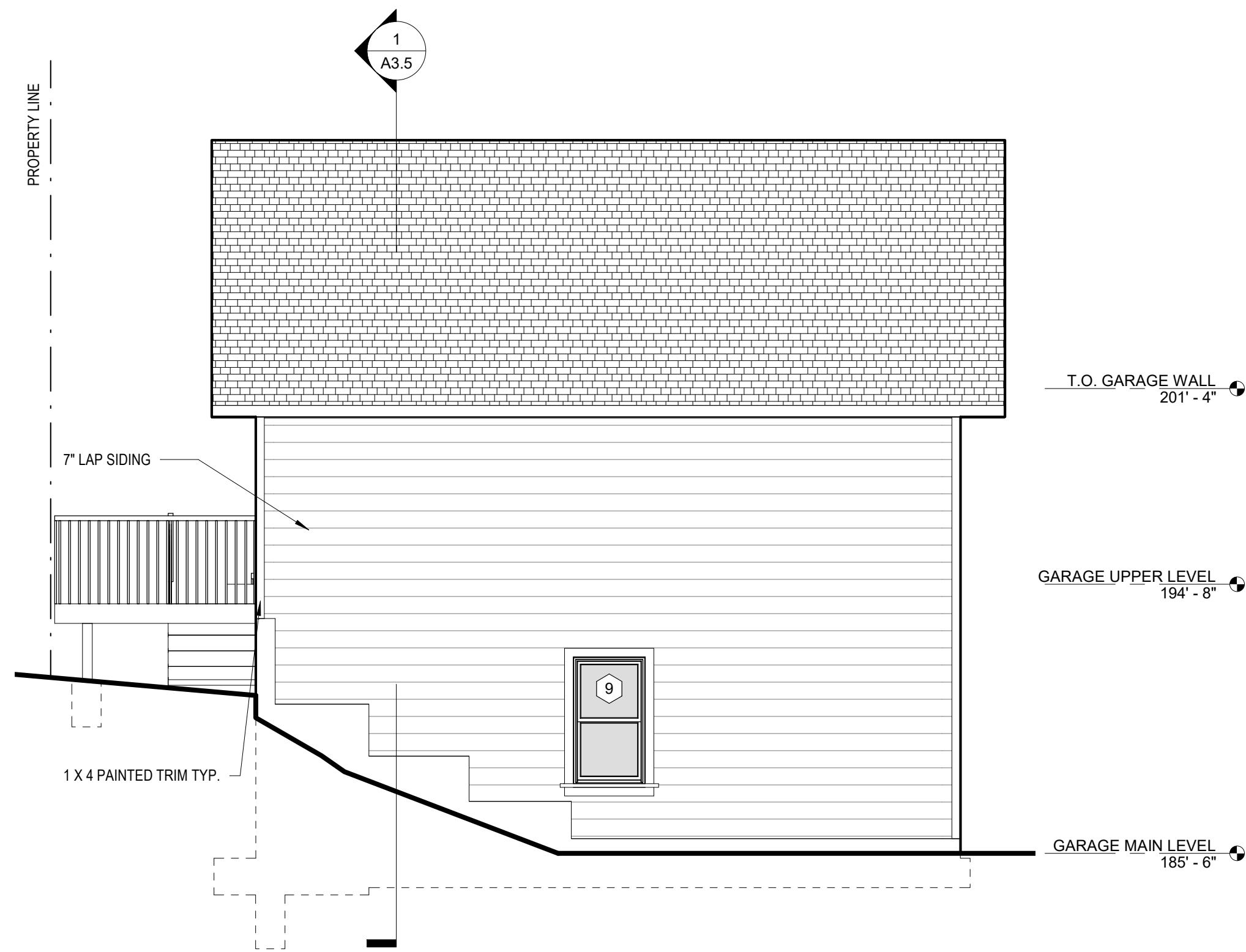
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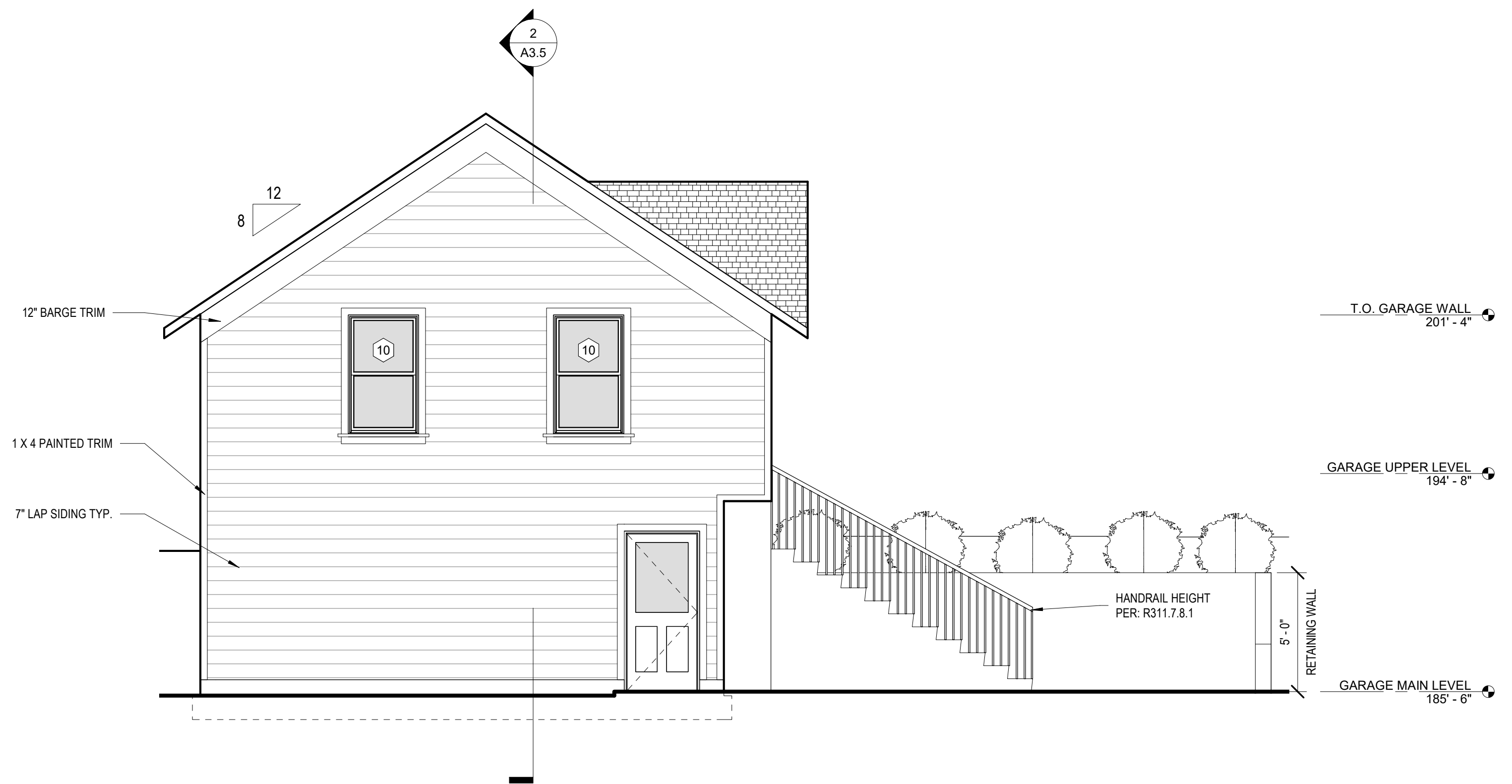
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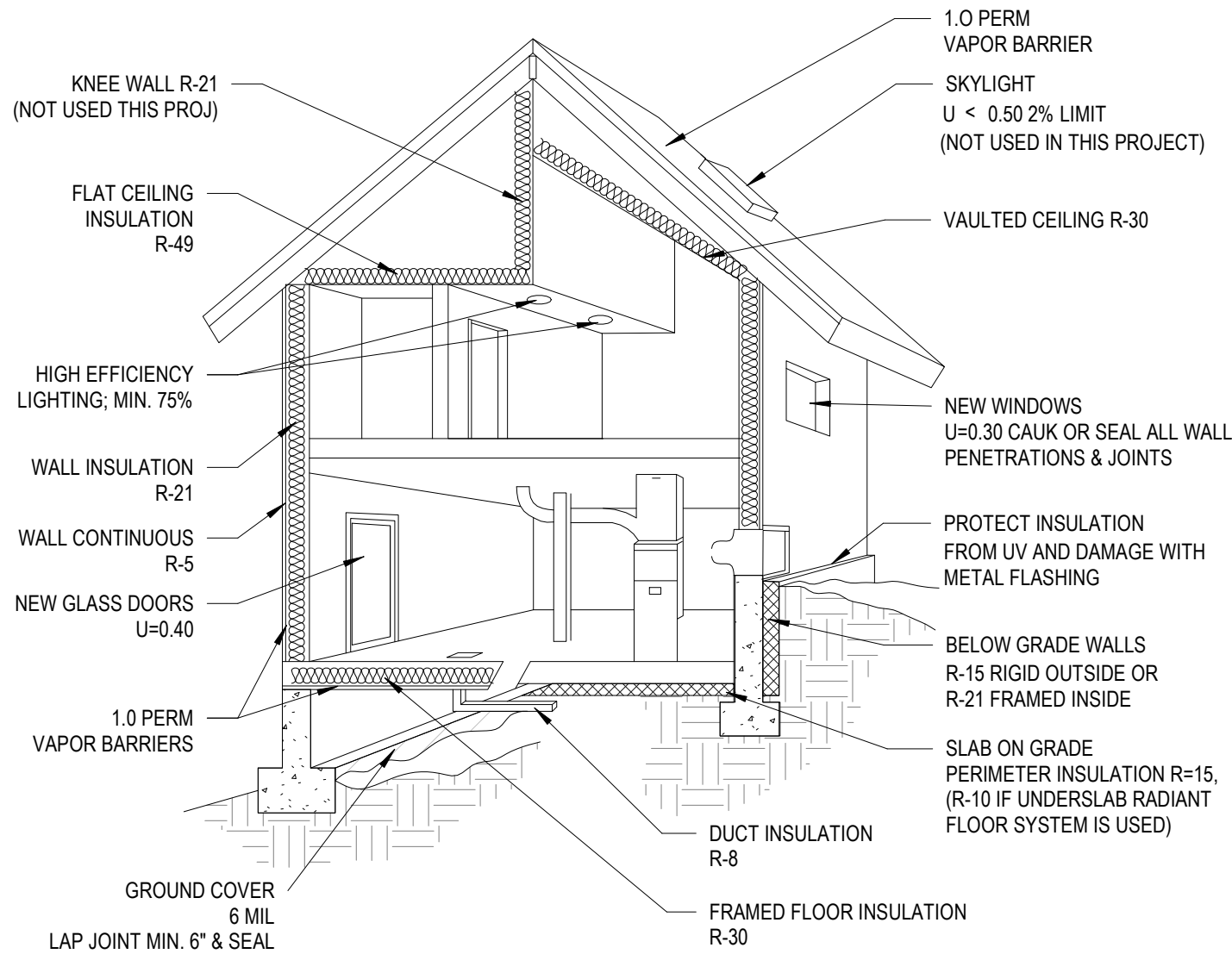
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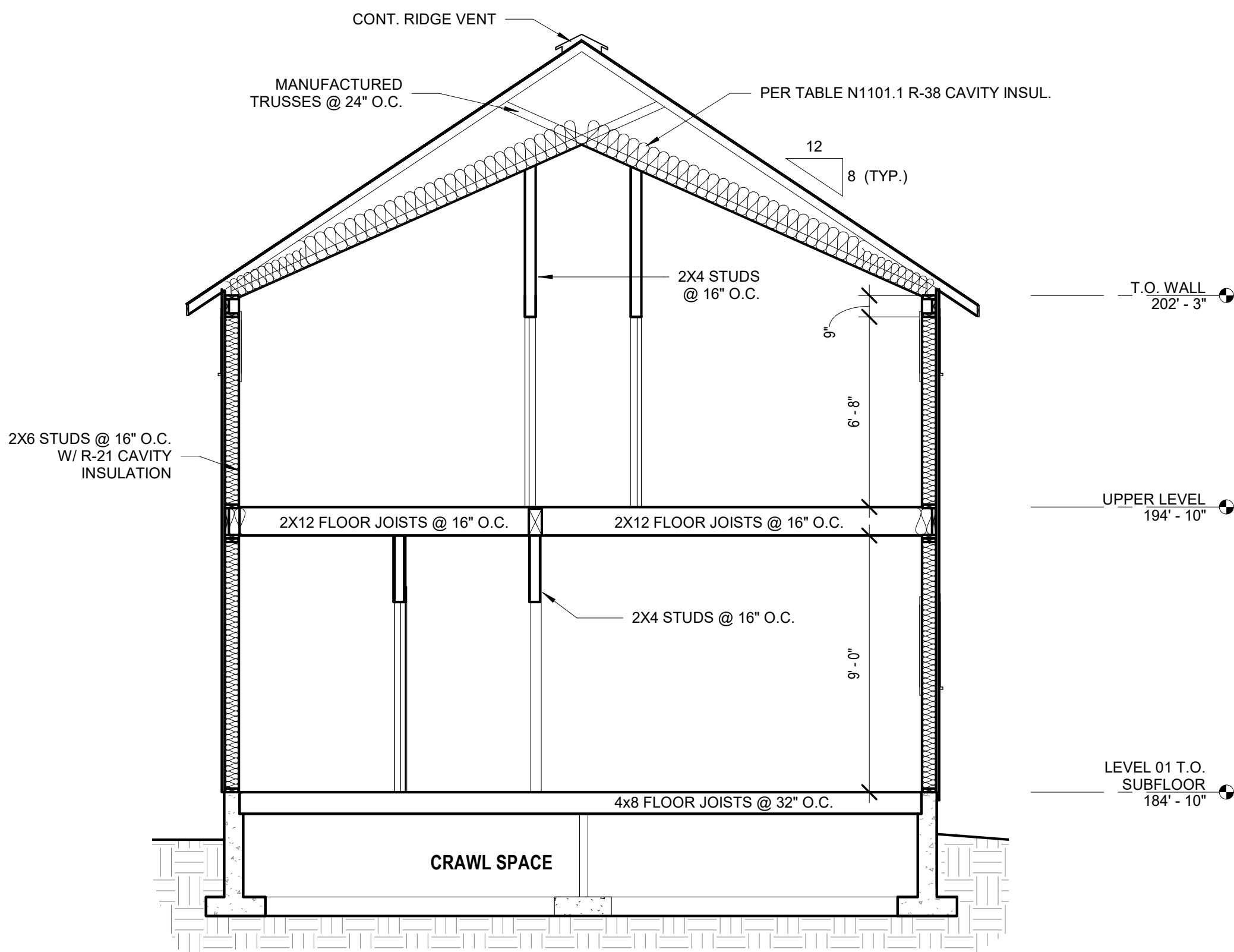
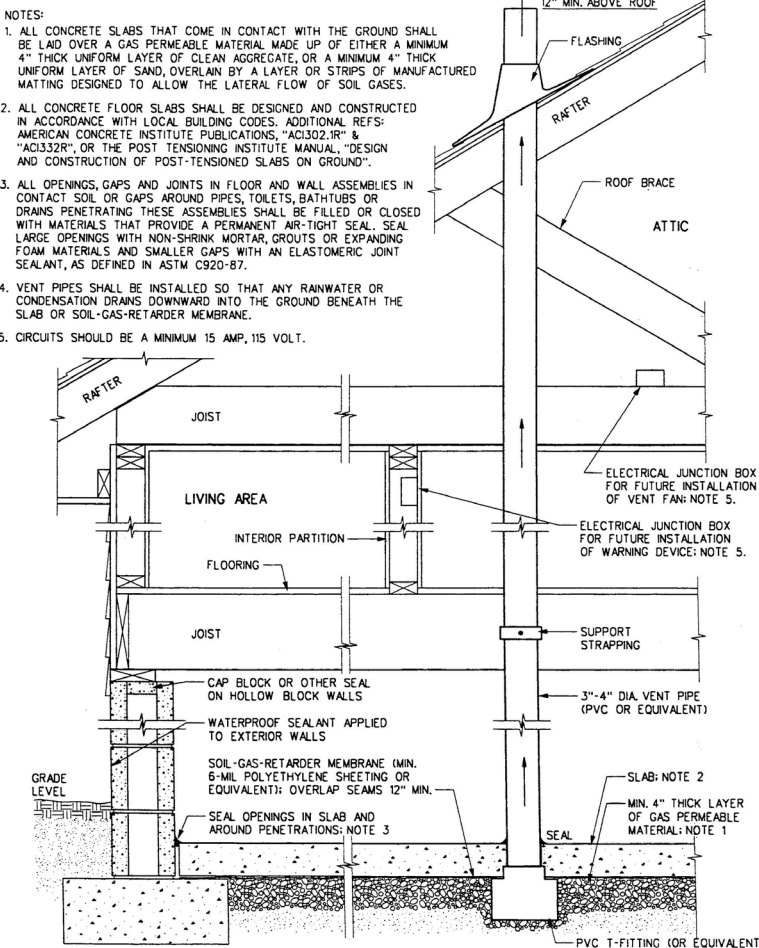
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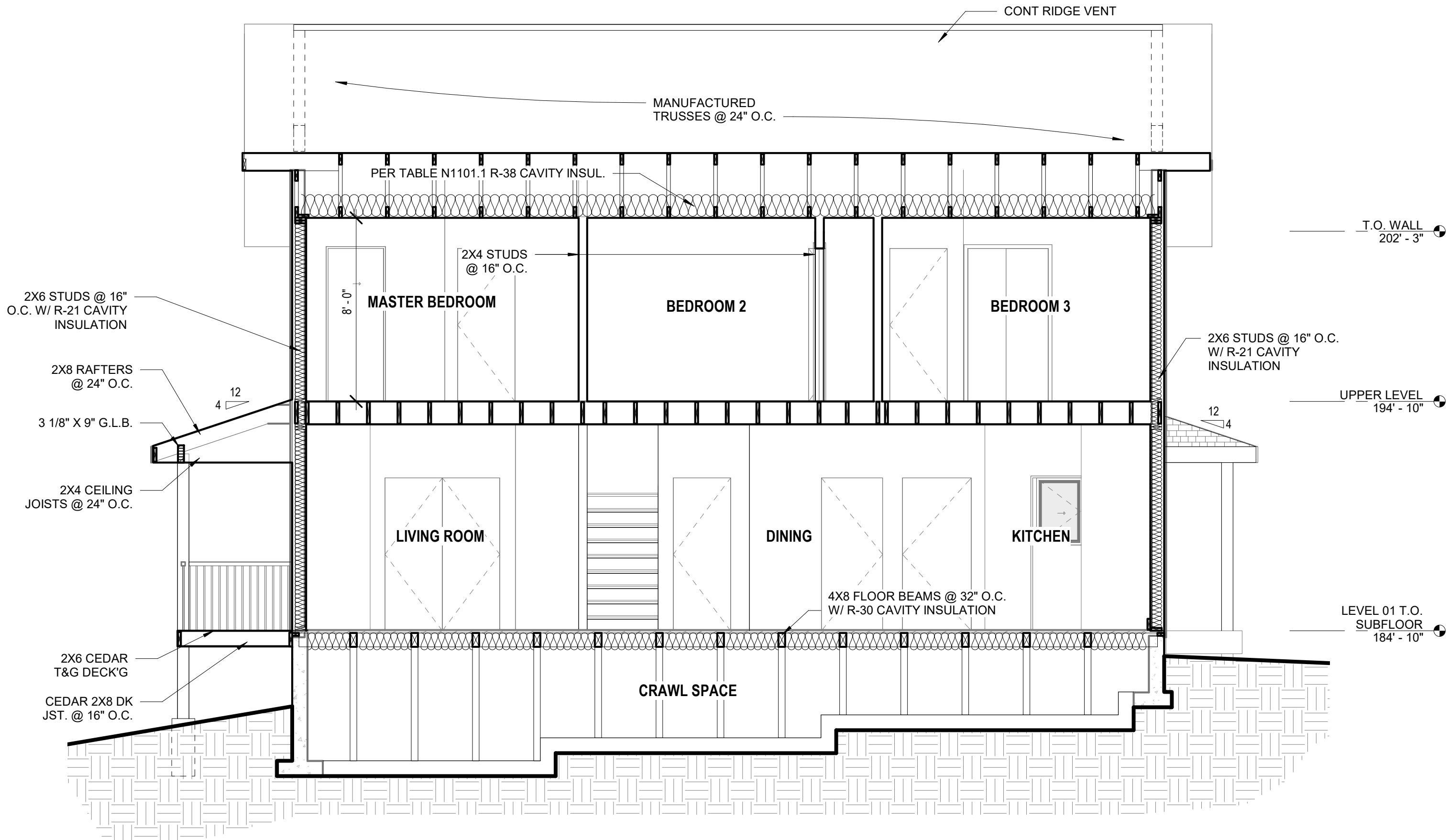
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PASSIVE SUB-SLAB DEPRESSURIZATION RADON CONTROL SYSTEM FOR NEW CONSTRUCTION

EPA 402-95012



2 HOUSE SECTION E/W
1/4" = 1'-0"



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Revisions:		
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CONSTRUCTION DOCUMENTS

Project # 19001

HOUSE SECTIONS

A3.0

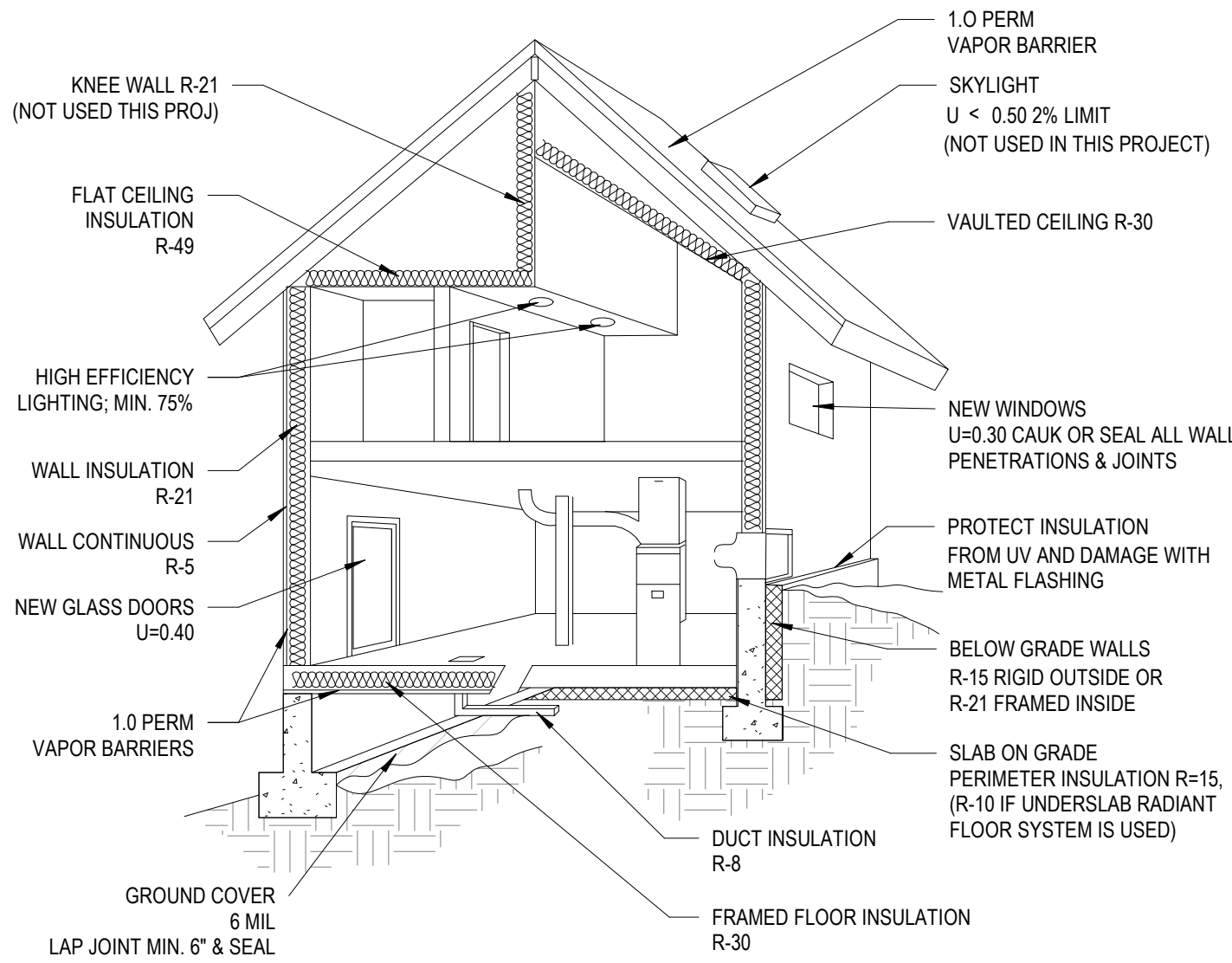
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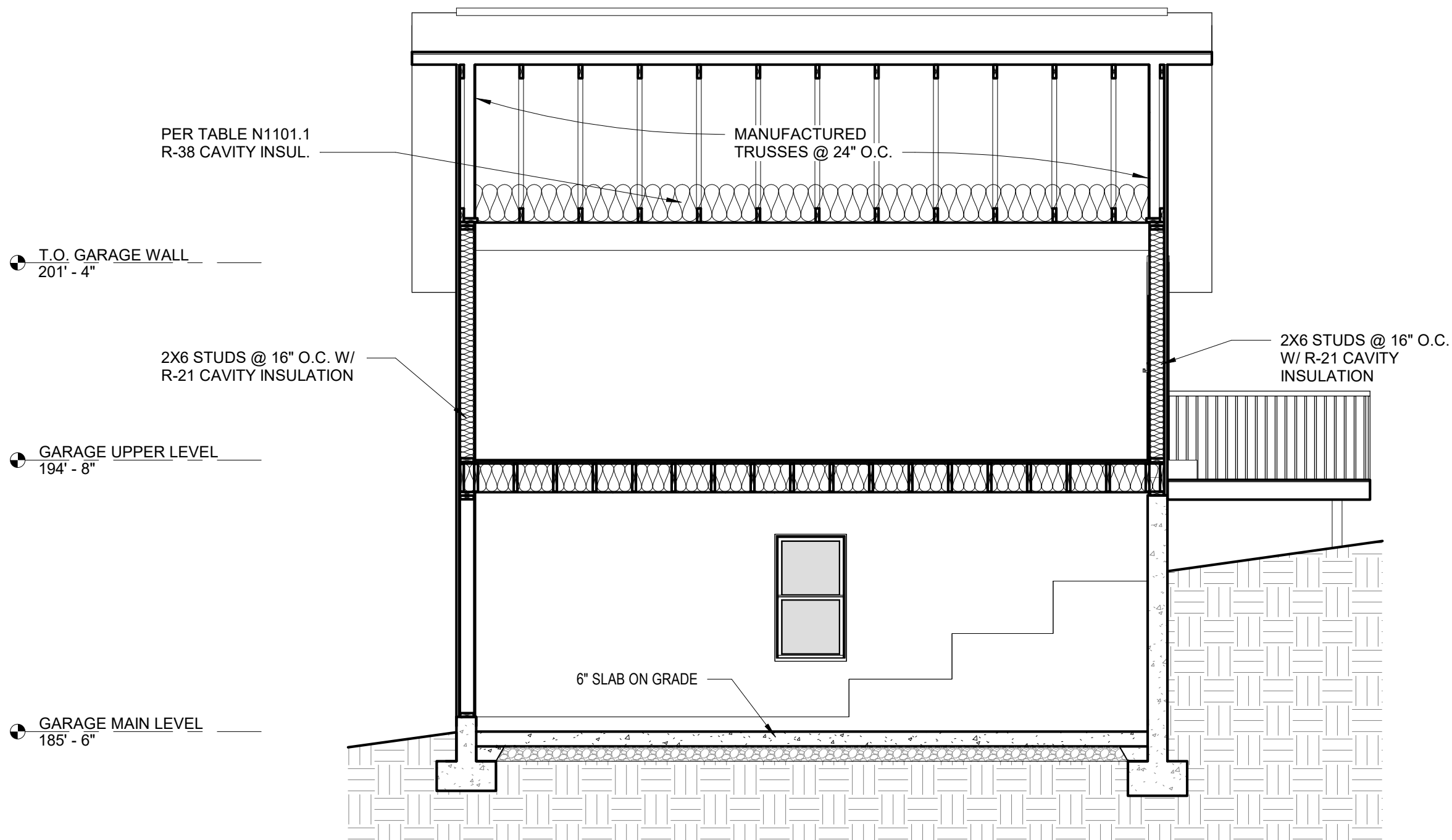
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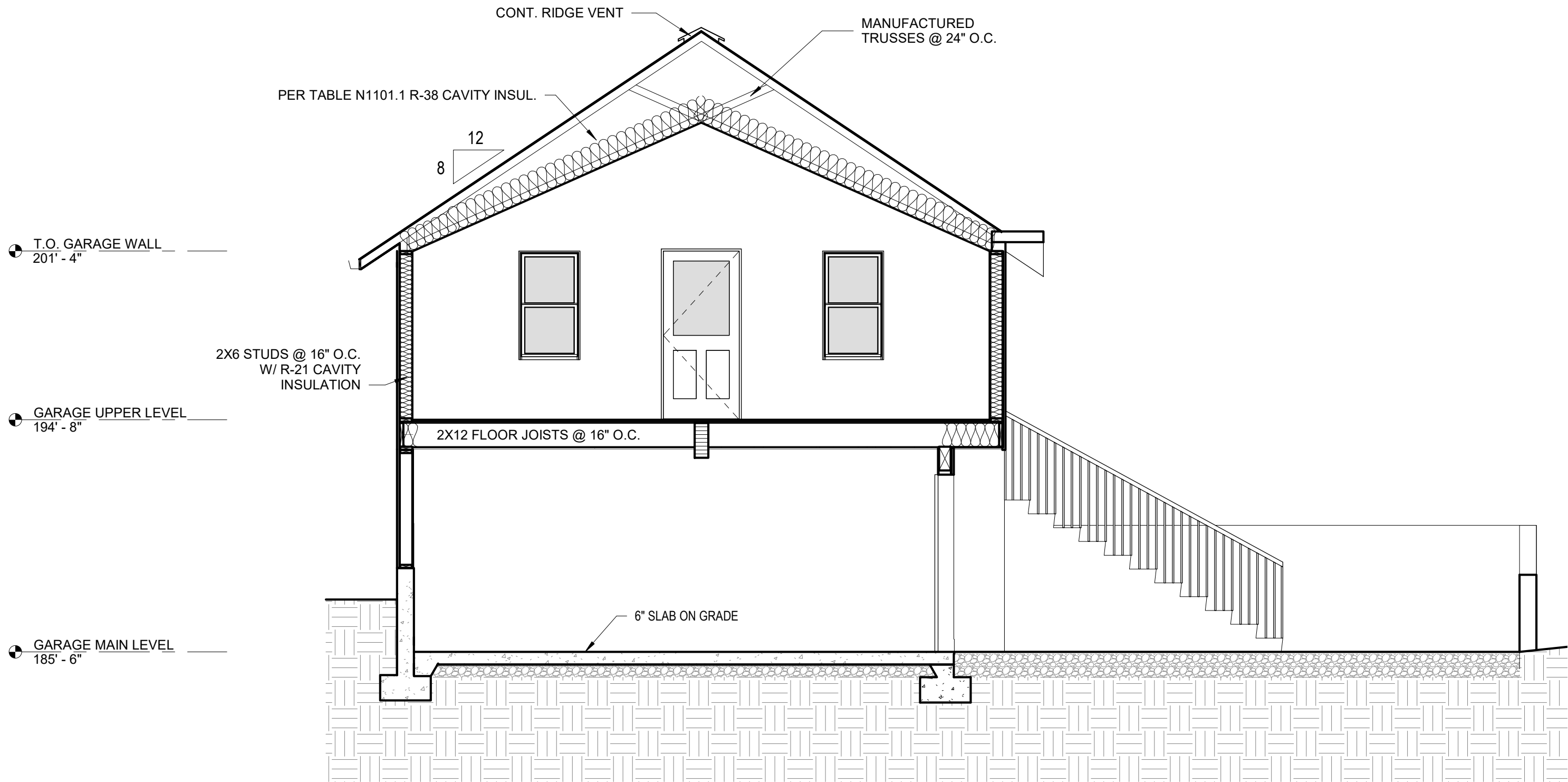
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4. BELOW-GRADE WALLS SHALL BE INSULATED FROM BOTTOM OF ABOVE-GRADE SUBFLOOR DOWNWARD AND TO TOP OF BELOW-GRADE FINISHED FLOOR.
5. WINDOW AND DOOR AIR LEAKAGE RATES SHALL MEET THE ASTM STANDARDS.
6. ALL EXTERIOR JOINTS AROUND WINDOWS, AROUND DOOR FRAMES, BETWEEN WALL AND FOUNDATION, BETWEEN WALL AND ROOF, AND OTHER OPENINGS IN THE EXTERIOR ENVELOPE SHALL BE SEALED IN A MANNER APPROVED BY THE BUILDING OFFICIAL.
7. EXTERIOR ENVELOPE INSULATION SHALL HAVE VAPOR RETARDERS INSTALLED ON THE WARM SIDE (IN WINTER) WITH A 1-PERM DRY CUP RATING OR LESS.
8. AN APPROVED GROUND COVER FOR NEW BUILDINGS WHEN INSULATION IS INSTALLED.
9. ALL HEATING, VENTILATING, AND AIR CONDITIONING SYSTEMS SHALL BE PROVIDED WITH PROPER CONTROLS.
10. ALL HOT WATER PIPING SHALL BE INSULATED PER TABLE N1106.1 OF THE 2011 ORSC.



2 GARAGE SECTION E/W
1/4" = 1'-0"



1 GARAGE SECTION N/S
1/4" = 1'-0"

Revisions:		
No.	Date	Description

CONSTRUCTION DOCUMENTS

Project # 19001

GARAGE SECTIONS
A3.5

Date: 11.27.2019



Historic Review

Staff Report and Notice of Decision for a Single Family Home in the Canemah Historic District

September 26, 2019

FILE NO.: GLUA-19-00027/HR 19-05: Historic Review Board review of construction of a new single family residence and detached garage/ADU in the Canemah National Register Historic District.

HEARING DATE: September 24, 2019
7:00 p.m. – City Hall
625 Center Street
Oregon, City, Oregon 97045

APPLICANT/OWNER: Ron Bistline
712 4th Avenue
Oregon City, OR 97045

LOCATION: Clackamas County Map 3-1E-01AA Taxlot 02601
No address- 4th Avenue
Oregon City, OR 97045

REQUEST: Historic Review Board review of construction of a new single family residence and detached garage/ADU in the Canemah National Register Historic District.

DECISION: On September 24, 2019, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opposing and interested parties, the Oregon City Historic Review Board voted 4-0 to approve the proposal with conditions. The Oregon City Historic Review Board adopted as its own the Staff Report with findings and Conditions of Approval for File Number HR 19-05. The complete record for the Historic Review Board decision is on file at the Planning Division.

CRITERIA: Administration and Procedures are set forth in Chapter 17.50, Chapter 17.40, Historic Overlay District in Chapter 17.40, and “R-6” Single-Family Dwelling District in Chapter 17.12 of the Oregon City Municipal Code. The City Code Book is available on-line at www.oregoncity.org.

Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the hearing, in person or by letter, with sufficient specificity to afford the Historic Review Board and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Historic Review Board may be appealed to the City Commission by parties with standing within fourteen (14) calendar days of the notice of decision. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the

hearing and are found in OCMC Chapter 17.50 and ORS 197.763. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

Conditions of Approval

(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.

Prior to issuance of Building Permits:

1. The applicant shall obtain all necessary permits including but not limited to a Willamette River Greenway per OCMC 17.48 and Geological Hazards Overlay Review per OCMC 17.44. (P, DS)
2. The applicant shall submit an HRB demolition application for the shed that was removed, along with any required demolition permits from the building department, prior to issuance of any new building permits on site. (P, B)
3. Minor changes to window location or size on the side and rear facades will be acceptable and may be approved at a staff level prior to building permit issuance. (P)
4. If composite decking is approved, the applicant shall use boards that match the color of the house or trim. (P)
5. The retaining wall height in the rear yard shall be reduced to 5 feet. (P, DS, B)

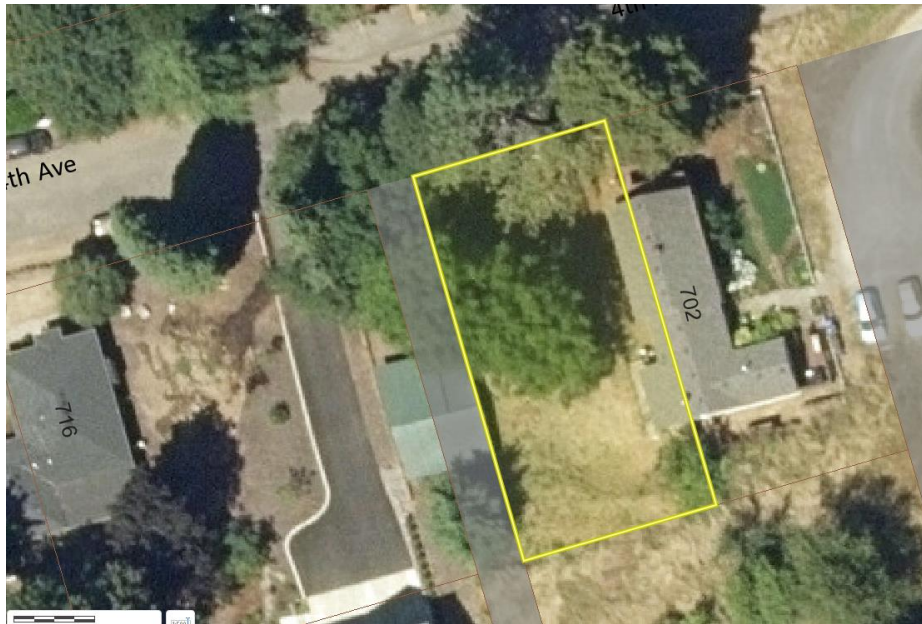
Prior to issuance of a Certificate of Occupancy:

1. The applicant shall plant a 2" caliper replacement tree in the side or rear yard to screen the massing of the garage from view from 4th Avenue; a large native such as Bigleaf Maple, Douglas Fir, Western Red Cedar, or White Oak are acceptable. (P)
2. Incised lumber or pressure treated wood shall not be used on any visible surfaces. (P)
3. All railings, decking and stairs shall be finished to match the house body or trim. (P)
4. The applicant shall plant no less than 5 shrubs in front of the home along the foundation. (P)
5. The applicant shall utilize simple vernacular styled exterior lighting.(P)

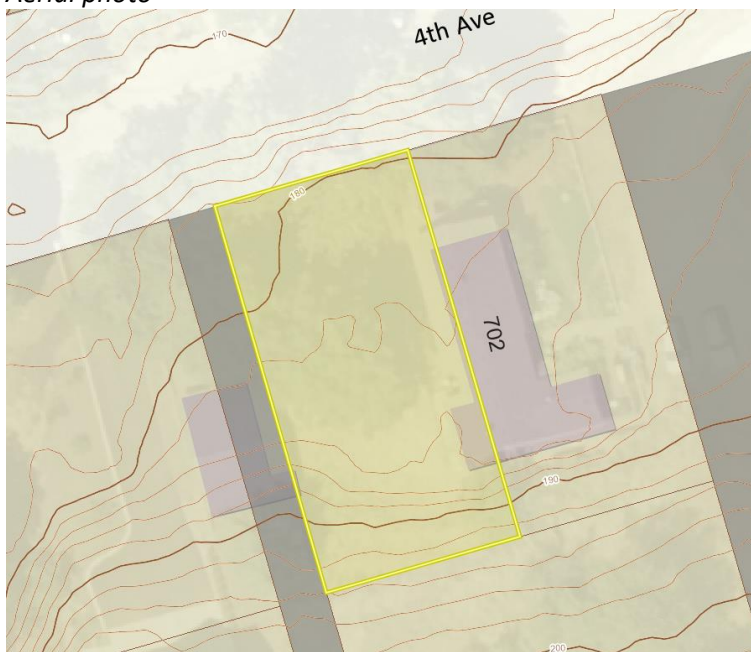
BACKGROUND:**Site and Context**

The subject property is a 5,000 square foot lot located in the Canemah National Historic District and is located on the south side of 4th Avenue between the A.E. Davis contributing historic home at 702 4th Ave and new construction at 712 4th Ave.

The subject property is within the Geologic Hazards Overlay District. An unimproved 12-foot wide alley lies to the west of the property.



Aerial photo



Topography



Vicinity Map

Neighboring Properties

702 4th Avenue

The A.E. Davis House is a 1.5 story Vernacular style home that is eligible/contributing in the district. Built circa 1885, it has a full width original porch and porch posts, and a one-story addition at the rear. Windows are wood doublehung, many 4/4, some 1/1.



4th Ave- A.E. Davis House (c. 1885) Southwest of project site

707 4th Avenue

The George and Martha Draper house, built circa 1876, is eligible/contributing in the district. Using gothic revival and vernacular styles, the house is 1.5 stories with a gable roof facing 4th Avenue and a side entry. Windows are typical wood double hung 4/4 with a 1/1 window on the south façade and a stained glass window on the west facade. Additions have been added over the years.



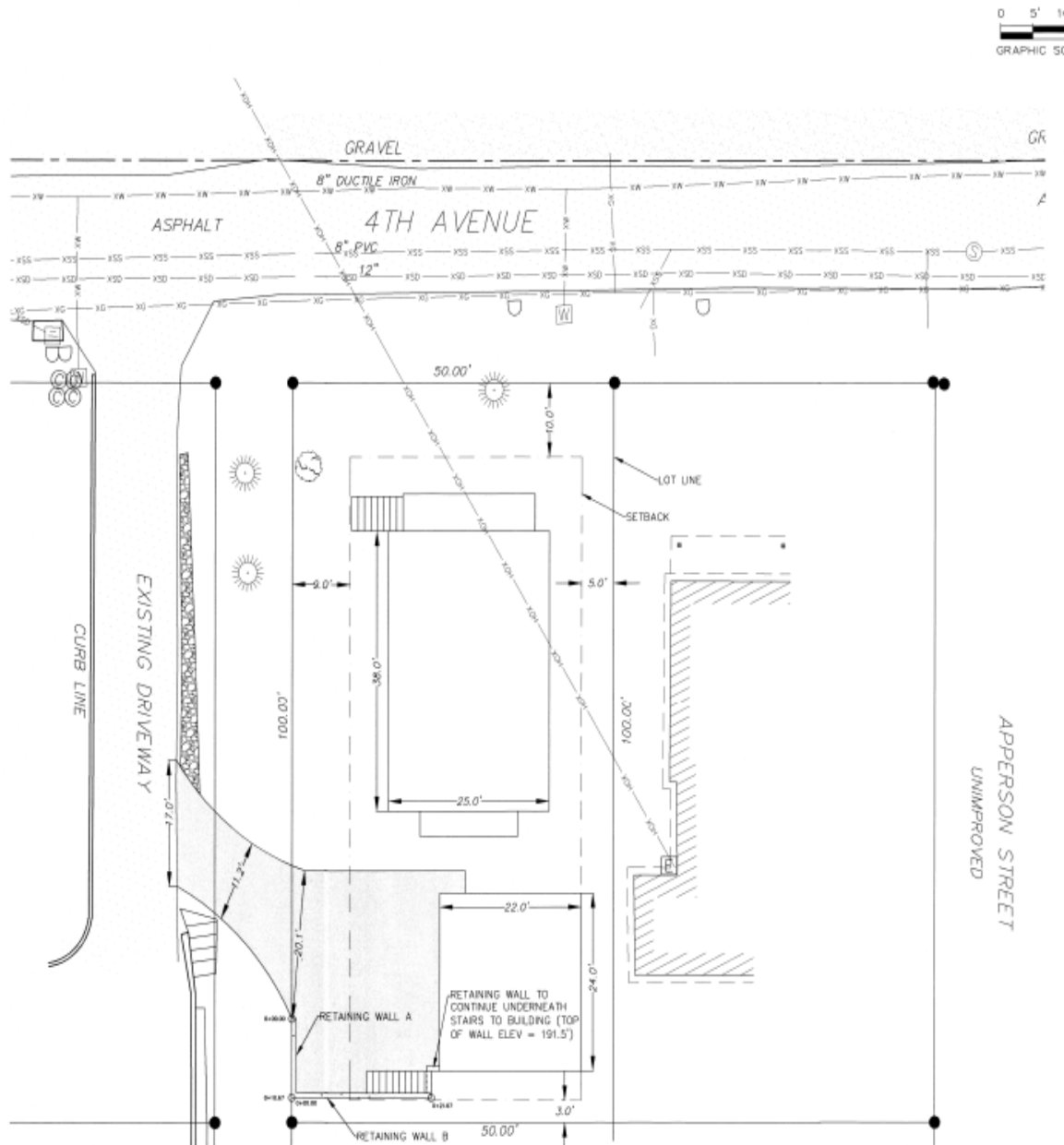
716 4th Avenue

This minimal traditional house at the corner of 4th Avenue and Blanchard Street is non-contributing/out of period, although it is compatible with the district.

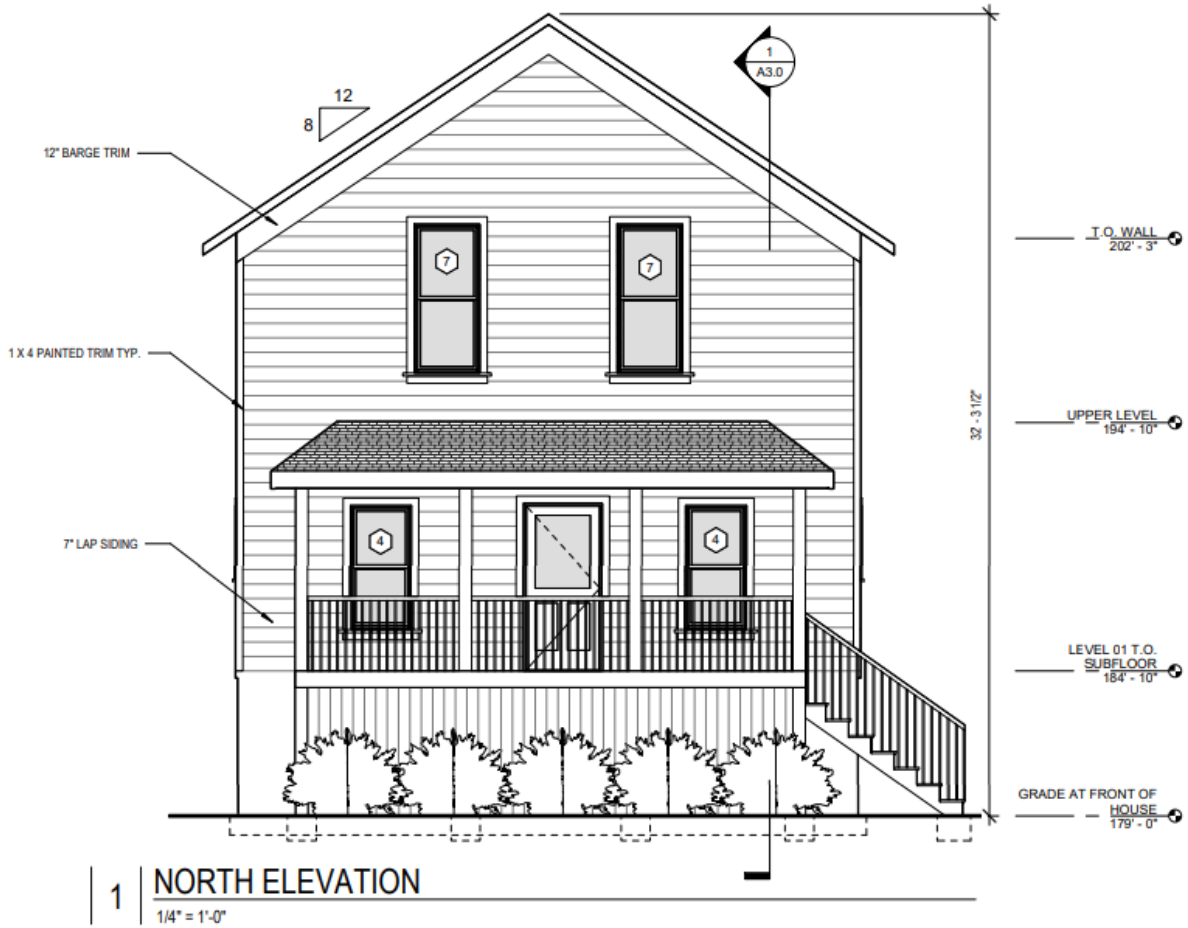


New construction at 712 4th Avenue and across the street at 625 4th Avenue were built in the last 5 years and are both of a Vernacular design. The HRB also approved a new home behind the subject property with a modified bungalow design and a detached garage/ADU.

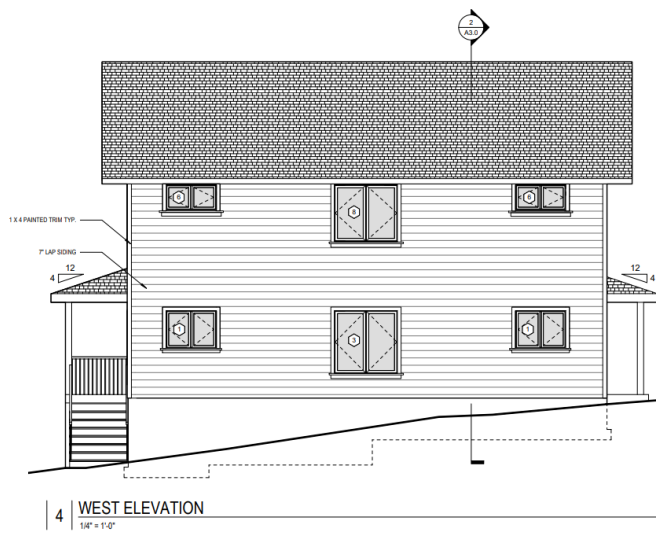
APPLICANT'S SUBMITTAL:



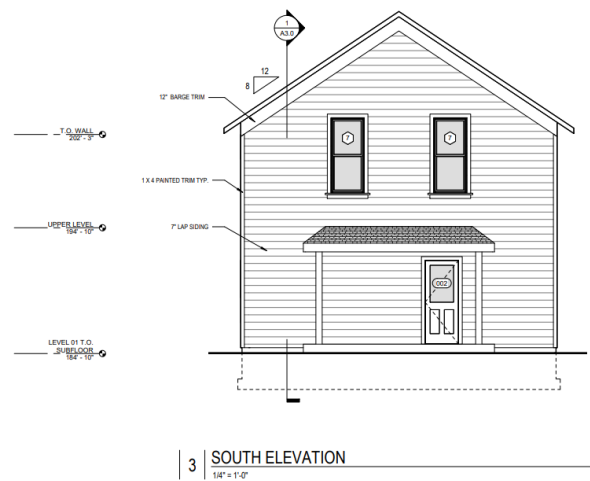
Site Plan

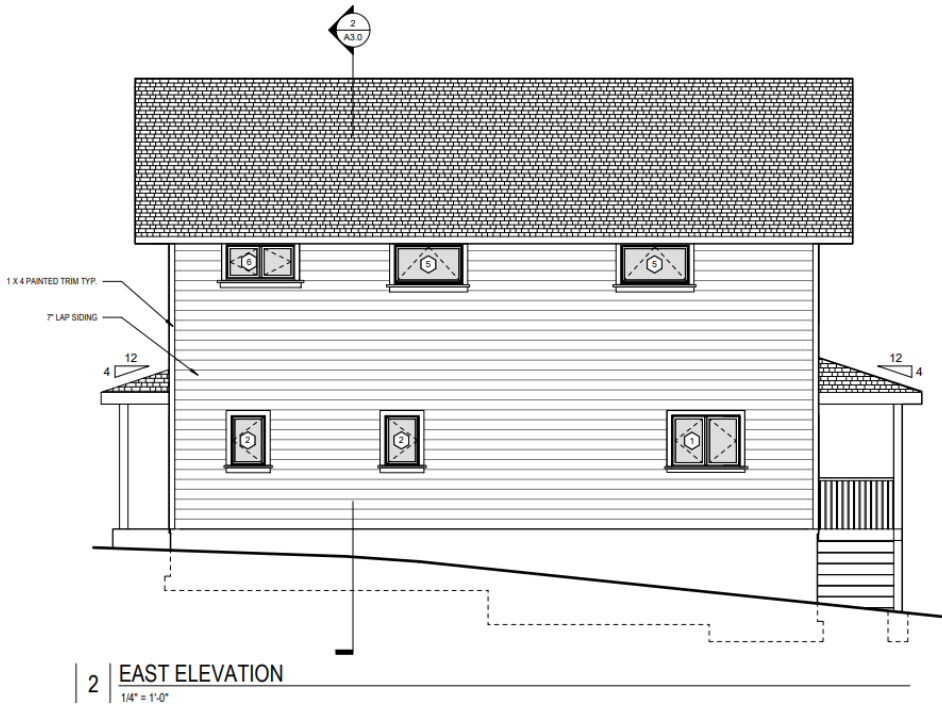


Front elevation

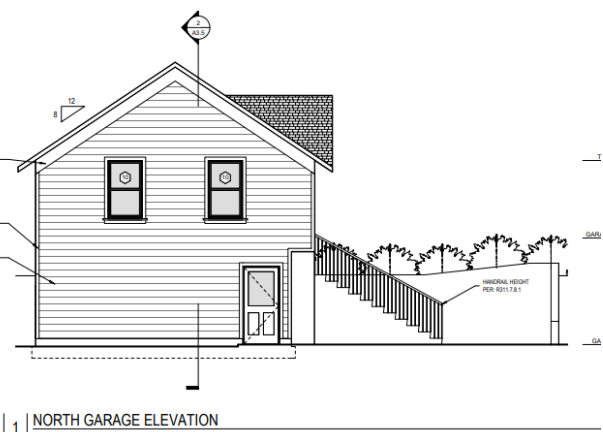
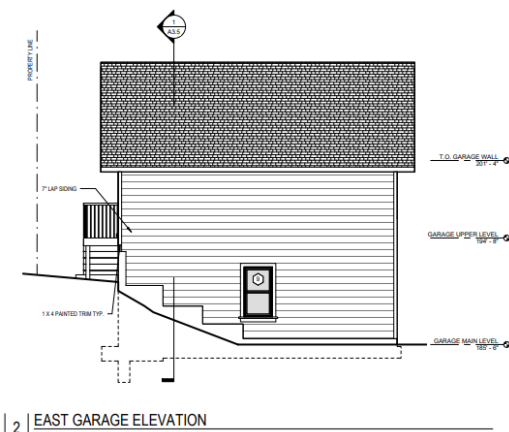
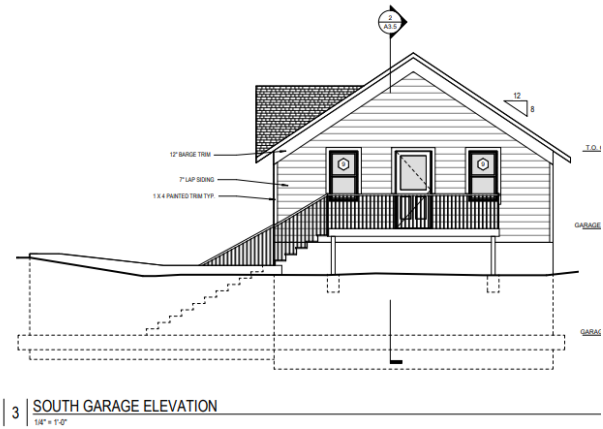
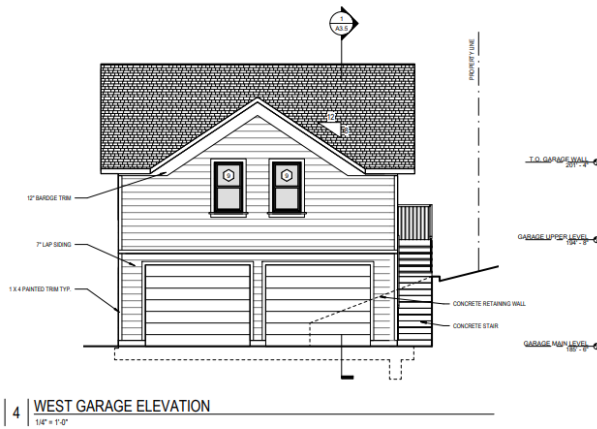


West and south elevations





East elevation



Garage/ADU elevations



Side profile showing topography



Views of property from 4th Avenue

Project Summary:

The applicant has proposed a new home with a detached garage/ADU to be constructed in the Canemah Historic District. The home is a Vernacular style.

The applicant submitted the following narrative:

"The applicant is seeking design review approval for a proposal to construct a new single-family home on a site that is currently 5,000 square feet. The site is adjacent to an existing 1-story single-family home located at 716 4th Avenue to the southwest and adjacent to an existing 1.5-story single-family home located at 702 4th Avenue to the northeast. Access to the TL02601 lot is problematic due to topography.

The owner has secured an access easement across TL2700 (716 4th Ave) to gain access to the new site (See site plans). There is already a vehicular access to 4th Ave at the NE corner of TL2700 through the driveway for 712 4th Ave; this will be used.

By code definition, the proposed structure is a 1.5-story vernacular design. The house's main entry will face 4th Ave and its address will be on 4th Ave as well."

Zoning:

The property is zoned R-6 Single-Family Dwelling District and Low Density Residential in the Comprehensive Plan. The property is also located with the Geologic Hazard, Willamette River Greenway, and Natural Resource Overlay Districts. The applicant must receive approval through the Geologic Hazard, Willamette River Greenway, and Natural Resources review processes, if applicable, prior to release of building permits.

Staff Analysis Executive Summary:

The proposal includes a new 1.5 story home with a detached garage/ADU. The applicant proposes to utilize 8:12 roof pitch. Proposed siding is smooth hardiplank with 7" reveal. Windows on the front elevation, facing the street, are proposed as 1 over 1, double hung, fiberglass. A covered front porch is also proposed.

The house is proposed to face 4th Avenue, sitting next to the existing contributing historic A.E. Davis house, matching the orientation of that home. The home is both wider and taller than the A.E. Davis house, 25 feet wide versus 20 feet, and 32'3" from grade to the roof peak, compared to approximately 28 feet or so height of the A.E. Davis residence. The proposed height of the home is also taller than most Vernacular homes in the district. The size differential, combined with the fact that the proposed home is 6 feet closer to the street than the Davis house, creates a dominating effect that impacts the context of the Davis house. Staff finds that if the height of the home were slightly reduced, and the house were placed slightly farther from the street to be more in line with the Davis house, the impact would be reduced. Another way to reduce the impact could be to retain the proposed height and increase the front setback more significantly. Staff recommends a condition of approval to increase the house setback by a minimum amount, or to increase the setback by a few feet along with reducing the mass of the home.

Access is proposed to be from an existing driveway for 712 4th Avenue, with a driveway extension proposed to cross an existing unimproved 12-foot-wide alley to reach the subject site.

Staff finds that the massing is appropriate and the Vernacular design and materials are compatible, as described in the staff report and conditions of approval.

Materials proposed are compatible; the applicant has proposed the use of composite decking on the front porch surface, which would not be visible from the street due to the topography of the site. Staff recommends that if approved, the decking match the color of the house or trim.

CODE RESPONSES:

17.40.060 - Exterior alteration and new construction.

A. *Except as provided pursuant to subsection I of this section, no person shall alter any historic site in such a manner as to affect its exterior appearance, nor shall there be any new construction in an historic district, conservation district, historic corridor, or on a landmark site, unless a certificate of appropriateness has previously been issued by the historic review board. Any building addition that is thirty percent or more in area of the historic building (be it individual or cumulative) shall be considered new construction in a district. Further, no major public improvements shall be made in the district unless approved by the board and given a certificate of appropriateness.*

Applicable: The proposal for new construction in a historic district is being reviewed by the Historic Review Board.

B. *Application for such a certificate shall be made to the planning staff and shall be referred to the historic review board. The application shall be in such form and detail as the board prescribes.*

Complies as Proposed: The applicant submitted the required materials.

C. *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.

Complies as Proposed: Ground disturbance is proposed; notice was provided to SHPO and the tribes listed; however, no response was received.

D. *[1.] The historic review board, after notice and public hearing held pursuant to Chapter 17.50, shall approve the issuance, approve the issuance with conditions or disapprove issuance of the certificate of appropriateness.*

Applicable: The proposal is being reviewed by the Historic Review Board.

2. *The following exterior alterations to historic sites may be subject to administrative approval:*
 - a. *Work that conforms to the adopted Historic Review Board Policies.*

Not Applicable: The proposal is not subject to administrative approval.

E. For exterior alterations of historic sites in an historic district or conservation district or individual landmark, the criteria to be used by the board in reaching its decision on the certificate of appropriateness shall be:

Not Applicable: The proposal is not an exterior alteration.

F. For construction of new structures in an historic or conservation district, or on an historic site, the criteria to be used by the board in reaching its decision on the certificate of appropriateness shall include the following:

1. The purpose of the historic conservation district as set forth in Section 17.40.010;

Finding: Complies with Condition.

The purpose of the district is

- A. Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the city's cultural, social, economic, political and architectural history;
- B. Safeguard the city's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts;
- C. Complement any National Register Historic districts designated in the city;
- D. Stabilize and improve property values in such districts;
- E. Foster civic pride in the beauty and noble accomplishments of the past;
- F. Protect and enhance the city's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided;
- G. Strengthen the economy of the city;
- H. Promote the use of historic districts and landmarks for the education, pleasure, energy conservation, housing and public welfare of the city; and
- I. Carry out the provisions of LCDC Goal 5.

The single family home is proposed in the Canemah National Register District. The single family use matches the dominant use of the district. By meeting the conditions of approval, the home will complement the district. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

2. The provisions of the city comprehensive plan;

Finding: Complies with Condition.

There are a few goals and policies in the Comprehensive Plan that pertain to this proposal:

Section 5

Open Spaces, Scenic and Historic Areas, and Natural Resources

Canemah is an important example of a relatively intact riverboat town with architectural resources dating from the 1860s. Having evolved from a community for the elite of the riverboat industry to a workers' community, Canemah retains essentially the same sense of place it had in the latter half of the 19th century. Situated above the Falls of the Willamette, it was an important portage town and the major shipbuilding center on the upper Willamette River. Canemah was listed as a Historic District in the National Register of Historic Places in 1977.

Goal 5.3 Historic Resources

Policy 5.3.1

Encourage architectural design of new structures in local Historic Districts, and the central Downtown area to be compatible with the historic character of the surrounding area.

Finding: Complies with Condition. The proposed home has been designed in the Vernacular style and will be located along 4th Ave. in the Canemah Historic District, which is primarily a street with single

family homes on lots of 5,000 to 10,000 square feet. The design will be compatible with the conditions of approval in this staff report. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Policy 5.3.8

Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Finding: Complies with condition. No existing contributing structures exist on the property or adjacent to the property. The siting and massing of the home will not affect any existing eligible structures in the district. A shed of approximately 600 square feet was located on the property until December 2018. No HRB review was requested for the demolition. The applicant shall submit an HRB demolition application along with any required demolition permits from the building department prior to issuance of any new building permits on site. As conditioned, the siting and massing of the home will not affect any existing eligible structures in the district.

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

6. The economic effect of the new proposed structure on the historic value of the district or historic site;

Finding: Complies with Conditions. The proposed structure has been designed to be compatible with the district. See findings in Section titled 'Design Guidelines for New Construction' in this staff report. As conditioned, the design will continue to enhance the Canemah Historic District and contribute to the existing context of the District.

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

7. The effect of the proposed new structure on the historic value of the district or historic site;

Finding: Complies with Condition. See findings in Section titled 'Design Guidelines for New Construction' in this staff report.

As conditioned, the design will continue to enhance the Canemah Historic District and contribute to the existing context of the District.

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

8. The general compatibility of the exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used in the construction of the new building or structure;

Finding: Complies with Condition. See findings in Section titled 'Design Guidelines for New Construction' in this staff report.

As conditioned, the design will continue to enhance the Canemah Historic District and contribute to the existing context of the District.

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

9. Economic, social, environmental and energy consequences;

Finding: Complies as Proposed. Choosing to build in an established neighborhood close to services is socially, economically and energy-efficient, and is less environmentally impactful.

7. Design guidelines adopted by the historic review board.

1. STYLE

New construction shall complement one of these styles to support the historic context. Use of other styles dilutes and distracts from the historic context of the district.

While there may be several styles dominant within the district, the specific choice of a style shall be compatible with adjacent properties, the block, and the neighborhood. It also must be fitting for the particular function of the building and its size.

Finding: Complies as Proposed. Proposed style: Canemah Vernacular. In the Canemah neighborhood the most prevalent extant architectural style is vernacular, built between 1867-1929. The proposed design is similar to the neighboring A.E. Davis house, which is contributing to the District. The design is differentiated from the neighboring house by its proposed size, materials, window details, and front door placement.

2. SITE

Siting principles involve both how the site is used and how the building(s) is placed within the site. The specific lot location and its topography can dictate many requirements.

Residential buildings are to face the street squarely with their primary face in full view, and to be set back from lot lines and be spaced from one another similar to the immediate neighborhood. The primary structure is to be placed in the primary position with accessory structures in a service or ancillary position except where topography is an issue. Yard area between the house and street to primarily be planted with minimal paving only for pedestrian access and for vehicle movement. More private activity spaces to be located at the less public areas of the site.

SITE CHARACTERISTICS OF THE VERNACULAR STYLE IN CANEMAH

- No uniform front setback; South of 3rd Street: houses may face front or side depending on topography.
- Lots range from 50x100 to 100x100 and contain a single house.
- Properties edges often not defined; Where fenced, primarily picket or low slat at front with side or partial returns.
- Planting: South of 3rd Street: forest setting, native and ornamental plantings form visual screen and sense of privacy; Elsewhere on the more level portions: lawn and planted area around buildings.
- House Placement: to suit the existing topography and most level lot portion especially south of 3rd Street.
- Retaining walls: stone, mortared or stacked basalt, or concrete south of 3rd Street, especially in proximity with street.
- Garages: Not found historically; informal graveled or paved parking next to street or along house; New garages to be located along side or behind house. Where topography is a concern, locate garage offset from building primary façade, close to street with direct access.
- Accessory Buildings: detached, behind along side of house and located to allow use of particular function.
- Streets: South of 3rd Street: narrow, without curbs or sidewalks; casual pedestrian paths and connecting stairs are encouraged.

Finding: Complies with Conditions. The site is a 5,000 sf lot of record. The proposed building meets all dimensional requirements of the R-6 zone. The home faces the street. The existing garage will be located behind, not in front of the house. The applicant submitted the following narrative:

"The proposed home will face squarely to the street (4th Ave) on the 50x100 lot. The primary face (front) of the home will be in full view from 4th Ave. Front and side Setbacks will be larger than required (no preservation incentives setbacks will be required or submitted for this project).

The unattached garage will be behind the home and offset from the house (not visible from 4th Ave due to topography). The garage parking cement retaining wall on the back of the property will not be visible from 4th Ave. There will be an HRB guideline wood fence on the Northeast side for small children animal control protection (currently there is a non-approved steel post wire fence between the property lines

constructed by 702 4th Ave). The current partial wood fencing on the property's Southeast side in the City ROW will be removed. "

The proposed building site is 50x100 steeply sloping from 4th Ave with a relatively level area before sloping up again at the rear of the property. A shed of approximately 600 square feet was located on the property until December 2018. No HRB review was requested for the demolition. The applicant shall submit an HRB demolition application along with any required demolition permits from the building department prior to issuance of any new building permits on site.

HOUSE HEIGHT:

The height of the home, while it appears 1.5 stories due to the use of scissor trusses, is in fact taller than other vernacular homes in Canemah. The proposed height is 32 feet 3 inches. The design guidelines on page 38 state that residential buildings that vary more than 20% from heights of the historic neighborhood context are not allowed unless approved by HRB. Other 1.5 story Vernacular homes include the Nutall house at 803 5th Avenue, the Davis house at 702 4th avenue, the Rakel residence at 210 Hedges, and the Graves house at 211 5th Avenue, and the Draper house at 808 1st Avenue. The Graves and Draper house may be closer to 30 feet in height, but the other homes are likely closer to 24 feet in height. The HRB may wish to reduce the height of the proposed home to bring it closer in line with the historic home heights in the district, considering that it is located right next to one of the historic contributing Vernacular homes.

HOUSE PLACEMENT:

The house is proposed to face 4th Avenue, sitting next to the existing A.E. Davis house, matching the orientation of that home. The front porch is proposed 15 feet from the property line, which is 27 feet from the 4th Avenue street pavement. The A.E. Davis house is approximately 33 feet from the pavement. Thus, the proposed home will also be built closer to the street than the A. E. Davis house by about 6 feet. The home is proposed to be placed 9' 10" from the east property line adjacent to the A.E. Davis House. The A.E. Davis house is approximately 8 feet from the property line, so the separation between the two structures will be almost 18 feet. Staff finds that the 18 foot distance is substantial enough to provide necessary separation between the new structure and the historic home to protect the context of the home.

The impact of this home on the A.E. Davis house comes from the scale and proximity of the home, along with the setback from the street. The home is both wider and taller than the A.E. Davis house, 25 feet wide versus 20 feet, and 32'3" from grade to the roof peak, compared to approximately 28 feet or so height of the A.E. Davis residence. The size differential, combined with the fact that the proposed home is 6 feet closer to the street than the Davis house, creates a dominating effect that impacts the context of the Davis house. Staff finds that if the height of the home were slightly reduced, and the house were placed slightly farther from the street to be more in line with the Davis house, the impact would be reduced. Another way to reduce the impact could be to retain the proposed height and increase the front setback more significantly. Staff recommends a condition of approval to increase the house setback by a minimum amount, or to increase the setback by a few feet along with reducing the mass of the home.

GARAGE/ADU PLACEMENT:

The garage/ADU behind the home is proposed as 528 square feet footprint, 1.5 story, with a 5-foot setback from the neighboring property line. The structure will be closer to the A.E. Davis house, but the rear portion of the A.E. Davis house is not part of the original volume. It is likely that this portion of the A.E. Davis house will be difficult to see from the 4th Avenue ROW after the new proposed home is constructed. Staff finds that the 5 foot setback here is acceptable and will not have an impact on the context of the A.E. Davis house.

The structure is proposed to be setback from the rear property line by 4 feet. The grade difference at the rear of the property is such that a retaining wall is needed, and only the upper story of the structure will be at the rear property line grade.

The height of the garage/ADU is less than the home.



RETAINING WALLS:

The applicant proposed a concrete retaining wall behind the detached garage. The height is proposed to be 7 feet. In order to minimize the height and appearance of the retaining wall, the applicant shall reduce the height to 5 feet.

GRADING AND TREE REMOVAL:

Page 34 of the design guidelines states that extensive regrading of the lot to raise or lower the main level of the house is not allowed. Limited grading is proposed on the main portion of the lot. The most significant grading is proposed where the garage is proposed. Staff finds that the proposed grading is not extensive.

The applicant's plans show a tree stump in the center of the property where a large tree was recently removed. Other trees on site are proposed to be protected and preserved. The tree that was removed was in the center of the property and could not have been preserved. Page 24 of the design guidelines

call for replanting to preserve tree canopy. The applicant shall plant a 2" caliper replacement tree in the side or rear yard; a large native such as Bigleaf Maple, Douglas Fir, Western Red Cedar, or White Oak are acceptable.

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

3. BUILDING FORM

Address the overall size, shape and bulk of the building. The architectural style used for the building defines many aspects of its appropriate form and proportions. Excessive variation in the size, shape, or configuration creates an inappropriate solution that is stylistically incorrect and not complementary to the district. The building form needs to relate to the buildings in the immediate neighborhood, and to take into account both similarities and changes on the block. The new building form shall reference the principles, proportions and scale of an historically appropriate style.

BUILDING FORM CHARACTERISTICS OF THE VERNACULAR STYLE IN CANEMAH

- Form easily allows additions and alterations such as increases in family size, activities or changing technology; generally smaller in size than McLoughlin.
- Shape: rectangular in plan, with smaller rectangular combinations to primary form; Rectangular or square form reinforced on façade. L-plan, T-plan options.
- Height: Maximum 1 ½ stories in height; Basement option.
- Proportions: Height (eave) to maximum width: 1:1 Height to Depth: can vary greatly.
- Roof: gable, of not less than 8:12 pitch, 10:12 and steeper are preferred. No cross-gable roofs; Possible wing or addition with lower ridgeline that is perpendicular or is offset.

Finding: Complies with Condition. The proposed shape is rectangular, with a full width porch with simple wood columns. The home will be 1.5 stories with an 8:12 pitched gable roof. No basement is proposed.

The proportions of the house are appropriate and meet the design guidelines. The width of the home is 25 feet. Height measured to the eave is 17 feet from the ground floor. When measured from grade, the height is 23 feet to the eave, which is closer to the maximum 1:1 ratio. The house is fairly wide for a Vernacular style, however, the narrow windows mitigate for the width.

The plans show an additional 5'2" feet in height of mass underneath the front porch. Landscaping in the form of 5 shrubs is proposed to visually shield the massing. The applicant shall plant no less than 5 shrubs in front of the home along the foundation.

The detached garage/ADU massing and design is also simple and compatible with the district and will be minimally visible behind the home.

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

4. DESIGN COMPOSITION

Include a range of more detailed design issues that address groups of elements, individual elements, their design and how they relate to the overall composition and finish. The principles place a traditional emphasis on the design's composition as seen from the exterior, rather than as a result of interior functional planning requirements. They also outwardly convey a sense of quality craftsmanship.

The design composition principles, being more detailed, and stylistically dependent, are typically developed after the previous principles are resolved. These principles also reflect historically appropriate materials, respective finishes, and unobtrusive integration of new technology.

DESIGN COMPOSITION CHARACTERISTICS OF THE VERNACULAR STYLE IN CANEMAH

- Lacks rigid system of exterior detailing that makes it a clearly definable architectural style; allows design flexibility and is inherently varied.
- Designed and built without assistance of a trained architect. Collaborative design evolved with homeowner and builder, based on familiar styles, features and products.
- Can combine features from other architectural styles popular during the historic period; simpler designs than McLoughlin.
- Porch: full or partial length at the front entry; if close to the ground, no railings; at main story only.
- Dormers: None.
- Materials: local, readily available.
- Windows: 1:1, double hung windows.
- Siding: horizontal board siding; typically shiplap, or channel; occasionally bevel.
- Ornament: Exterior decoration is modest, consisting of scroll-work brackets at the top of porch pillars, plain cornerboards and simple window trim. Most houses do not feature spindlework in the peaks of their gable roofs.
- Interior fireplaces and chimneys.

Finding: Complies with Conditions.

The applicant submitted the following response:

"We have carefully chosen design elements that are common to the styles in the Canemah Historical District. The details used are in a consistent manner throughout the design and in a way that is historically appropriate.

These elements include (but are not limited) to rooflines, rake boards , frieze boards, grouped and spaced windows, covered porches, lap siding, low- sloped roofs, half-lite doors, and front porch columns.

The building is appropriately simplistic in its design. When compared to other homes, this is a simple design. We feel that the level of ornamentation is moderate and appropriate for the Canemah Historical District. It will not detract from the neighborhood context and will be an asset to the fabric of the community."

Staff concurs with this analysis.

The home has a hip roofed porch to help break down the overall scale of the building. The porch columns are simple untapered design and the porch rail is proposed with top and bottom rail with balusters interior to the rail.

The applicant proposed vertical siding under the porch, which matches the siding on the neighboring A.E. Davis porch foundation, although it is not clear if the A.E. Davis siding is original.

The exterior is proposed to be covered with 7" reveal smooth fiber cement lap siding, with 1x4" painted trim and a 12" barge board. Exterior decoration is simple, no architectural detailing is proposed. The windows on the front façade are 1:1 and double hung. The front door is shown as half-lite. The side elevations include casement and awning paired windows. While these are not typical of the vernacular style, the limited use of such windows has been deemed compatible.

The rear elevation includes 1 over 1 windows and one half lite door. Doors are proposed to be wood or fiberglass. Minor changes to window location on the side and rear facades will be acceptable and may be approved at a staff level prior to building permit issuance.

The applicant proposes Marvin Integrity fiberglass windows with black sashes against a navy blue siding color and white trim.

Wood stairs and railings are proposed for the porch, and the applicant has requested approval for the use of composite decking on the front porch. The home will be located above the street and the deck surface will not be visible from the street. Staff finds that the use of composite decking on the surface of

the porch would not have an impact on the character of the district. If composite decking is approved, the applicant shall use boards that match the color of the house or trim. The applicant shall also utilize simple vernacular styled exterior lighting.

The detached garage/ADU massing and design is also simple and compatible with the district and will be minimally visible behind the home.

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

17.40.065 - Historic Preservation Incentives.

A. Purpose. *Historic preservation incentives increase the potential for historically designated properties to be used, protected, renovated, and preserved. Incentives make preservation more attractive to owners of locally designated structures because they provide flexibility and economic opportunities.*

B. Eligibility for Historic Preservation Incentives. *All exterior alterations of designated structures and new construction in historic and conservation districts are eligible for historic preservation incentives if the exterior alteration or new construction has received a certificate of appropriateness from the Historic Review Board per OCMC 17.50.110(c).*

C. Incentives Allowed. *The dimensional standards of the underlying zone as well as for accessory buildings (OCMC 17.54.100) may be adjusted to allow for compatible development if the expansion or new construction is approved through historic design review.*

D. Process. *The applicant must request the incentive at the time of application to the Historic Review Board.*

Finding: Not Applicable: No preservation incentives have been proposed as part of this application.

I. PUBLIC NOTICE

A public notice was sent to neighbors with 300 feet of the subject property, posted online, emailed to various entities, and posted onsite.

II. CONCLUSIONS AND RECOMMENDATIONS

Based on the following findings, staff recommends that the Historic Review Board approve the proposed development of HR 19-05 with conditions for the property located at Clackamas County Map 3-1E-01AA Taxlot 02601, Oregon City, Oregon 97045.

Exhibits

1. Vicinity Map
2. Applicant Submittal
3. Design Advice Items
4. A.E. Davis Inventory Form



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-bbb657-0891

To: Historic Review Board
From: Planner Kelly Reid

Agenda Date: 6/22/2021

SUBJECT:

GLUA 21-00033/HR-21-00014: Historic Review for an addition to a historic landmark at 1302 17th Street (the Casper Weismandel residence).

STAFF RECOMMENDATION:

Staff Recommends approval with conditions.

EXECUTIVE SUMMARY:

The Vernacular house is a historic landmark in the Buena Vista neighborhood – the Casper Weismandel residence, built circa 1900. A 221 square foot addition on the side of house is proposed. The addition is compatible in design while achieving enough differentiation to set it apart from the historic home. Staff recommends a few conditions of approval, and asks the Board for direction regarding the awning window on the front of the home.

BACKGROUND:

The Vernacular house is a historic landmark in the Buena Vista neighborhood – the Casper Weismandel residence, built circa 1900. The 1983 inventory form describes the home as in good condition and almost fully intact. A 221 square foot addition on the side of house is proposed.

The addition is compatible in design while achieving enough differentiation to set it apart from the historic home. Staff recommends a few conditions of approval, and asks the Board for direction regarding the awning window on the front of the home. There is one window on the front of the addition that is located right at the edge of the addition. This arrangement looks a bit awkward, but staff does not find that it necessarily detracts from the design of the house. If the Board finds that the window placement is not appropriate, it would likely have to be eliminated altogether due to the interior space layout rather than its location being adjusted. If this window was removed, it appears that the resulting blank wall would be appropriate. Other conditions pertain to material details, along with a condition regarding proposed tree removal.

OPTIONS:

1. Approve the proposal with conditions (staff recommendation)
2. Approve the proposal with modified conditions and provide revised findings
3. Deny the proposal and provide revised findings.



Historic Review
Staff Report and Recommendation
June 15, 2021

FILE NO.: GLUA 21-00033/HR-21-00014: Historic Review

HEARING DATE: June 22nd, 2021
7:00 p.m – virtual meeting

OWNER: Jon Anderson
1302 17th Street
Oregon City, OR 97045

LOCATION: 1302 17th Street
Oregon City, OR 97045
Clackamas County Map 2-2E-29CD Taxlot 02100

REQUEST: Historic Review for an addition to a historic landmark (the Casper Weismandel residence).

RECOMMENDATION: Approval with Conditions.

CRITERIA: Administration and Procedures are set forth in Chapter 17.50, Chapter 17.40, Historic Overlay District in Chapter 17.40, of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org.

This application is subject to the Administration and Procedures section of the Oregon City Code set forth in Chapter 17.50. The application and all supporting documents submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 698 Warner Parrott Road, during regular business days (9 am- 4pm). Copies of these materials may be obtained for a reasonable cost. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Any interested party may testify at the public hearing and/or submit written testimony at or prior to the close of the record by the Historic Review Board. Notice of the Historic Review Board's decision shall be sent to the applicant and to those persons submitting comments and providing a return address. Any party who participated in the Historic Review Board proceedings may appeal the Historic Review Board's decision by filing a notice of appeal as required by OCMC 17.50.190. Any issue that is intended to provide a basis for appeal must be raised before the close of the Historic Review Board's proceeding, in person or by letter, with sufficient specificity to afford the City Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any review of that issue. Parties with standing may appeal the decision of the City Commission to the Land Use Board of Appeals. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

Staff Recommendation and Conditions of Approval

Staff finds that the proposed alterations will not have an adverse effect on the structure, as long as the recommended conditions of approval are met. There is one window on the front of the addition that is located right at the edge of the addition. This arrangement looks a bit awkward, but staff does not find that it necessarily detracts from the design of the house. If the Board finds that the window placement is not appropriate, it would likely have to be eliminated altogether due to the interior space layout rather than its location being adjusted. If this window was removed, it appears that the resulting blank wall would be appropriate. Other conditions below pertain to material details, along with a condition regarding proposed tree removal.

1. New wood windows shall be painted or use cladding of either fiberglass or aluminum, to better resemble painted wood, and the sash color shall be darker than the house siding color.
2. Existing windows shall be reused to the extent practicable.
3. The exterior door shall be wood or fiberglass with half-lite or solid design.
4. The applicant shall use smooth fiber cement siding only; no textured or cedarmill siding is permitted.
5. No visible pressure-treated wood is permitted. The side stairs shall be painted or paint-stained wood, or concrete.
6. Incised lumber or pressure treated wood shall not be used on any visible surfaces.
7. All railings, decking and stairs shall be finished to match the house body or trim.
8. The applicant shall replace the apple trees with at least one new deciduous tree species of at least 1.5" caliper.

The applicant shall work with planning staff to ensure these conditions are met prior to issuance of building permits or prior to a certificate of occupancy is issued, as determined by staff.

I. BACKGROUND:

Existing Conditions:

The subject property is developed with a single family house in the Historic Commercial zone. The property is a 50x50 foot lot with a rectangular house and large detached garage in the side yard, with very little open space on the property. The house is contributing within the Canemah National Register District but has been altered over time and has lost some of its integrity. A bump-out on the front porch was added, the historic windows are deteriorating, and some windows have been replaced with aluminum windows.



Vicinity map



Street view of property



Existing condition

Historic Description and Statement of Significance:

This structure is a 1.5 story Vernacular built circa 1900 in the Buena Vista neighborhood. The 1983 inventory form describes the home as in good condition and almost fully intact.

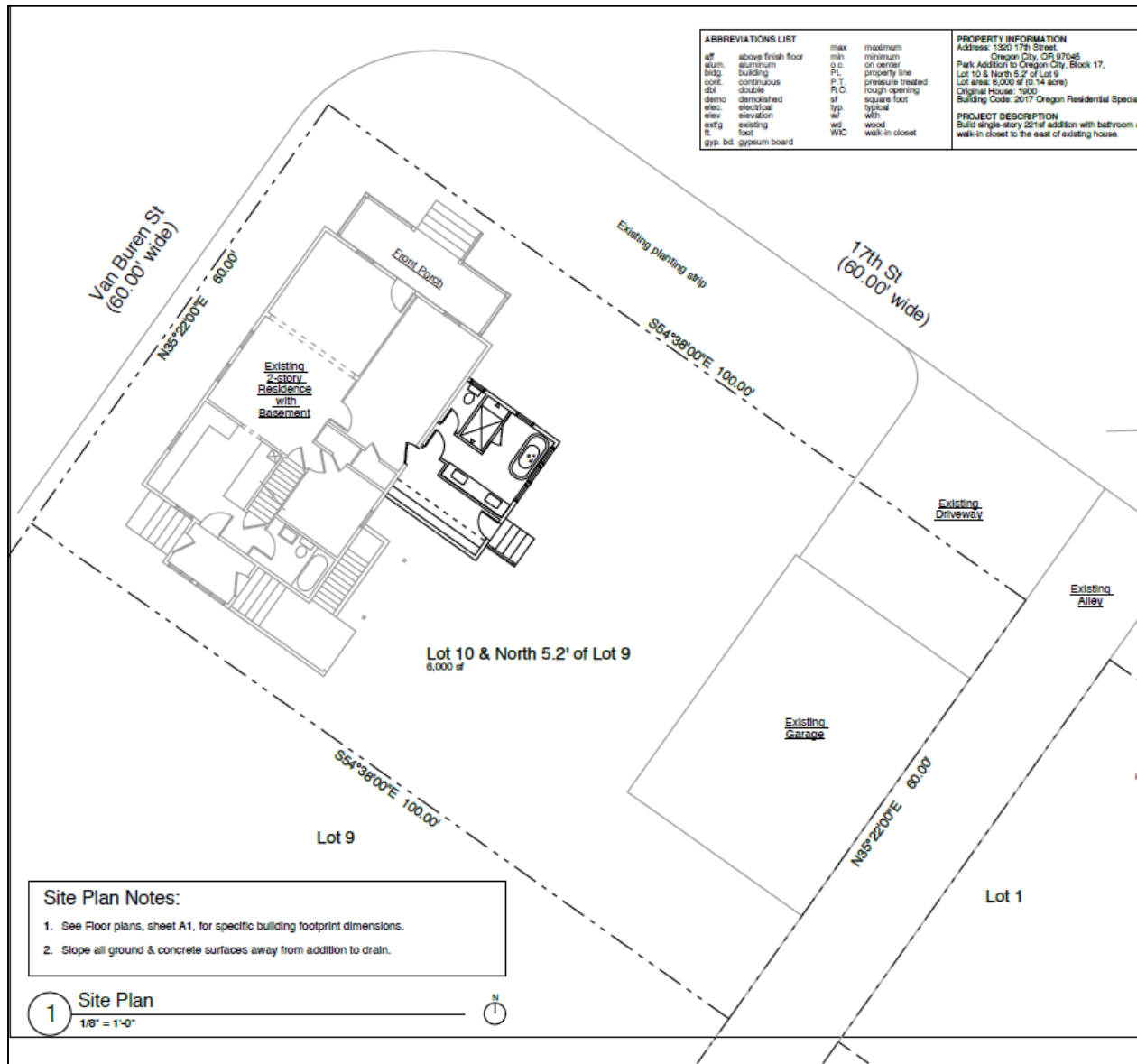
Statement of Significance: Casper Weismandel was born in Germany (1846) and came to the United States via the Isthmus of Panama. He established a homestead in the Macksburg area, where he farmed until he moved to Oregon City around 1900. The house was built by E. Henry Vonderahe, a local carpenter. The house is missing some parts of its original carpenter treatments. In general, though, it remains a pretty, well-maintained vernacular home. Built by Vonderahe, a local carpenter and son-in-law of the original owner, this house is indeed typical of the Buena Vista area.

Project Description:

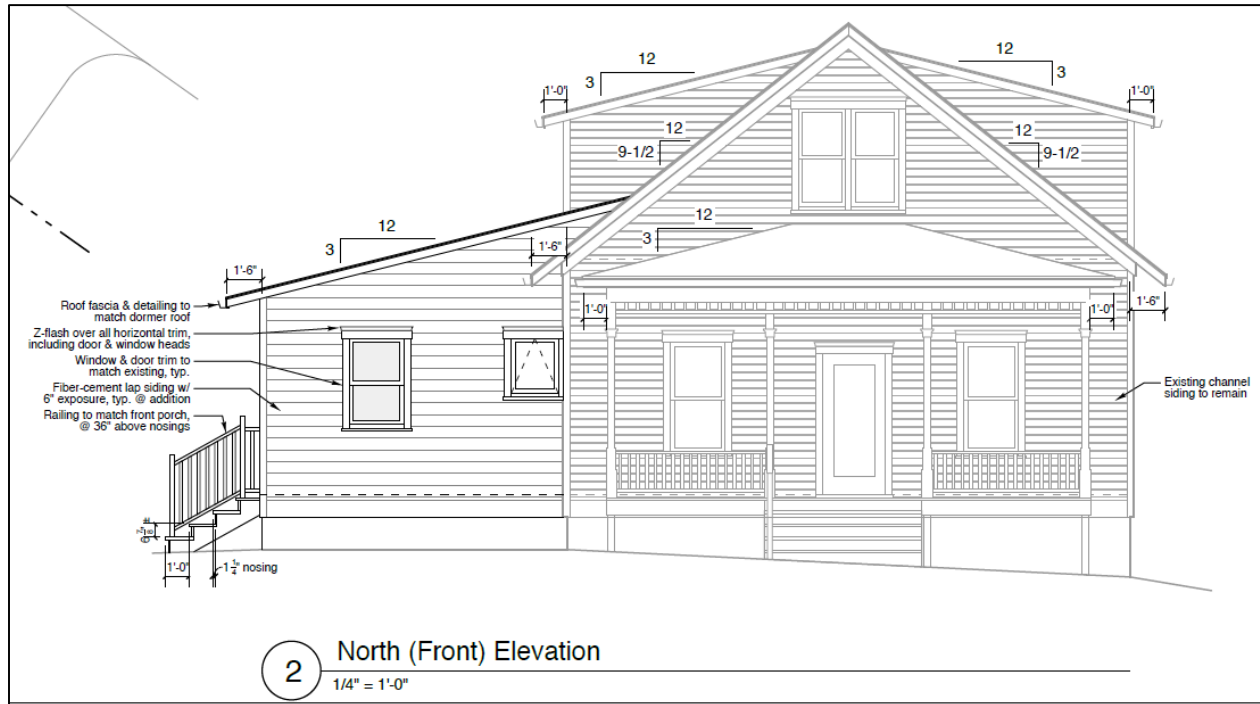
The project consists of the following:

- Addition of 221 square feet to the side of the house to add a bathroom and closet
- 3:12 Roof pitch to match the front porch roof pitch
- Fiber cement siding with a 6" reveal
- Porch railing, trim, and roof detailing to match existing on the home

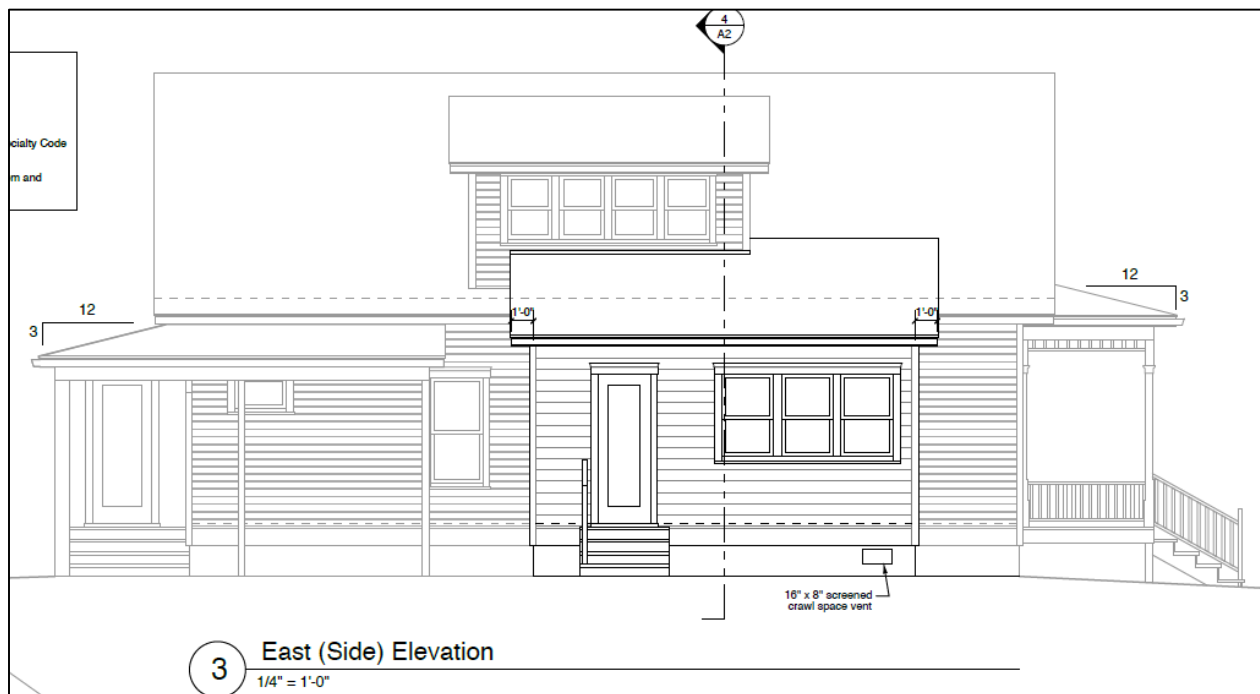
- New wood windows on the front and side of the addition and a new side entry on the east side with stairs to the ground
- Removal of two non-producing apple trees and one rhododendron shrub
- Repainting of the house



Site Plan



Front elevation drawing



Side elevation

Notice and Public Comment:

A public notice was sent to neighbors with 300 feet of the subject property, posted online, emailed to various entities, and posted on site. No public comments were received at the time of the publication of this staff report.

II. APPLICABLE STANDARDS AND FINDINGS

17.40.060 - Exterior alteration and new construction.

- A. *Except as provided pursuant to subsection I of this section, no person shall alter any historic site in such a manner as to affect its exterior appearance, nor shall there be any new construction in an historic district, conservation district, historic corridor, or on a landmark site, unless a certificate of appropriateness has previously been issued by the historic review board. Any building addition that is thirty percent or more in area of the historic building (be it individual or cumulative) shall be considered new construction in a district. Further, no major public improvements shall be made in the district unless approved by the board and given a certificate of appropriateness.*

Applicable: The proposal for exterior alteration/addition in a historic district is being reviewed by the Historic Review Board.

- B. *Application for such a certificate shall be made to the planning staff and shall be referred to the historic review board. The application shall be in such form and detail as the board prescribes.*

Complies as Proposed: The applicant submitted the required materials.

- D. *[1.] The historic review board, after notice and public hearing held pursuant to Chapter 17.50, shall approve the issuance, approve the issuance with conditions or disapprove issuance of the certificate of appropriateness.*

Applicable: The proposal is being reviewed by the Historic Review Board.

2. *The following exterior alterations to historic sites may be subject to administrative approval:*

- a. *Work that conforms to the adopted Historic Review Board Policies.*

Not Applicable: The proposal is not subject to administrative approval.

F. *For exterior alterations of historic sites in an historic district or conservation district or individual landmark, the criteria to be used by the board in reaching its decision on the certificate of appropriateness shall be:*

17.40.060.F (1) - The purpose of the historic overlay district as set forth in Section 17.40.010;

Staff Finding: Complies as Proposed. The subject property will remain as a locally designated landmark.

17.40.060.F (2) -The provisions of the city comprehensive plan;

Section 5

Open Spaces, Scenic and Historic Areas, and Natural Resources

Policy 5.3.8

Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Staff Finding: Complies as Proposed. The historic structure is being preserved.

17.40.060.F (3) - The economic use of the historic site and the reasonableness of the proposed alteration and their relationship to the public interest in the structure's or landmark's preservation or renovation;

Staff Finding: Complies as Proposed. The historic use of the site is a single family residence. The applicant proposes to continue the residential use and add additional bathroom and closet space. The proposal adds value to the structure and preserves it for continued economic use.

17.40.060.F (4) The value and significance of the historic site;

Staff Finding: Complies as Proposed. The house is a designated landmark in good condition with almost all of the original elements intact. The inventory form lists it as a good example of a Buena Vista residence.

The proposal adds value to the structure and preserves it for continued economic use.

17.40.060.F (5) - The physical condition of the historic site;

Staff Finding: Complies as proposed. The house is a designated landmark in good condition with almost all of the original elements intact. The inventory form lists it as a good example of a Buena Vista residence.

17.40.060.F (6) - The general compatibility of exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used with the historic site;

Staff Finding: Complies with Conditions. The applicant proposes to add a 221 square foot addition on the side of the house. The addition is a single story and utilizes the large side yard on the property. The design is compatible through its scale and proportion, and its use of compatible but slightly different materials.

The applicant proposes one awning window on the front, situated over the water closet. While awning windows are not typical, the Board may find that it is acceptable here. Another double hung window is proposed on the front façade, along with a group of three windows on the side. This group of windows takes a design cue from the dormer windows which are in a group of four windows on the upper story dormer. An exterior door appears to be full-lite; the applicant shall utilize a half-lite or solid door to better match the historic character. The exterior door shall be fiberglass or wood.

The porch railing is proposed to match the existing front porch railing, along with the window and door trim. The drawings show window casing that includes a traditional header and stool. The porch stairs shall be constructed to ensure that no pressure treated wood is visible.

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

17.40.060.F (7) Pertinent aesthetic factors as designated by the board;

Staff Finding: Not Applicable. The Board has not identified any additional factors beyond the adopted guidelines.

17.40.060.F (8) Economic, social, environmental and energy consequences; and

Staff Finding: Complies as Proposed. The proposal will have a positive effect on economic, social, environmental, and energy factors.

17.40.060.F (9) Design guidelines adopted by the historic review board

Staff Finding: Complies with Conditions:

Design Guidelines for Alterations and Additions

Secretary of Interiors Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Staff Finding: Complies as Proposed. The use is not proposed to change.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Staff Finding: Complies as Proposed. No distinctive materials are proposed to be removed. The character is being preserved.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Staff Finding: Complies as Proposed. No conjectural features are proposed.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Staff Finding: Complies as Proposed. No changes to the building have occurred that have historical significance or value.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Staff Finding: Complies as Proposed. No distinctive materials are proposed to be removed. The character is being preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Staff Finding: Complies as Proposed. No historic features are deteriorated.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Staff Finding: Complies with Condition. The applicant proposed to construct an addition on the east side of the house. The existing windows and siding will be removed where the addition is to be located. The applicant has not indicated if any of the materials will be reused. The applicant shall reuse the materials to the extent practicable.

The new addition is proposed to be differentiated by the use of fiber cement siding with a 6" reveal, contrasting with the wood siding that appears to have a 4 inch or smaller reveal. The applicant shall use smooth fiber cement siding only; no textured or cedarmill siding is permitted.

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

Design Guidelines: Alterations – Additions

A. Site

1. In addition to the zoning requirements, the relationship of new additions to the street and to the open space between buildings shall be compatible with adjacent historic buildings and with the historic character of the District.

Complies as Proposed. The site has a ample side yard that provides space for the addition without causing any detrimental impact to the spacing. The nearest building is a large detached garage on the same property.

2. New additions shall be sited so that the impact to the primary facade(s) is kept to a minimum. Additions shall generally be located at the rear portions of the property or in such locations where they have the least visual impact from public ways.

Complies as Proposed. The addition is proposed on the side façade. The visual impact is limited. The addition is situated 4'8" back from the front of the house.

B. Landscape

1. Traditional landscape elements evident in the District (grass, trees, shrubs, picket fences, etc.) should be preserved, and are encouraged in site redevelopment.

Complies with Condition. The addition will require the removal of two older apple trees and a large shrub. The applicant shall replace the apple trees with at least one new deciduous tree species of at least 1.5" caliper.

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

2. Inappropriate landscape treatments such as berms and extensive ground cover are discouraged.

Not applicable. No new landscaping is proposed.

C. Building Height

1. In addition to the zoning requirements, the height of new additions shall not exceed the height of the historic building, or of historic buildings in the surrounding area.

Complies as Proposed. The addition is a single story on the 1.5 story home.

D. Building Bulk

1. New additions smaller than the historic building or the historic buildings in the surrounding area are encouraged.

a. Where new additions must be larger, the new addition shall be articulated in such a manner that no single element is visually larger than the historic building or surrounding historic buildings.

Complies as Proposed. The volume and massing of the addition are diminutive to the house. The house is 24 feet wide. The addition is 221 square feet in total and adds 13 feet out on the east side of the house.

E. Proportion and Scale

1. The relationship of height to width of new additions and their sub-elements such as windows and doors and of alterations shall be compatible with related elements of the historic building, and with the historic character of the District.

Complies as Proposed. Generally, the placement of the windows and doors is appropriate. There is one window on the front that is located right at the edge of the addition. This arrangement looks a bit awkward, but staff does not find that it detracts from the design of the house. If the Board finds that the window placement is not appropriate, it would likely have to be eliminated altogether due to the interior space layout. If this window was removed, it appears that the resulting blank wall would be appropriate.

2. The relationship of solids to voids (wall to window) shall be compatible with related elements on the historic building, and with the historic character of the District.

Finding: Complies as Proposed. The applicant proposes windows and doors on the front and side. The rear of the building contains no features and is a blank wall of 13 feet wide. Because it is on the back and is not a large area, staff finds this is appropriate.

F. Exterior Features

1. General

a. To the extent practicable, original historic architectural elements and materials shall be preserved.

b. Architectural elements and materials for new additions shall be compatible with related elements of the historic building and with the historic character of the District.

c. The preservation, cleaning, repair and other treatment of original materials shall be in accord with the Secretary of Interior's Standards of Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Finding: See findings in Secretary of Interior Standards #5, #6, and #9.

IV. CONCLUSIONS AND RECOMMENDATIONS

Based on the following findings, staff recommends that the Historic Review Board approve the proposed development of GLUA-21-0000233/ HR 21-00014: Historic Review for alterations to 1302 17th Street with conditions.

Exhibits

1. Vicinity Map
2. Applicant's Submission
3. Inventory Form
4. Design Guidelines for Alterations



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD)
Verification
- ☐ Site Plan and Design Review
- ☐ Extension of Approval

Type II (OCMC 17.50.030.B)

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

Type III / IV (OCMC 17.50.030.C)

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

File Number(s): GLUA-21-00033/HR-21-00014

Proposed Land Use or Activity: Bathroom / closet addition

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

Physical Address of Site: 1302 17th St Oregon City OR 97045

Clackamas County Map and Tax Lot Number(s): T/R/S 2-2E-29C D Tax Lot 2100

Applicant(s):

Applicant(s) Signature: Jim Lester

Applicant(s) Name Printed: Jon Anderson Date: 5.25.21

Mailing Address: 1302 17th St

Phone: 503-522-8904 Fax: Email: kpinportland@yahoo.com

Property Owner(s):

Property Owner(s) Signature: Mervin W. W. W.

Property Owner(s) Name Printed: Sherrie W. Orsola Date: 5.25.21

Mailing Address: 1302 17th St Oregon City, OR

Phone: 530-546-6702 Fax: Email: Sherriewierenga@icloud.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.

Applicable Code and Guidelines for Alteration to historic structure

For exterior alterations of historic sites in an historic district or conservation district or individual landmark, the criteria to be used by the board in reaching its decision on the certificate of appropriateness shall be:

1. The purpose of the historic overlay district as set forth in Section 17.40.010;

17.40.010: It is declared as a matter of public policy that the protection, enhancement, perpetuation and use of improvements of special character or special historical or aesthetic interest or value is a public necessity and is required in the interest of the health, prosperity, safety and welfare of the people. The purpose of this chapter is to:

- A. *Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the city's cultural, social, economic, political and architectural history;*
- B. *Safeguard the city's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts;*
- C. *Complement any National Register Historic districts designated in the city;*
- D. *Stabilize and improve property values in such districts;*
- E. *Foster civic pride in the beauty and noble accomplishments of the past;*
- F. *Protect and enhance the city's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided;*
- G. *Strengthen the economy of the city;*
- H. *Promote the use of historic districts and landmarks for the education, pleasure, energy conservation, housing and public welfare of the city; and*
- I. *Carry out the provisions of LCDC Goal 5.*

2. The provisions of the city comprehensive plan;

Section 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Policy 5.3.8: Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

3. The economic use of the historic site and the reasonableness of the proposed alteration and their relationship to the public interest in the structure's or landmark's preservation or renovation;
4. The value and significance of the historic site;
5. The physical condition of the historic site;
6. The general compatibility of exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used with the historic site;
7. Pertinent aesthetic factors as designated by the board;

8. Economic, social, environmental and energy consequences; and
9. Design guidelines adopted by the historic review board.

Design Guidelines for Alterations and Additions

Secretary of Interiors Standards for Rehabilitation

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

RESPONSE: The current structure will remain.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

RESPONSE: The bathroom/closet addition will look like Mr. Weismandel himself commissioned it; had he the forethought of the value of indoor bathroom and closet space.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

RESPONSE: The structure will remain unchanged except for the addition.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

RESPONSE: Materials and features will conform to the current structure.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence

RESPONSE: There are no deteriorated historic features touched.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

RESPONSE: The side of the structure that will be extended is a blank outside wall containing no historic features.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

RESPONSE: If someone in the future wanted to remove the bathroom/closet and seal up the access they could certainly do that.

Design Guidelines: Alterations – Additions

A. Site

1. *In addition to the zoning requirements, the relationship of new additions to the street and to the open space between buildings shall be compatible with adjacent historic buildings and with the historic character of the District.*

RESPONSE: Ok. We are the only house within eyesight that is historic.

2. *New additions shall be sited so that the impact to the primary facade(s) is kept to a minimum. Additions shall generally be located at the rear portions of the property or in such locations where they have the least visual impact from public ways.*

RESPONSE: The addition is on the East side of the structure advancing into the existing back yard. It is visible from only the front of the structure – 17th St.

B. Landscape

1. *Traditional landscape elements evident in the District (grass, trees, shrubs, picket fences, etc.) should be preserved, and are encouraged in site redevelopment.*

RESPONSE: Two non producing apple trees will be removed and replaced with a suitable tree.

2. *Inappropriate landscape treatments such as berms and extensive ground cover are discouraged.*

RESPONSE: None of those.

C. Building Height

1. *In addition to the zoning requirements, the height of new additions shall not exceed the height of the historic building, or of historic buildings in the surrounding area.*

RESPONSE: The addition will be just under the height of the existing first floor of the structure.

D. Building Bulk

1. *New additions smaller than the historic building or the historic buildings in the surrounding area are encouraged.*

a. *Where new additions must be larger, the new addition shall be articulated in such a manner that no single element is visually larger than the historic building or surrounding historic buildings.*

RESPONSE: Addition will be smaller.

E. Proportion and Scale

1. *The relationship of height to width of new additions and their sub-elements such as windows and doors and of alterations shall be compatible with related elements of the historic building, and with the historic character of the District.*

RESPONSE: Front window will match the existing windows.

2. *The relationship of solids to voids (wall to window) shall be compatible with related elements on the historic building, and with the historic character of the District.*

RESPONSE: ok

F. Exterior Features

1. General

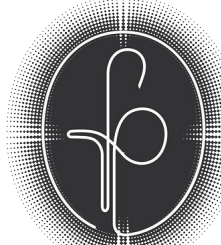
a. To the extent practicable, original historic architectural elements and materials shall be preserved.

b. Architectural elements and materials for new additions shall be compatible with related elements of the historic building and with the historic character of the District.

c. The preservation, cleaning, repair and other treatment of original materials shall be in accord with the Secretary of Interior's Standards of Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

RESPONSE: No architectural elements of the structure will be updated. The structure will be repainted at the same time the addition is complete and the two will match in design, color, materials, etc.





Front Porch Architecture
4506 NE Wygant St.
Portland, OR 97218
503.348.5043
miyeko@frontporchdesignstudio.com

Anderson Residence

1302 17th Street,
Oregon City,
Clackamas County, Oregon 97045

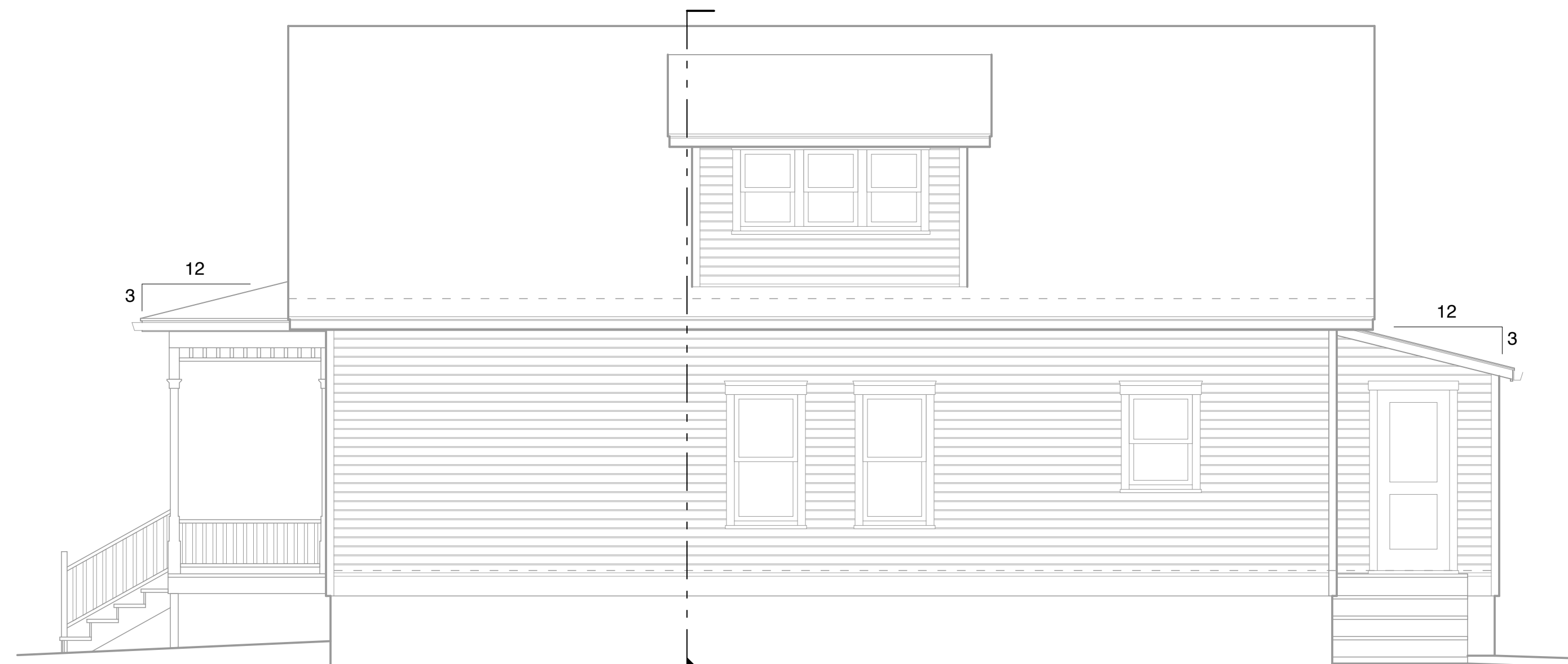
DOCUMENT	DATE
Progress Print	04.19.21

Site Plan, Project
Notes, & Building
Elevations

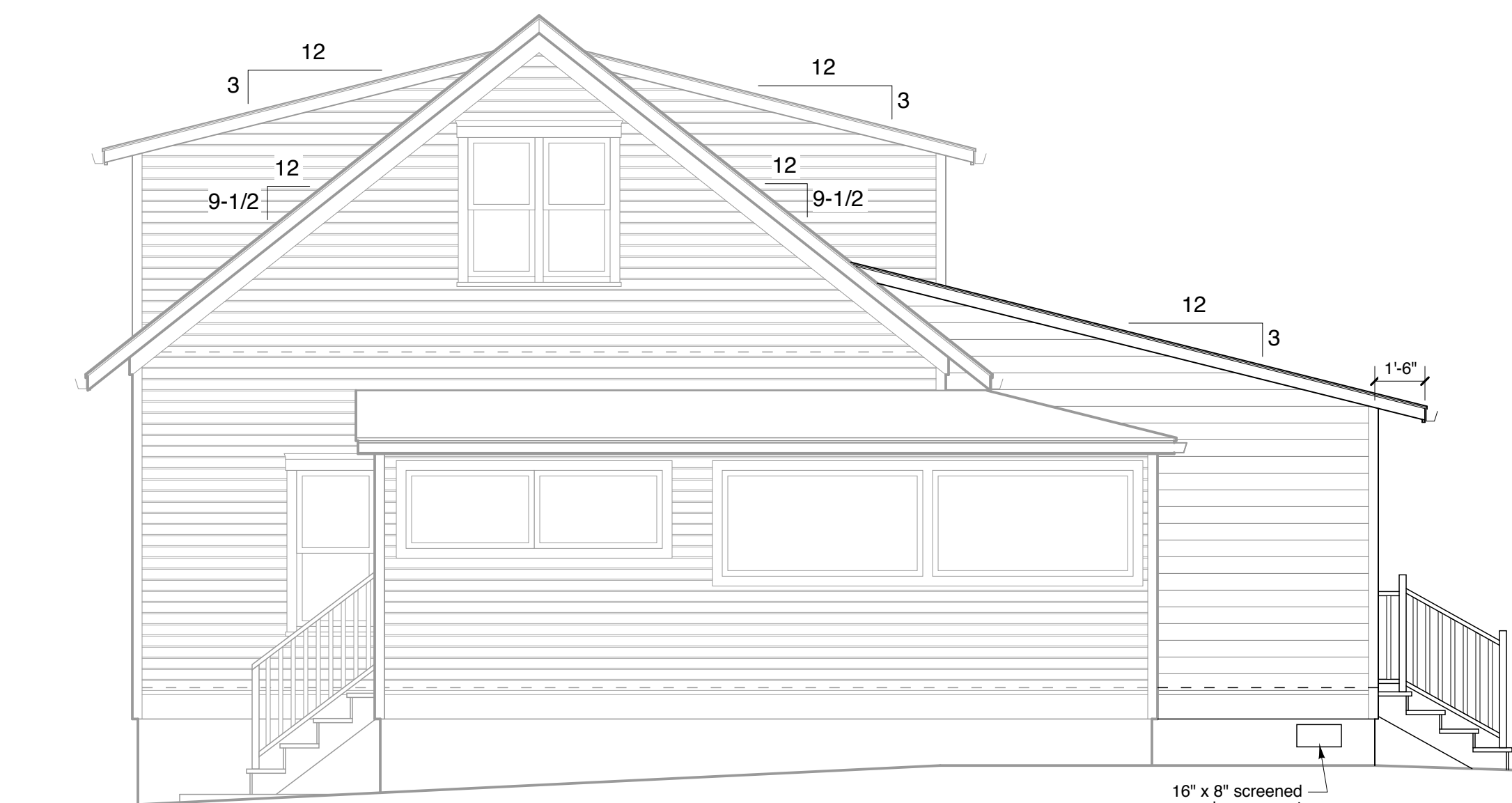
A1

Changes from the plans made without consent of the Architect are unauthorized and shall relieve the Architect of responsibility for any and all consequences resulting from such changes.

©Front Porch Architecture LLC



5 West (Side) Elevation
1/4" = 1'-0"

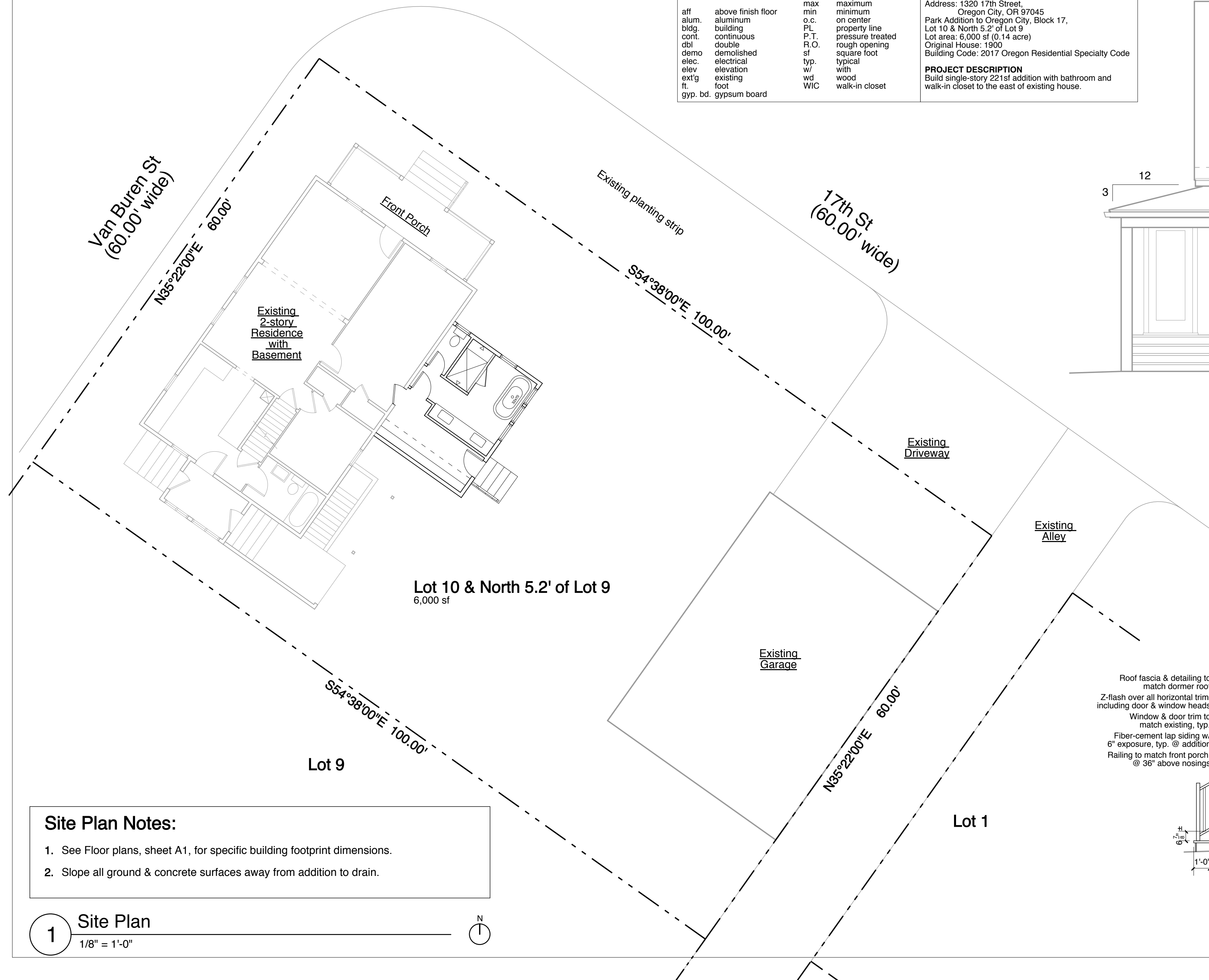


4 South (Back) Elevation
1/4" = 1'-0"

ABBREVIATIONS LIST		PROPERTY INFORMATION	
aff	above finish floor	max	maximum
alum.	aluminum	min	minimum
bidg.	building	o.c.	on center
cont.	continuous	PL	property line
dbl	double	P.T.	pressure treated
demo	demolished	R.O.	rough opening
elec.	electrical	sf	square foot
elev	elevation	typ.	typical
extg	existing	w/	with
ft.	foot	wd	wood
gyp. bd.	gypsum board	WIC	walk-in closet

PROPERTY INFORMATION
Address: 1320 17th Street,
Oregon City, OR 97045
Park Addition to Oregon City, Block 17,
Lot 10 & North 5.2' of Lot 9
Lot area: 6,000 sf (0.14 acre)
Original House: 1900
Building Code: 2017 Oregon Residential Specialty Code

PROJECT DESCRIPTION
Build single-story 221sf addition with bathroom and
walk-in closet to the east of existing house.



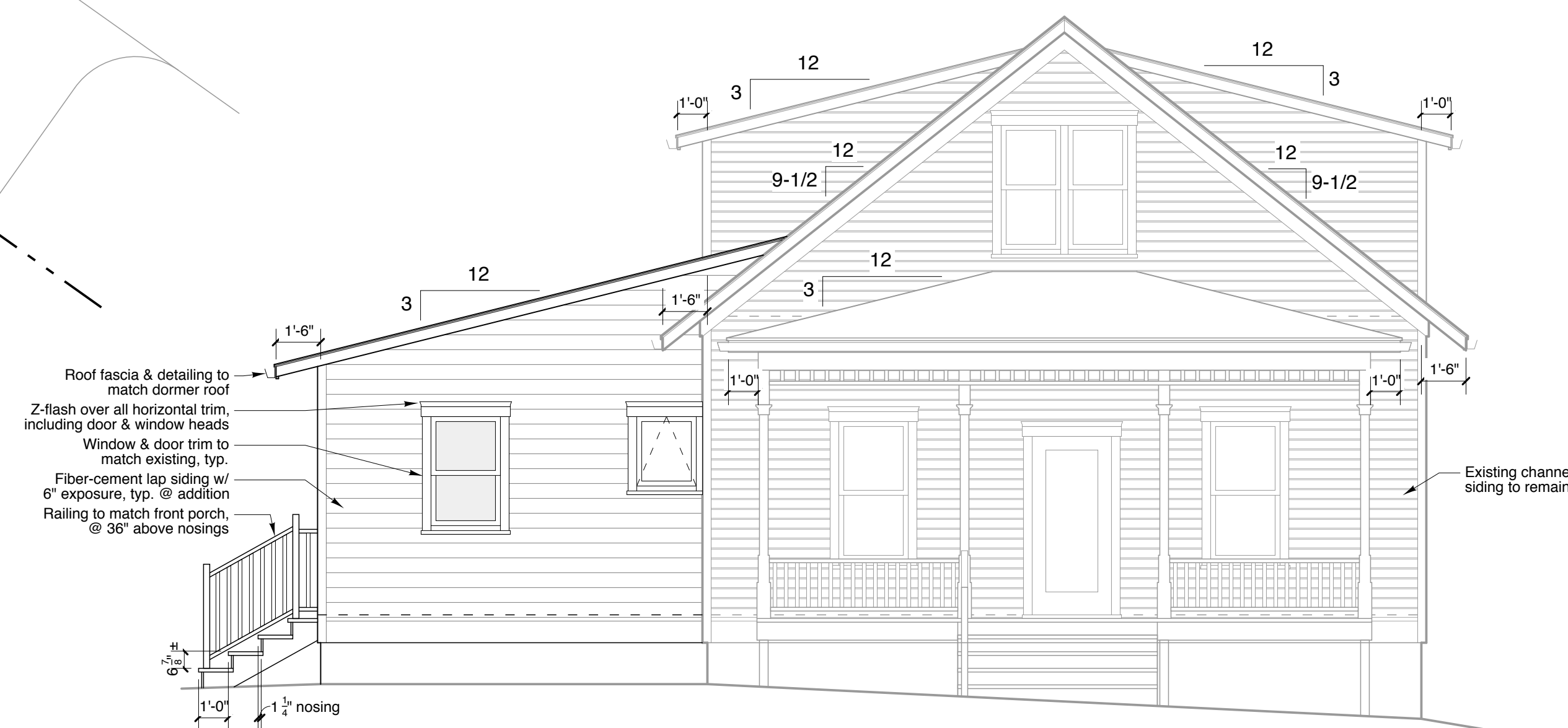
Site Plan Notes:

- See Floor plans, sheet A1, for specific building footprint dimensions.
- Slope all ground & concrete surfaces away from addition to drain.

1 Site Plan
1/8" = 1'-0"



3 East (Side) Elevation
1/4" = 1'-0"



2 North (Front) Elevation
1/4" = 1'-0"

Anderson Residence

1302 17th Street,
Oregon City,
Clackamas County, Oregon 97045

[illegible]

Floor Plans, Building Section, & Schedules

A2

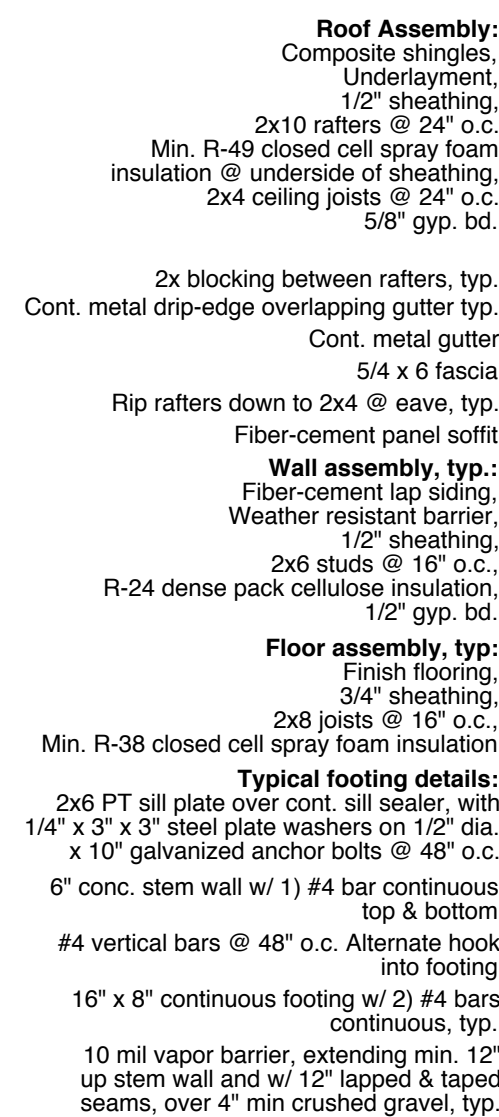
Notes: 1. Hardware to be determined, verify w/ Owner. 2. Wrap all exterior rough openings with self sealing membrane, installed per manufacturer's specifications. 3. See plan note 1 for locating doors not dimensioned.

Plan Notes

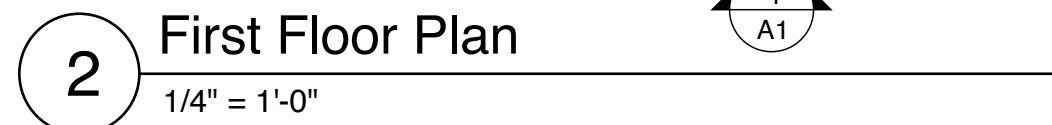
1. Where dimensions are not provided, center doors on width of hall or space.
2. Dimensions shown are to outside face of stud, typical.
3. Energy Efficiency - Additional Measures Table N1101.1(2):
Item 2 - Upgraded walls, floors, & windows

Plan Notes

1. Where dimensions are not provided, center doors on width of hall or space.
 2. Dimensions shown are to outside face of stud, typical.
3. Energy Efficiency - Additional Measures Table N1101.1(2):
Item 2 - Upgraded walls, floors, & windows:



4 Building Cross Section



OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM

Item #2.

HISTORIC NAME: Casper Weismandel Residence DATE OF CONSTRUCTION: 1900
COMMON NAME: _____ ORIGINAL USE: Residence
ADDRESS: 1302 - 17th Street PRESENT USE: Residence
OWNER: Vern and Margaret Cross, 1302 - 17th Street ARCH./BLDR.: Vonderahe (bldr.)
STYLE: Vernacular
T/R/S: 2-2E-29CD TAX LOT: 2100 BLDG. STRUC. DIST. SITE OBJ. (CIRCLE)
ADDITION: Park Addition THEME: Architecture, 20th Century
LOT: 10 BLOCK: 17 QUAD: Oregon City

PLAN TYPE/SHAPE: Rectangular NO. OF STORIES: 1 1/2
FOUNDATION MATERIAL: Concrete BASEMENT (Y/N): Yes
ROOF FORM & MATERIALS: Gable roof. Shed-roof dormer projects from gable roof. Composition
WALL CONSTRUCTION: Wood STRUCTURAL FRAME: Stud
PRIMARY WINDOW TYPE: Tall one-over-one double-hung windows. Some paired 1/1 double-hung.
SURFACING MATERIALS: Drop siding. Cornerboards. Rakeboards.
DECORATIVE FEATURES: Decorative cornice and chamfered posts at front porch.
OTHER: Metal chimney pipe.

CONDITION: EXCELLENT _____ GOOD X FAIR _____ DETERIORATED _____ MOVED _____ (date)
EXTERIOR ALTERATIONS/ADDITIONS (dated): Some of original carpenter treatments missing, n.d.

NOTEWORTHY LANDSCAPE FEATURES: None.

ASSOCIATED STRUCTURES: Double garage on east property line.

KNOWN ARCHAEOLOGICAL FEATURES: None.

GEOGRAPHIC SETTING: Occupies a corner lot at the intersection of 17th Street and Van Buren Street. Located in the Buena Vista Neighborhood, a mostly residential area of older homes. A block from Atkinson Park, a natural park. Vicinity is nearly all residential uses.

STATEMENT OF SIGNIFICANCE: (Historical and/or architectural importance, dates, events, persons, contexts): Casper Weismandel was born in Germany (1846) and came to the United States via the Isthmus of Panama. He established a homestead in the Macksburg area, where he farmed until he moved to Oregon City around 1900. The house was built by E. Henry Vonderahe, a local carpenter. The house is missing some parts of its original carpenter treatments. In general, though, it remains a pretty, well-maintained vernacular home. Built by Vonderahe, a local carpenter and son-in-law of the original owner, this house is indeed typical of the Buena Vista area.

SOURCES: Interview with Kate Carothers (daughter of Vonderahe), 1982. Articles from The Oregonian, dated 8 August 1924, page 16; 15 December 1928, page 14; and 16 December 1928, pages 1 and 27.

NEGATIVE NO: Roll J, #2, 3 RECORDED BY: Jane Altier
SLIDE NO: _____ DATE: May 1982

SHPO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM - TWO

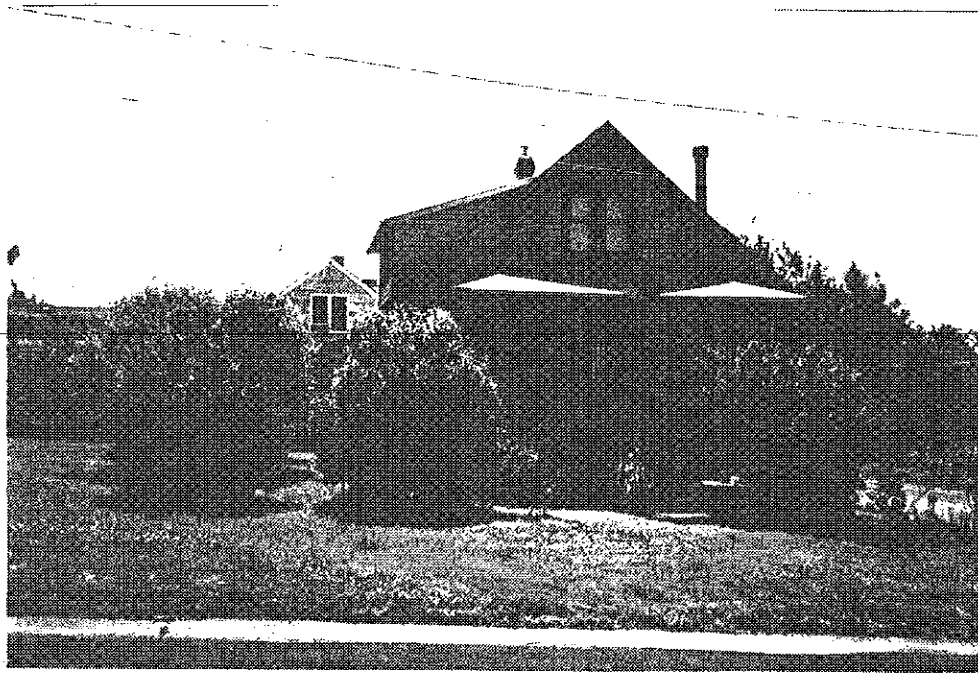
Item #2.

NAME: Casper Weismandel Residence

T/R/S: 2-2E-29CD TAX LOT 2100

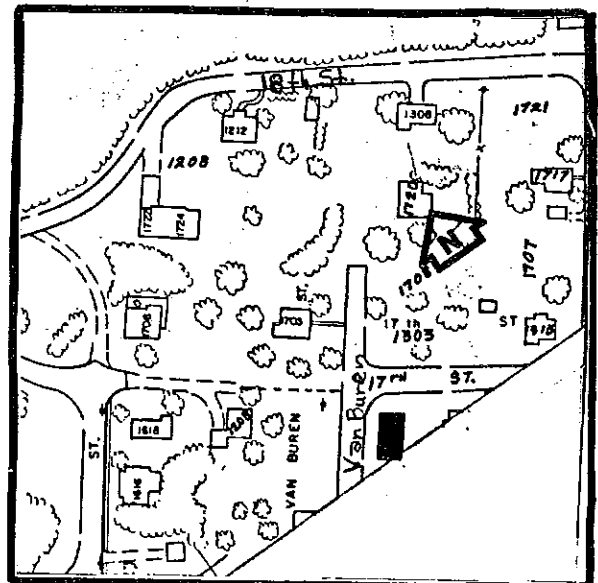
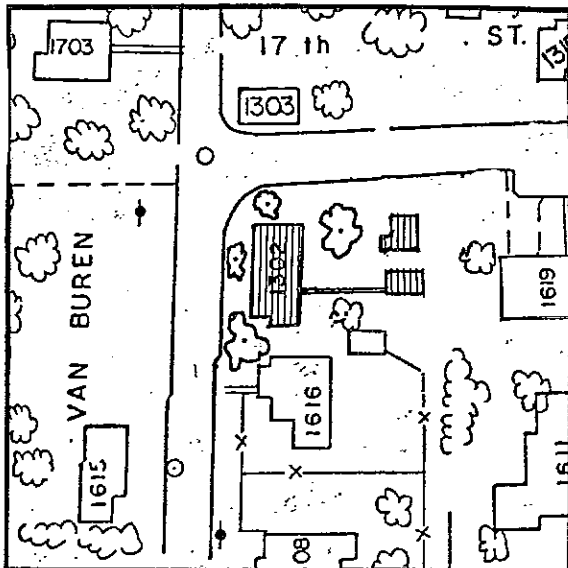
ADDRESS: 1302 - 17th Street

QUADRANGLE: Oregon City



NEGATIVE NO. Roll J, #2, 3

SLIDE NO. _____



GRAPHIC AND PHOTO SOURCES: Base Map of Oregon City, 1987.

Oregon City Planning Department Photograph, 1987.

SHPO INVENTORY NO.: _____



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-bbb657-0891

To: Historic Review Board
From: Planner Kelly Reid

Agenda Date: 06/22/2021

SUBJECT:

GLUA 21-00034/HR-21-00013: Historic Review for the realignment of the Barlow Trail visual corridor.

STAFF RECOMMENDATION:

Staff Recommends approval with conditions.

EXECUTIVE SUMMARY:

A new residential development is proposed where the Barlow Trail visual corridor is located. The trail corridor alignment passes through the existing Winston Hills neighborhood, on the east side of the Serres property, sweeps slightly to the northwest, and continues on through Holcomb Elementary School.

City code requires the establishment of a 30-foot-wide view corridor along the general path of the trail. In this instance, the view corridor as mapped is problematic in that it passes through two houses in the Winston Hills neighborhood, which block any view corridor, and passes through the Serres Farms property at an angle that does not work well with a practical site layout. It is proposed that the alignment be modified slightly, as shown on the attached map, so that it passes between two lots in the Winston Hills neighborhood. Note that the map also shows a symbol for a potential location of an interpretive kiosk on the subject property. The applicant proposes to construct a kiosk for that purpose in the planned open space within the subdivision and would request the assistance of the Historic Review Board in developing ideas for information to be displayed there.

Staff's recommendation adheres to the precedent set by the 2013 HRB decision, which allowed for only minor adjustments to the alignment.

UPDATE: The applicant submitted an alternative alignment that more closely matches the mapped Barlow trail. See attachments for more details.

BACKGROUND:

In 1992/1993, Clackamas County sponsored an inventory project for the Barlow Road, which led to a more accurate alignment (See Exhibit 4). In 2007, the City Commission formally adopted the 1993 maps as the maps associated with the Barlow Road Overlay District.

This application proposes a 123-lot single-family residential Planned Unit Development subdivision. The project will be built in two phases, as shown on the site plan submitted with this application. The applicant proposes to make use of the Master Plan/Planned Unit Development provisions of Chapter 17.65 in order to allow for a phased approval and to allow for commonly owned open space and adjustments to dimensional standards. It is anticipated that the first phase of the project, containing 62 lots, will be developed in the summer of 2022. The second phase, containing the remaining 61 lots, will be developed the following summer.

City code requires the establishment of a 30-foot-wide view corridor along the general path of the trail. In this instance, the view corridor as mapped is problematic in that it passes through two houses in the Winston Hills neighborhood, which block any view corridor, and passes through the Serres Farms property at an angle that does not work well with a practical site layout. It is proposed that the alignment be modified slightly, as shown on the attached map, so that it passes between two lots in the Winston Hills neighborhood. Note that the map also shows a symbol for a potential location of an interpretive kiosk on the subject property. The applicant proposes to construct a kiosk for that purpose in the planned open space within the subdivision and would request the assistance of the Historic Review Board in developing ideas for information to be displayed there.

The HRB previously found in 2013 that realignment of the Barlow Trail corridor was acceptable as long as the centerline of the 30 foot corridor is within the adopted, mapped 30-foot alignment (i.e. adjustment of up to 15 feet is acceptable). This finding was made for a small subdivision project where the size of the parcel was fairly small and layout options were limited (HR 13-05, see Exhibit 8). No mitigation was proposed or included in the 2013 proposal.

In this circumstance, the development parcel is larger, giving the applicant more layout options. The applicant has proposed a corridor that generally aligns with the historic adopted corridor, but it varies considerably on the eastern edge next to the Winston subdivision.

The Serres Farm proposal includes not just a visual corridor, but also a physical pedestrian pathway within the 30-foot wide easement. Additionally, the applicant has proposed a park where the adopted alignment is located, and proposes to include interpretive signage within the park.

The Board may find that the inclusion of the physical trail, open space, and interpretive signage is appropriate mitigation for the Barlow Trail realignment of greater than 15 foot adjustment to the historic centerline, or it may find that, because of the large parcel size

and the layout options that are available to the applicant, the alignment should be adhered to in a manner similar to the 2013 approval where a 15-foot adjustment is acceptable. Staff's recommendation will adhere to the precedent set by the 2013 HRB decision. Staff recommends that the Board indicate its support for flexibility in lot dimensions and setbacks for the overall Master Plan review before the Planning Commission.

OPTIONS:

1. Approve the proposal with conditions (staff recommendation)
2. Approve the proposal with modified conditions and provide revised findings
3. Deny the proposal and provide revised findings.



OREGON CITY

Community Development – Planning

695 Warner Parrott Rd, | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

STAFF REPORT AND RECOMMENDATION HISTORIC REVIEW BOARD June 15, 2021

FILE NO.: GLUA 21-00034/HR-21-00013: Historic Review

HEARING DATE: On **June 22, 2021** the **City of Oregon City Historic Review Board** will conduct a virtual public hearing at 7:00 p.m. on the following Type III Land Use Application. Email planning@orc.org for the virtual meeting link.

APPLICANT: Mark Handris
ICON Construction and Development LLC
1969 Willamette Falls Dr. Suite 260
West Linn, OR 97068

OWNER: Serres Family H LLC by Daniel Serres
14620 S Forsythe Rd
Oregon City, OR 97045

REQUEST: The applicant is seeking approval through Historic Review for the realignment of the Barlow Trail Corridor as part of a residential development – Serres Farm PUD.

LOCATION: Clackamas County Map 2-2E-28A Taxlots 500, 2200, 2300
Clackamas County Map 2-2E-21D Taxlots 2100, 2200, 2300
No site address
Oregon City, OR 97045

REVIEWER: Kelly Reid, Planner, AICP kreid@orc.org

CRITERIA: Administration and Procedures are set forth in Chapter 17.50, Chapter 17.40, Historic Overlay District in Chapter 17.40, of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org.

This application is subject to the Administration and Procedures section of the Oregon City Code set forth in Chapter 17.50. The application and all supporting documents submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 698 Warner Parrott Road, during regular business days (9 am- 4pm). Copies of these materials may be obtained for a reasonable cost. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Any interested party may testify at the public hearing and/or submit written testimony at or prior to the close of the record by the Historic Review Board. Notice

of the Historic Review Board's decision shall be sent to the applicant and to those persons submitting comments and providing a return address. Any party who participated in the Historic Review Board proceedings may appeal the Historic Review Board's decision by filing a notice of appeal as required by OCMC 17.50.190. Any issue that is intended to provide a basis for appeal must be raised before the close of the Historic Review Board's proceeding, in person or by letter, with sufficient specificity to afford the City Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any review of that issue. Parties with standing may appeal the decision of the City Commission to the Land Use Board of Appeals. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

Staff Recommendation and Conditions of Approval

HR 21-00013

Staff recommends approval of a minimized re-alignment to the Barlow Trail corridor as described in condition of approval #3.

1. A plat restriction shall be placed on the subdivision indicating the requirements of *OCMC 17.40.060-G - Oregon Trail-Barlow Road Historic Corridor* and the location of the Barlow Road easement.
2. The applicant shall coordinate with planning and parks staff on interpretive signage design and content, and shall submit final language and content for the signage for staff approval before constructing the signage. The HRB will not require future HRB review of the signage but may provide informal review and assistance with signage content.
3. The applicant shall limit the realignment of the Barlow Trail Corridor to maintain the centerline of the easement within the established 30-foot corridor.

BACKGROUND:

This application proposes a 123-lot single-family residential Planned Unit Development subdivision. The project will be built in two phases, as shown on the site plan submitted with this application. The applicant proposes to make use of the Master Plan/Planned Unit Development provisions of Chapter 17.65 in order to allow for a phased approval and to allow for commonly owned open space and adjustments to dimensional standards. It is anticipated that the first phase of the project, containing 62 lots, will be developed in the summer of 2022. The second phase, containing the remaining 61 lots, will be developed the following summer.

The project site is located on the north side of Holcomb Blvd. between Godon Way, to the west, and Winston Drive, to the east. The property is comprised of a total of six tax lots: Assessor's Map 22E28A, Tax Lots 500, 2200, and 2300. Assessor's Map 22E21D, Tax Lots 2100, 2200 and 2300. The northern portion of the subject property has been actively farmed for decades by the Serres family. All of the property presently remains in the ownership of a Serres family trust. Tomatoes and other row crops have been grown on the property. The upper portion of the site is undeveloped vacant land. It is primarily vegetated with brush, blackberries and grass. There are a few old deciduous trees and a pocket of conifers near Kaylyn Drive on the east side of the site. There are no structures on the property.

The Winston Hills subdivision is adjacent to the east of the site along Holcomb Blvd. This area is outside of the UGB and city limits. Lots are approximately ½ acre in size and the zoning is Clackamas County FU-10. The Barlow Crest subdivision, which is zoned R-10 lies to the east of the Winston Hills neighborhood and is adjacent to the subject property for a short distance on the eastern border.



Vicinity Map

The Oregon Trail-Historic Barlow Road crosses through the subject property. The applicant is seeking authorization from the Historic Review Board to adjust the alignment of the corridor. The applicant acknowledges that a 30 foot wide unobstructed view corridor is required for the alignment and is not requesting that width to be reduced or modified in any way. The applicant is also not seeking permission to build an obstruction in the view corridor. The applicant is not requesting that the boundaries of the view corridor be moved off of the property. The focus for applicant's request is to help create a more functional building layout for the new dwellings that will be constructed as part of the proposed development. The proposed re-alignment will ensure that there are no obstructions within the view corridor.



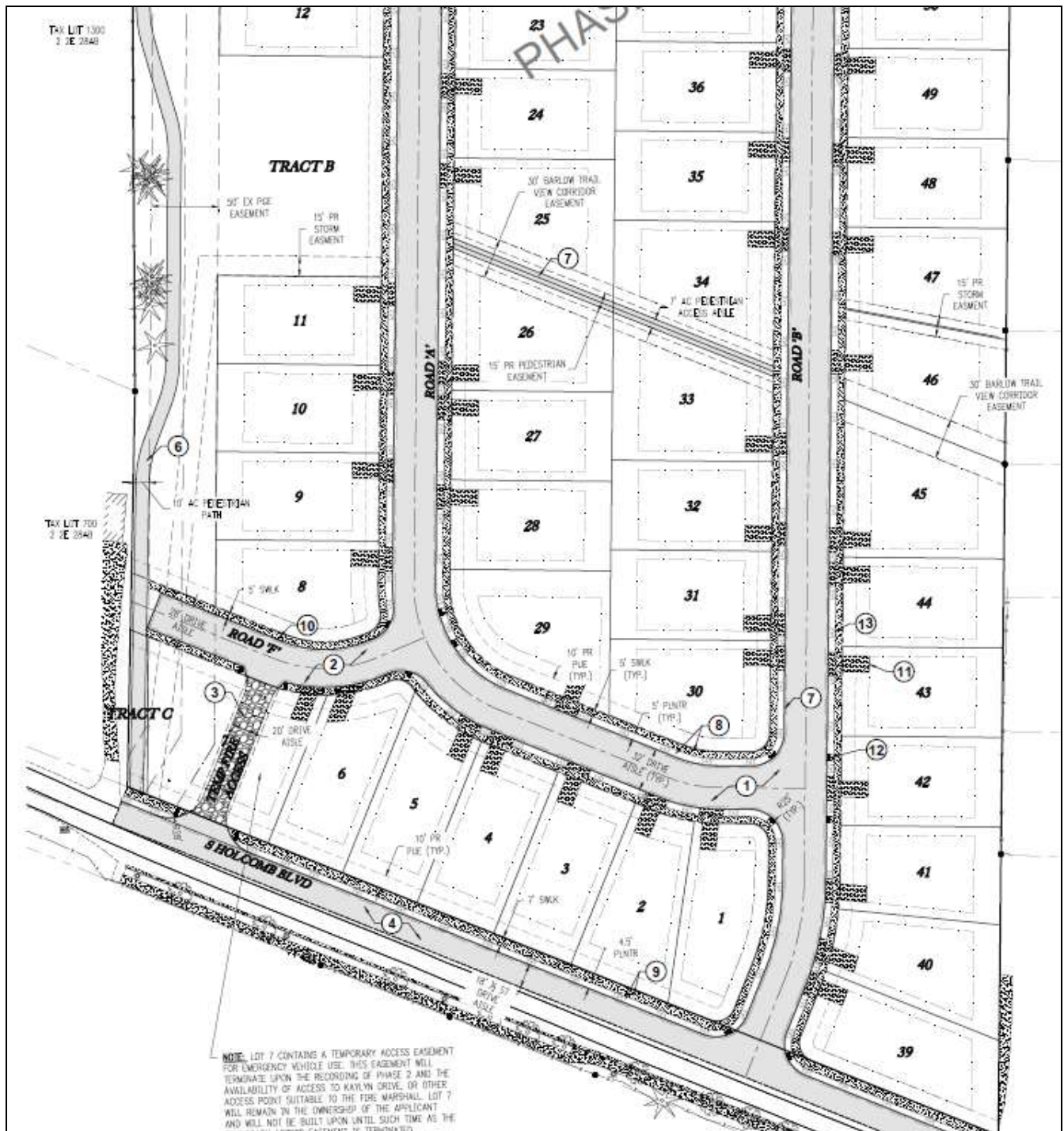
Barlow Trail Corridor map



Expanded Barlow Trail Corridor map

The applicant describes the project as follows:

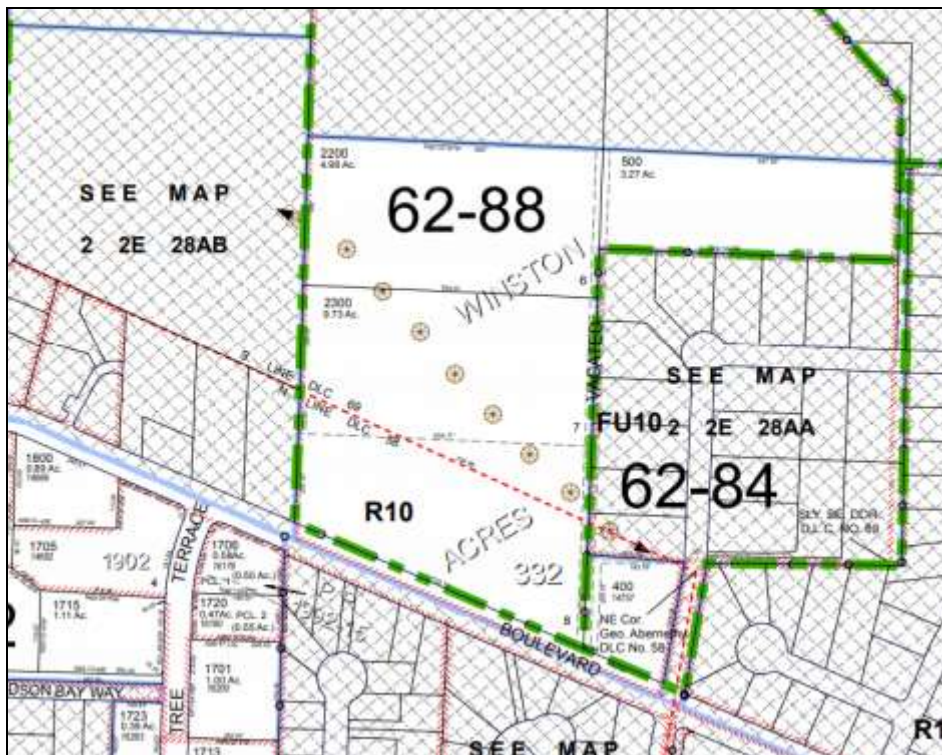
“City policies require the establishment of a 30-foot-wide view corridor along the general path of the trail. In this instance, the view corridor as mapped is problematic in that it passes through two houses in the Winston Hills neighborhood, which block any view corridor, and passes through the Serres Farms property at an angle that does not work well with a practical site layout. It is proposed that the alignment be modified slightly, as shown on the attached map, so that it passes between two lots in the Winston Hills neighborhood. Note that the map also shows a symbol for a potential location of an interpretive kiosk on the subject property. The applicant proposes to construct a kiosk for that purpose in the planned open space within the subdivision and would request the assistance of the Historic Review Board in developing ideas for information to be displayed there.”



Proposed subdivision layout showing proposed Barlow corridor easement between lots 45 and 46 on the eastern boundary. Tract B is proposed to be Open Space.



Subdivision layout overlaid with Barlow Trail alignment.



County taxmap showing corridor with brown wagon wheels.



Map of proposed alignment adjustment

In 1992/1993, Clackamas County sponsored an inventory project for the Barlow Road, which led to a more accurate alignment (See Exhibit 4). In 2007, the City Commission formally adopted the 1993 maps as the maps associated with the Barlow Road Overlay District.

Notice of the proposal was sent to property owners within three hundred feet of the subject property and Park Place Neighborhood Association. Additionally, the property was posted with a Notice of Land Use sign with details about the proposal. Transmittals were sent to various City departments and other agencies regarding the proposed development plan. Relevant comments from City departments are addressed in this report as appropriate.

II. APPLICABLE STANDARDS AND FINDINGS

17.40.030.C. The following are designated within the historic overlay district:

1. The Canemah Historic District; the minimum boundaries of which are those designated by the United States Department of the Interior on the National Register of Historic Places as indicated in the city comprehensive plan.

2. The McLoughlin Conservation District; the surveyed buildings indicated by map in the comprehensive plan shall constitute the designated structures in the McLoughlin Conservation District, along with any structures designated through the Historic Review Board designation process since initial adoption of the comprehensive plan on March 13, 1980.

3. The Oregon Trail-Barlow Road Historic Corridor: properties identified in the 1993 Barlow Road Historic Corridor inventory of the Barlow Road by Clackamas County.

4. Designations undertaken pursuant to [Section 17.40.050](#). The established historic overlay district shall allow for the designation of two types of districts so that areas with a high concentration of historic structures are designated historic districts and areas with a lower concentration are designated conservation districts. Also allowed is the designation of structures of historic or architectural significance not located in an historic or conservation district as landmarks.

17.40.060 - Exterior alteration and new construction.

A. Except as provided pursuant to subsection I of this section, no person shall alter any historic site in such a manner as to affect its exterior appearance, nor shall there be any new construction in an historic district, conservation district, historic corridor, or on a landmark site, unless a certificate of appropriateness has previously been issued by the historic review board. Any building addition that is thirty percent or more in area of the historic building (be it individual or cumulative) shall be considered new construction in a district. Further, no major public improvements shall be made in the district unless approved by the board and given a certificate of appropriateness.

Applicable: The proposal for exterior alteration in a historic district is being reviewed by the Historic Review Board.

B. Application for such a certificate shall be made to the planning staff and shall be referred to the historic review board. The application shall be in such form and detail as the board prescribes.

Complies as Proposed: The applicant submitted the required materials.

D. [1.] The historic review board, after notice and public hearing held pursuant to Chapter 17.50, shall approve the issuance, approve the issuance with conditions or disapprove issuance of the certificate of appropriateness.

Applicable: The proposal is being reviewed by the Historic Review Board.

2. The following exterior alterations to historic sites may be subject to administrative approval:
 - a. Work that conforms to the adopted Historic Review Board Policies.

Not Applicable: The proposal is not subject to administrative approval.

H. For construction of new structures in an historic corridor, the criteria to be used by the board in reaching its decision on the certificate of appropriateness shall include the following:

1. The purpose of the historic overlay district as set forth in Section 17.40.010;
2. The policies of the city comprehensive plan;
3. The impact on visible evidence of the trail;
4. The impact on archaeological evidence when there exists documented knowledge of archeological resources on the property;
5. The visual impact of new construction within the historic corridor; and
6. The general compatibility of the site design and location of the new construction with the historic corridor considering the standards of subsection G of this section.

Not applicable: The County's Barlow Trail management plan identifies the Trail segment on the Serres property as a third priority road segment, where the road has lost its original physical and environmental integrity (See Exhibit 5). The applicant has proposed a pedestrian pathway and interpretive signage within the corridor. No structures are proposed.

I. *The following standards apply to development within historic corridors:*

1. *Within the Oregon Trail-Barlow Road historic corridor, a minimum of a thirty-foot wide-open visual corridor shall be maintained and shall follow the actual route of the Oregon Trail, if known. If the actual route is unknown, the open visual corridor shall connect within the open visual corridor on adjacent property.*
2. *No new building or sign construction shall be permitted within required open visual corridors. Landscaping, parking, streets, driveways are permitted within required open visual corridors.*

Complies with Conditions: The applicant proposed a 30-foot wide visual corridor implemented by an easement on the property. The actual route has been determined by the Barlow Road Inventory Project of Clackamas County in 1992/1993. The mapped route runs at an angle from SE to NW. The applicant proposes a realignment of the corridor to better achieve an efficient subdivision layout. The proposed alignment is approximately 200 feet north of the mapped centerline of the corridor. The corridor is proposed to be located between two residential lots, then cross a local street, then run between additional residential lots before crossing another street and then entering the proposed open space. The open space is connected to the Holcomb school property and the mapped Barlow Trail alignment appears to be fully within the open space.

The Board may alter the location of the Road as long as *“a minimum of a thirty-foot-wide open visual corridor be maintained and shall follow the actual route of the Oregon Trail, if known. If the actual route is unknown, the open visual corridor shall connect within the open visual corridor on adjacent property.”*

There is not an open visual corridor on either adjacent property, the Winston subdivision nor the Holcomb school property. However, the route is mapped and is considered the actual known route. The Winston subdivision is fully developed and the City is highly unlikely to ever obtain an easement or visual corridor through this parcel. Thus, there is and will likely forever be a gap in the trail. The Trail ends at the border of the Winston subdivision and will re-start on the Serres Farm property. The location of where the Trail re-starts is the major question before the HRB.

The HRB previously found in 2013 that realignment of the Barlow Trail corridor was acceptable as long as the centerline of the 30 foot corridor is within the adopted, mapped 30-foot alignment (i.e. adjustment of up to 15 feet is acceptable). This finding was made for a small subdivision project where the size of the parcel was fairly small and layout options were limited (HR 13-05, see Exhibit 8). No mitigation was proposed or included in the 2013 proposal.

In this circumstance, the development parcel is larger, giving the applicant more layout options. The applicant has proposed a corridor that generally aligns with the historic adopted corridor, but it varies considerably on the eastern edge next to the Winston subdivision.

The Serres Farm proposal includes not just a visual corridor, but also a physical pedestrian pathway within the 30-foot wide easement. Additionally, the applicant has proposed a park where the adopted alignment is located, and proposes to include interpretive signage within the park.

The Board may find that the inclusion of the physical trail, open space, and interpretive signage is appropriate mitigation for the Barlow Trail realignment of greater than 15 foot adjustment to the historic centerline, or it may find that, because of the large parcel size and the layout options that are available to the applicant, the alignment should be adhered to in a manner similar to the 2013 approval where a 15-foot adjustment is acceptable. Staff’s recommendation will adhere to the precedent set by the 2013 HRB decision. Staff recommends that the Board indicate its support for flexibility in lot dimensions and setbacks for the overall Master Plan review before the Planning Commission.

CONCLUSION AND RECOMMENDATIONS:

Based on the analysis and findings as described above, staff concludes that the proposal can satisfy the standards and requirements as described in the Oregon City Municipal Code for The Barlow Road Historic Corridor, OCMC 17.40.060 with appropriate conditions.

Staff recommends approval of HR 21-00013, for Barlow Trail realignment as part of the Serres Farm Planned Unit Development at Clackamas County Map 2-2E-28A Taxlots 500, 2200, 2300 and Clackamas County Map 2-2E-21D Taxlots 2100, 2200, 2300 in Oregon City, OR 97045, subject to the Conditions of Approval listed in this staff report.

Exhibits

1. Vicinity Map
2. Applicant's Submittal
3. Public Comments
4. Barlow Road Inventory Project
5. Excerpt from "Barlow Road Historic Corridor Background Report and Management Plan"
6. Barlow Road Maps
7. Tax maps
8. HR 13-05 Staff Report and Notice of Decision



OREGON CITY

Community Development – Planning

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)

- ☐ Compatibility Review
 ☐ Willamette River Greenway
 ☐ Communication Facility
☐ Lot Line Adjustment
☐ Non-Conforming Use Review
☐ Natural Resource (NROD) Verification
☐ Minor Site Plan & Design Review

☐ Historic Review – Remodel
☐ Detailed Dev. Plan (DDP)

Type II (OCMC 17.50.030.B)

- ☐ Master Plan / PUD / GDP or Amendment
☒ Detailed Development Plan (DDP)
☐ Floodplain Review
☐ Geologic Hazard Overlay
☐ Minor Partition (<4 lots)
☐ Minor Site Plan & Design Review
☐ Non-Conforming Use Review
☐ Site Plan and Design Review / DDP
☒ Subdivision (4+ lots)
☐ Minor Variance
☐ Natural Resource (NROD) Review
☐ Public Improvement Modification
☐ Willamette River Greenway

ELD Process (OCMC 17.50.030.E)

- ☐ Expedited Land Division

Type III / IV (OCMC 17.50.030.C & D.)

- ☐ Annexation
☐ Code Interpretation / Similar Use
☒ Master Plan / PUD / GDP Amendment
☐ Conditional Use
☐ Comprehensive Plan / Legislative Amendment
☐ Code ☐ Map
☒ Detailed Development Plan DDP
☒ Historic Review
☐ Municipal Code Amendment
☐ Parking Adjustment
☐ Variance ☐ Sign Variance
☐ Natural Resource (NROD) Review
☐ Zone Change (Text/Map)
☐ Willamette River Greenway

Legislative Action (OCMC 17.50.170)

- ☐ Legislative

File Number(s):	Application Date: May 13, 2021
Project Name: Serres Farms	
Proposed Land Use or Activity: GDP & 2 DDPs for residential PUD, & HR for Barlow Trail	# of Lots Proposed (If Applicable): 123
Physical Address(es) of Site: No Site Address. North side of Holcomb Blvd. west of S. Winston Drive.	
Clackamas County Map and Tax Lot Number(s): 22E28A 500, 2200 & 2300; 22E21D 2100, 2200 & 2300	

Applicant(s)

Applicant(s) Signature: 		
Applicant(s) Name Printed: Mark Hahdris, Icon Construction & Development, LLC		Date: May 13, 2021
Mailing Address: 1969 Willamette Falls Dr., Suite 260, West Linn, OR 97068		
Phone: (503) 657-0406	Fax: (503) 655-5991	Email: mark@iconconstruction.net

Property Owner(s) – See reverse for more than two Owners

Property Owner #1

Property Owner#1 Signature: 		
Property Owner#1 Name Printed: Serres Family H, LLC by Daniel Serres		Date: 5/13/2021
Mailing Address: 14620 S Forsythe Rd, Oregon City, 97045		
Ownership Address: No site address. North side of Holcomb Blvd. west of S. Winston Dr.		
Phone: (503) 320-4196	Fax:	Email: dsreres@aol.com

Property Owner #2

Property Owner#2 Signature:		
Property Owner#2 Name Printed:		Date:
Mailing Address:		
Ownership Address:		
Phone:	Fax:	Email:

Representative(s)

Representative(s) Signature:		
Representative(s) Name Printed:		Date:
Mailing Address:		
Phone:	Fax:	Email:

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

LAND USE APPLICATION FORM

Item #3.

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Willamette River Greenway
- ☐ Communication Facility
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification
- ☐ Minor Site Plan & Design Review
- ☐ Historic Review – Remodel
- ☐ Detailed Dev. Plan (DDP)

Type II (OCMC 17.50.030.B)

- ☐ Master Plan / PUD / GDP or Amendment
- ☐ Detailed Development Plan (DDP)
- ☐ Floodplain Review
- ☐ Geologic Hazard Overlay
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review / DDP
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☒ Natural Resource (NROD) Review
- ☐ Public Improvement Modification
- ☐ Willamette River Greenway

ELD Process (OCMC 17.50.030.E)

- ☐ Expedited Land Division

Type III / IV (OCMC 17.50.030.C & D.)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Master Plan / PUD / GDP Amendment
- ☐ Conditional Use
- ☐ Comprehensive Plan / Legislative Amendment
- ☐ Code ☐ Map
- ☐ Detailed Development Plan DDP
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Parking Adjustment
- ☐ Variance ☐ Sign Variance
- ☐ Natural Resource (NROD) Review
- ☐ Zone Change (Text/Map)
- ☐ Willamette River Greenway

Legislative Action (OCMC 17.50.170)

- ☐ Legislative

File Number(s):	Application Date: May 20, 2021
Project Name: Serres Farms Natural Resources Review	
Proposed Land Use or Activity: Development of subdivision	# of Lots Proposed (If Applicable): 123 total, 3 in NROD
Physical Address(es) of Site: No site address. South of Forsythe Rd. on unnamed public road.	
Clackamas County Map and Tax Lot Number(s): 22E21D 2000 & 2100	

Applicant(s)

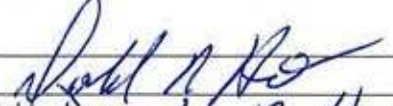
Applicant(s) Signature: 		
Applicant(s) Name Printed: Icon Construction & Development, LLC, Mark Handris		Date: May 20, 2021
Mailing Address: 1969 Willamette Falls Drive, Suite 260		
Phone: 503-657-0406	Fax:	Email: mark@iconconstruction.net

Property Owner(s) – See reverse for more than two Owners

Property Owner #1

Property Owner#1 Signature: 		
Property Owner#1 Name Printed: Dan Serres		Date: 5/20/21
Mailing Address: 14620 S. Forsythe Rd.		
Ownership Address: None TL 2100		
Phone: 503-320-4196	Fax:	Email: Dsserres@aol.com

Property Owner #2

Property Owner#2 Signature: 		
Property Owner#2 Name Printed: Donald R Herbst		Date: 5/20/21
Mailing Address: 10595 SW IBACH ST TUALATIN		
Ownership Address: TH 2000		
Phone: 503 706 2505	Fax:	Email: donherbst@gmail.com a hot mail. com

Representative(s)

Representative(s) Signature:		
Representative(s) Name Printed:		Date:
Mailing Address:		
Phone:	Fax:	Email:

SERRES FARMS

PLANNED UNIT DEVELOPMENT APPLICATION

Introduction:

This application proposes a 123-lot single-family residential Planned Unit Development subdivision. The project will be built in two phases, as shown on the site plan submitted with this application. The applicant proposes to make use of the Master Plan/Planned Unit Development provisions of Chapter 17.65 in order to allow for a phased approval and to allow for commonly owned open space and adjustments to dimensional standards. It is anticipated that the first phase of the project, containing 62 lots, will be developed in the summer of 2022. The second phase, containing the remaining 61 lots, will be developed the following summer.

This application requests the following land use approvals: Type II Subdivision, Type III Master Plan/Planned Unit Development, Type III Detailed Development Plans for both phases of the project, and a Type III Historic Review relating to the Barlow Trail view corridor. A Natural Resources (NROD) Verification/Review is also included for the off-site wetlands and associated buffer area at the northwest corner of the property.

The project site is located on the north side of Holcomb Blvd. between Godon Way, to the west, and Winston Drive, to the east. The property is comprised of a total of six tax lots: Assessor's Map 22E28A, Tax Lots 500, 2200, and 2300. Assessor's Map 22E21D, Tax Lots 2100, 2200 and 2300

The following chapters of the Oregon City Municipal Code (OCMC) are applicable to this proposal and will be addressed below in this narrative:

OCMC 17.65 – Master Plans and Planned Unit Developments

OCMC 12.04 - Streets, Sidewalks and Public Places

OCMC 12.08 - Public and Street Trees

OCMC 13.12 – Stormwater Management

OCMC 16.04 – General Provisions and Administration of Land Divisions

OCMC 16.08 – Land Divisions – Processes and Standards

OCMC 16.12 – Minimum Public Improvements and Design Standards for Development

OCMC 17.41- Tree Protection, Preservation, Removal and Replanting Standards

OCMC 17.49- Natural Resources Overlay District

OCMC 17.50 – Administration and Procedures

OCMC 17.65 - Master Plans and Planned Unit Developments

17.65.010 – Purpose and intent:

It is the intent of this chapter to foster the growth of major institutions, phased residential, commercial or mixed-use development, and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The city recognizes the valuable housing options, services and/or employment opportunities that these developments bring to Oregon City residents. The master plan or planned unit development process is intended to facilitate an efficient and flexible review process for major developments, support innovative and creative land development, and to provide long-term assurance to plan for and execute developments in a phased manner. To facilitate this, the master plan process is structured to allow an applicant to address larger development issues, such as adequacy of infrastructure and transportation capacity, and reserve capacity of the infrastructure and transportation system before expenditure of final design costs. The master plan or planned unit development process is further intended to promote efficiency in land development, maintenance, street systems and utility networks while providing site layouts that integrate usable and attractive open spaces, site circulation, and the general wellbeing of site users. For the purposes of this chapter planned unit developments are considered the same as master plans.

Applicant Response: The Serres Farms Planned Unit Development (PUD) is consistent with the purpose and intent of this chapter. It is a large-scale phased residential development, being situated on one of the larger areas of vacant land within the city limits (35.2 acres), and proposes a total of 123 lots. The development is planned to occur in two phases. The PUD process will allow for flexibility in sizing of lots which will provide for the creation of a two-acre open space on the property. This open space will incorporate a pedestrian trail along the western boundary of the project. This trail is consistent with the City's planned trail system for this area. The open space will be located along the view corridor associated with the Barlow Trail that passes through the property on a roughly east-west orientation. The applicant plans to provide an informational interpretive kiosk relating to the historic trail within the open space. The location adjacent to Holcomb Elementary School will allow for access to the school site from the open space, thereby affording educational opportunities relating to Oregon history. Finally, the Master Plan/PUD process will permit the review of project infrastructure and transportation resources in a cohesive manner.

17.65.020 - What is included in a master plan or planned unit development.

- A. *A master plan or planned unit development is a two-step process that includes a general development plan and a detailed development plan. A general development plan incorporates the entire area where development is planned for up to the next twenty years from the date of final approval, including the identification of one or more development phases. The general development plan may encompass land that is not currently under the applicant's control, but which eventually may be controlled by the applicant during the duration of the master plan. The plan shall have no effect for lands not currently controlled by the applicant. "Controlled" shall be defined as leased or owned by the applicant. A detailed development plan is the phase or phases of the general development plan that are proposed for development within two years.*
-

Applicant Response: The proposed planned unit development includes a General Development Plan (GDP) that is proposed to govern development of this site over the next ten years from the date of final approval. It is anticipated that the two Detailed Development Plans (DDP), which are being submitted

concurrently, will be developed and have final plats recorded within a two-year period, but the ten-year period for the General Development Plan will provide flexibility in case unforeseen circumstances arise.

-
- B. A master plan or planned unit development identifies the current and proposed uses of the development, proposed project boundaries, and proposed public and private infrastructure needed to serve the development. If approved, the general development plan may be used to allow existing legal non-conforming uses. If conditions of approval from a previous land use decision have not been completed, they shall be modified through the general development plan or completed with new development.*
-

Applicant Response: The GDP included with this application provides information on current and proposed uses and infrastructure needed to serve the development. There are no existing legal non-conforming uses on the property.

-
- C. A master plan or planned unit development identifies future development impacts, thresholds for mitigation and mitigation improvements and implementation schedules. A threshold for mitigation is the point that determines when or where a mitigation improvement will be required. Examples of "thresholds" include vehicle trips, square feet of impervious surface area, water usage measured in gallons per minute, construction of a building within a general development plan and construction of a building within a certain distance of a residential lot.*
-

Applicant Response: The traffic study submitted with this application discusses traffic impacts and how they fit with City and ODOT standards. The storm report provided with this application demonstrates that storm water can be accommodated in compliance with City standards. Information provided by City staff at the pre-application conference demonstrates that water service is available in adequate capacity to serve the proposed development.

17.65.030 - Applicability of the master plan or planned unit development regulations.

- A. Required for Large Institutional Uses. If the boundaries of an institutional development exceed ten acres in size, the proposed development shall be master planned using the regulations of this chapter. No land use review other than a Type I or II Minor Site Plan and Design Review shall be issued for any institutional development in excess of ten acres in total acreage unless it is accompanied by or preceded by a master plan approval under this chapter. This requirement does not apply to modifications to existing institutional developments unless the modification results in a cumulative square footage increase of over ten thousand total building square feet in an existing institutional development over ten acres.*
- B. When Required as Part of Previous Land Use Review. The master plan or planned unit development regulations may be used to fulfill a condition of approval from a previous land use decision-requiring master planning for a development.*
- C. When identified in the Oregon City Comprehensive Plan. The master plan regulations are required for all properties identified for master planning in the land use section of the Oregon City Comprehensive Plan.*
- D. Voluntarily. An applicant may voluntarily submit a master plan or planned unit development as part of a land use review, including for residential projects.*
-

Applicant Response: This application is being submitted voluntarily so 17.65.030(D) is applicable.

17.65.040- Procedure:

-
- A. Preapplication Review. Prior to filing for either general development plan or detailed development plan approval, the applicant shall file a pre-application conference pursuant to OCMC 17.50.030.*
- B. General Development Plan. An application for a general development plan describing the long-term buildout of the site shall be reviewed through a Type III procedure. An applicant shall have an approved general development plan before any detailed development plan may be approved, unless both are approved or amended concurrently. Amendments to an approved general development plan shall be reviewed under a Type III procedure pursuant to OCMC 17.65.080.*
- C. Detailed Development Plan. An application for a detailed development plan, is processed through a Type II procedure, as long as it is in conformance with the approved general development plan. Amendments to an approved detailed development plan shall be processed pursuant to OCMC 17.65.080. Once a development has an approved detailed development plan, OCMC 17.62, Site Plan and Design Review is not required.*
- D. Concurrent Review. An applicant may concurrently apply for a general development plan and a detailed development plan. Such a concurrent application is reviewed through the highest procedure that applies to any element of the combined application.*
- E. Relationship to Other Reviews. It is the express policy of the city that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.*
- F. Duration of General Development Plan. A general development plan shall involve a planning period of up to twenty years. An approved general development plan shall remain in effect until development allowed by the plan has been completed through the detailed development plan process, the plan is amended or superseded, or the plan expires under its stated expiration date either as stated in the approved master plan or planned unit development application or decision of approval.*
-

Applicant Response: This application will follow the procedure outlined in this section. A pre-application conference was held on March 2, 2021 (PA 21-00004). The GDP will be reviewed through a Type III process. The DDPs will be submitted concurrently and will be heard through a Type III process with the GDP. The application is being reviewed in its entirety rather than being segmented into discrete parts. The proposed duration of the GDP is 10 years, which is within the specified 20-year maximum time frame for full implementation.

16.65.050 – General Development Plan*17.65.050 - General development plan.**A. Existing Conditions Submittal Requirements.*

- 1. Narrative Statement. An applicant shall submit a narrative statement that describes the following:*
-

Applicant Response: The following information is provided to address the narrative elements of the existing conditions information listed in OCMC 17.65.050:

Existing Conditions.

- a. Current uses of and development on the site:*

Comment: The northern portion of the subject property is presently used by the Serres family for agricultural purposes, primarily the production of row crops. The southerly portion of the property is vacant land that is not presently in any use. There is no existing development on the site.

b. For institutions, history or background information...

Comment: Not applicable. The site is not an institutional use.

c. *A vicinity map showing the location of the general development plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities.*

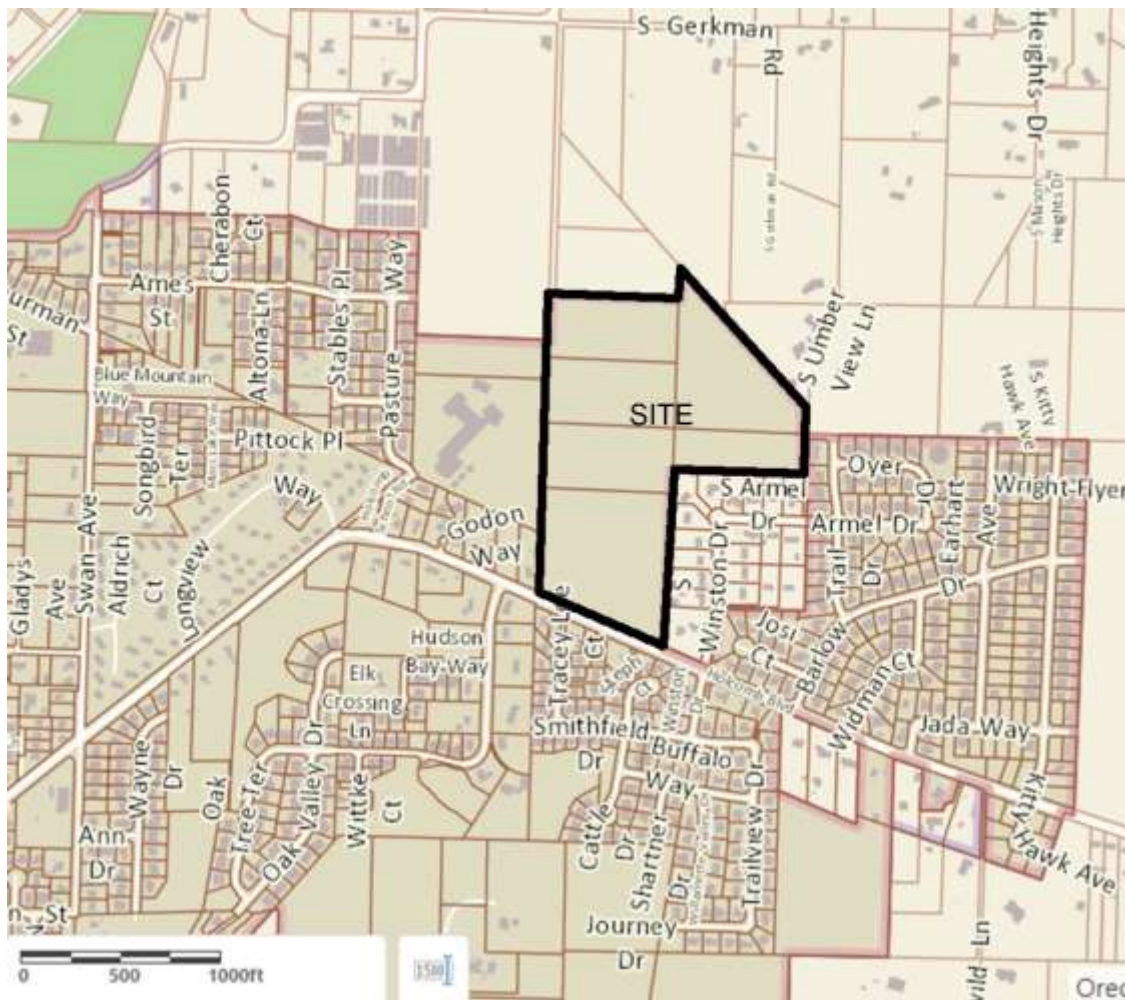


Figure 1: Vicinity Map

d. *Land uses that surround the development site. This may also reference submitted maps, diagrams or photographs;*

Comment: Surrounding land uses are shown on the map below:



Figure 2: Land Use and Zoning

To the west: Existing zoning of properties to the west is R-10. Holcomb Elementary School is adjacent to most of the western border of the property. There are three large lots, Tax Lots 22E28AB 500, 600 and 700, that lie between the subject property and the Godon Estates subdivision. These lots are developed with single-family homes but are large enough that they can be redeveloped at a higher density.

Provision of a street stub on the western border of the Serres Farms project to eventually connect through to Godon Way will allow for the future redevelopment of these properties at full urban density.

To the south: Across Holcomb Blvd. the Wasko Acres and Tracey Heights subdivisions are developed with single-family detached homes. Existing zoning in these neighborhoods is R-6.

To the north: The area to the north of the subject property is presently outside of the city limits and Urban Growth Boundary. Zoning is a mixture of Clackamas County FU-10 (Future Urbanizable-10 acres) and RRFF-5 (Rural Residential Farm Forest – 5 acres).

To the east: The Winston Hills subdivision is adjacent to the east of the site along Holcomb Blvd. This area is outside of the UGB and city limits. Lots are approximately ½ acre in size and the zoning is Clackamas County FU-10. The Barlow Crest subdivision, which is zoned R-10 lies to the east of the Winston Hills neighborhood and is adjacent to the subject property for a short distance on the eastern border. Kaylyn Drive is a half-street that extends towards the subject property and will be connected to the Phase 2 portion of the project. To the northeast, a rural residential property abuts the site and is zoned RRFF-5.

e. Previous land use approvals within the general development plan boundary and related conditions of approval, if applicable;

Comment: The only other land use approvals involving the subject property were the NROD verification application for the NROD mapped on GIS along the project's frontage on Holcomb Blvd. and the annexation that brought the subject property into the city limits. The approval of the NROD verification means that it is no longer applicable to the project site or this application. No other conditions of that approval are relevant to this application.

The annexation (AN 16-04), which was approved in 2017, contained conditions relating to transportation improvements needed at off-site intersections at Redland Road at Holcomb Boulevard/Abernethey Road and Hwy. 213 at Redland Road. These conditions are addressed in the Transportation Impact Analysis submitted with this application.

f. Existing utilization of the site;

Comment: Please refer to comments on a., above, and g., below.

g. Site Description:

Comment: As shown on Figure 3: Aerial Photograph, on the following page, the northern portion of the subject property has been actively farmed for decades by the Serres family. All of the property presently remains in the ownership of a Serres family trust. Tomatoes and other row crops have been grown on the property. The upper portion of the site is undeveloped vacant land. It is primarily vegetated with brush, blackberries and grass. There are a few old deciduous trees and a pocket of conifers near Kaylyn Drive on the east side of the site. There are no structures on the property. Please refer to the Existing Conditions Map for more details.

The topography of the property is gently sloping in a general pattern from southeast to northwest. Slopes are predominantly in the five to fifteen percent range, but there is a band of steeper slopes just below the northwest corner of the Winston Acres subdivision. City mapping shows that a small segment of this area is above twenty-five percent grade, but the survey of the property shows that it is just below

that slope category. Final site grading will reduce this grade even more and, as a result, it is not subject to the provisions of Chapter 17.44 – Geologic Hazards. It should also be noted that a geologic investigation of the site revealed the absence of any geologic hazards on the property.

There is a 50-foot-wide powerline easement that passes through the property near its western border. PGE has an overhead line that is centered in this easement with wooden poles approximately every 300 feet. This easement will be a part of the open space and storm water detention facilities planned for the project.

City GIS mapping indicates the presence of two Natural Resources Overlay District (NROD) areas near the site. One is shown along Holcomb Blvd. This area was the subject of an NROD verification application in 2020 and was found not to exist. (NROD-20-00018 - Approved 12/10/2020). The second area is located off-site to the north of the subject property on Tax Lot 22E21D 02000. This area is the subject of a new NROD verification application being submitted with the Serres Farms project. The new study shows the presence of wetlands on that property, but it entails a much smaller area than was mapped on the City GIS website. This application makes use of the new study mapping.

- h. Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.*

Comment: Please refer to traffic analysis prepared by Lancaster/Mobley Engineering, Inc.

- i. Infrastructure facilities and capacity, including the following items:*

Comment: The following infrastructure facilities and capacities are available to serve the proposed development:

Water: There is an existing 16-inch Oregon City ductile iron water main located within Holcomb Boulevard that will provide water service for the proposed development. Oregon City water in the Holcomb pressure zone is supplied through a master meter for water pumped through the Clackamas River Water District-owned Barlow Crest Pump Station. The applicant has confirmed with CRW that there is adequate pressure and volume to serve the proposed development. As shown on the preliminary utility plans, the system will be looped to provide for water circulation and avoidance of dead-end lines.

Sanitary Sewer: Sanitary sewer for the project is available from two sources: An 8-inch sanitary sewer main exists within Holcomb Boulevard with manholes located along the frontage of the property. City staff advised the applicants that the Holcomb Blvd. sewer is nearing capacity so no project sanitary sewer will be directed to that facility. An 8-inch sanitary sewer main also exists within Ames Street with a manhole located at the intersection of Ames Street and Pasture Way. The majority of the site must be served from the Ames Street location due to topographic considerations. The Ames Street sewer is located approximately 680 feet to the west of the subject property. The most direct route would cross land owned by the Serres family that is presently outside of the city limits and the Urban Growth Boundary. This location will require the approval of Clackamas County and the applicant is presently working with County Planning regarding this issue. Some minor amendments to the language of the County's Comprehensive Plan are needed in order to bring it into conformity with State statutes on extraterritorial extensions. It is anticipated that the amendments will be heard beginning in July of this year. If for some unforeseen reason the changes are not approved, the applicant has discussed obtaining an easement from Oregon City Public School District across the Holcomb Elementary property

to access sanitary sewer in Pasture Way via the pedestrian pathway alignment. Wes Rogers, the District's Director of Capital Projects, has indicated that this option would be acceptable to the District.

Storm Water Management: The subject property drains generally to the northwest towards a natural drainageway on the north side of Forsythe Road. The site plan provides for a storm water detention and treatment facility near the northwest corner of the site. As shown on the preliminary utility plan and discussed in the Preliminary Storm Water Report, off-site improvements to the ditch system will be needed to convey the water to the natural drainageway. This involves land under the ownership of the Serres family so any needed access and easements may be readily obtained.

Easements: All required easements for utilities are shown on the preliminary utility plan. A 10-foot-wide Public Utility Easement is required along all existing or proposed street rights-of-way. These easements are depicted on the site plan. There is an existing 50-foot-wide PGE powerline easement that crosses the western portion of the site. This easement will be contained within planned open space and storm water detention tracts. Easements are also provided for the Barlow Trail view corridor (30-foot-wide) and a pedestrian accessway (15-foot-wide).

2. *Maps and Plans.*

- a. Existing conditions site plan. Drawn at a minimum scale of one-inch equals one hundred feet (one inch equals one hundred feet) that shows the following items. At least one copy shall be eight and one-half inches x eleven inches in size, and black and white reproducible.*
 - i. Date, north point, and scale of drawing.*
 - ii. Identification of the drawing as an existing conditions site plan.*
 - iii. Proposed development boundary.*
 - iv. All parking, circulation, loading and service areas, including locations of all carpool, vanpool and bicycle parking spaces as required in Chapter 52 of this title.*
 - v. Contour lines at two-foot contour intervals for grades zero to ten percent, and five-foot intervals for grades over ten percent.*
 - b. A site plan or plans, to scale, for the general development plan site and surrounding properties containing the required information identified in OCMC 17.62.040.b, Vicinity map. Depicting the location of the site sufficient to define its location, including identification of nearest cross streets. At least one copy of the vicinity map shall be eight and one-half inches by eleven inches in size, and black and white reproducible.*
 - c. Aerial photo. Depicting the subject site and property within two hundred fifty feet of the proposed development boundaries. At least one copy of the aerial photo shall be eight and one-half inches by eleven in size, and black and white reproducible.*
-

Comment: An Existing Conditions Map has been prepared for the site by the project surveyors, Centerline Concepts, Inc. The information required in this section is shown on that plan. A Site Plan for the GDP has been prepared by the project planner and is included with the application submittal. An aerial photograph, with the proposed development plan overlaid upon it, is shown below as Figure 3 of this narrative.



Figure 3: Aerial Photograph

B. Proposed Development Submittal Requirements.

1. Narrative statement. An applicant shall submit a narrative statement that describes the following:

Comment: This narrative provides the information listed in this section. In response to the specific items listed, we submit the following:

- a. The proposed duration of the GDP is 10 years. Although we anticipate that the final plats of both phases will be recorded much sooner than that, the ten-year window allows time for any unforeseen circumstances that may arise.
- b. The propose development boundary is shown on the GDP Site Plan as well as other exhibits within this narrative and other plans.
- c. The GDP submitted with the application shows both phases of the development. DDPs are also provided for each phase. It is anticipated that the first phase of the project, containing 62 lots, will be developed in the summer of 2022. The second phase, containing the remaining 61 lots, will be developed the following summer.
- d. Please refer to the Purpose section of the discussion of the provisions of OCMC 17.65 on page 2 of this narrative for information on how the proposed development is consistent with the listed purposes.
- e. The inventoried NROD area along Holcomb Blvd. has been determined not to exist per a previous NROD verification application. The NROD area at the north boundary of the site has been reviewed by Schott & Associates and it has been found that the wetlands to the north is smaller than shown on GIS mapping. An NROD verification is being submitted for review of that area. The proposed development maintains required buffers from the offsite wetlands. The Barlow Trail is known to have crossed a portion of the subject property. The site plan provides for the maintenance of a view corridor per City standards. The proposed alignment will be reviewed by the Historic Review Board. There are no other Goal 5 resources that affect the proposed development.
- f. Transportation impacts are discussed under g., below. The proposed development will be served by a network of local streets. The street system provides for a connection to Kaylyn Drive, to the east of the subject property and a future connection to Ames Street, to the northwest of the subject property. A pedestrian trail is shown on the western border of the property, consistent with City trail plans. Adequate levels of sewer, water and storm water are available to service the proposed development, as shown on the preliminary utility plan and the storm report submitted with this application. The site plan provides for a 2-acre neighborhood park that will include an informational kiosk to provide information relating to the Barlow Trail view corridor.

The proposed development is being developed as a single-family residential subdivision. All lots are planned to be used for single-family detached homes, but will allow for ADU and other

forms of housing allowed in the R-10 zone under City standards. The proposed development pattern is consistent with the character of the surrounding area.

- g. The Traffic Impact Study prepared by Lancaster-Mobley Engineering contains the following summary of transportation issues. Please refer to the full study for more details:
 - No significant trends or crash patterns were identified at the intersection of S Barlow Drive at S Holcomb Boulevard that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
 - Provided any obstructing foliage near the access locations (along the north side of S Holcomb Boulevard) are removed or properly maintained, adequate sight distances can be made available at the proposed public and temporary emergency access intersections to allow safe and efficient operation along S Holcomb Boulevard. No other sight distance related mitigation is necessary or recommended.
 - Left-turn lane warrants are projected to be met at the proposed public site access intersection at S Holcomb Boulevard under year 2025 buildout conditions during the evening peak hour.
 - For the proposed public access connection onto S Holcomb Boulevard, spacing standards will be met provided that a mid-block pedestrian/bicycle access between the proposed access and S Oak Tree Terrace is constructed.
 - For the proposed temporary emergency access connection onto S Holcomb Boulevard, spacing standards will be met between the other proposed access and existing driveways/intersecting cross-streets.
 - As part of the Serres Farms Master Plan project, the installation of a mid-block pedestrian crossing is proposed along the west edge of the project site across S Holcomb Boulevard. The proposed location of the mid-block crossing is expected to operate safely with respect to available sight distances, following removal/proper maintenance of obstructing foliage at the south end of the crossing when viewing to the west.
 - Per Metro's 2018 Regional Transportation Plan (RTP), both the proposed public access and S Barlow Drive are expected to have sufficient carrying capacity to serve existing daily trips plus trips generated by the proposed Serres Farms Master Plan development.
 - All study intersections are currently operating acceptably per Oregon City standards and are projected to continue operating acceptably through the 2025 site buildout year and under future year 2030 conditions with the Park Place Master Plan project completed, regardless of whether the S Holly Lane connection to S Holcomb Boulevard is constructed.
- h. As discussed under g., above, a full Traffic Impact Study has been prepared for the project by Lancaster-Mobley Engineering and is included with the application submittal.
- i. The Traffic Impact Study addresses the impacts of both phases of the project at full build-out. The phasing plan is shown on the GDP.

- j. The proposed Planned Unit Development is a residential development. The application includes a proposal to make use of the allowable 10% density adjustment permitted under OCMC 17.65.70.C.4. It is also proposed that a 20% adjustment to the R-10 minimum lot size standard be approved, reducing the minimum lot size from 10,000 sq. ft. to 8,000 sq. ft. An adjustment to reduce the interior side yard setback from 8 feet to 7 feet also be approved. Please refer to the discussion of adjustments under 17.65.70.C, below.

2. Maps and Diagrams. The applicant shall submit, in the form of scaled maps or diagrams, as appropriate, the following information:

- a. A preliminary site circulation map is shown on the following page.
- b. The site circulation map shows the location of all proposed streets alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within two hundred fifty feet of the site. The map identifies existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within two hundred fifty feet may be extended to and/or through the proposed development.
- c. The location of public facilities that will serve the site is shown on the Existing Condition Map and the preliminary utility plan.
- d. The footprint of buildings that will be constructed on the individual lots will be determined at the time of building permit.
- e. The locations of the proposed park and the Barlow Trail view corridor are shown on the General Development Plan.

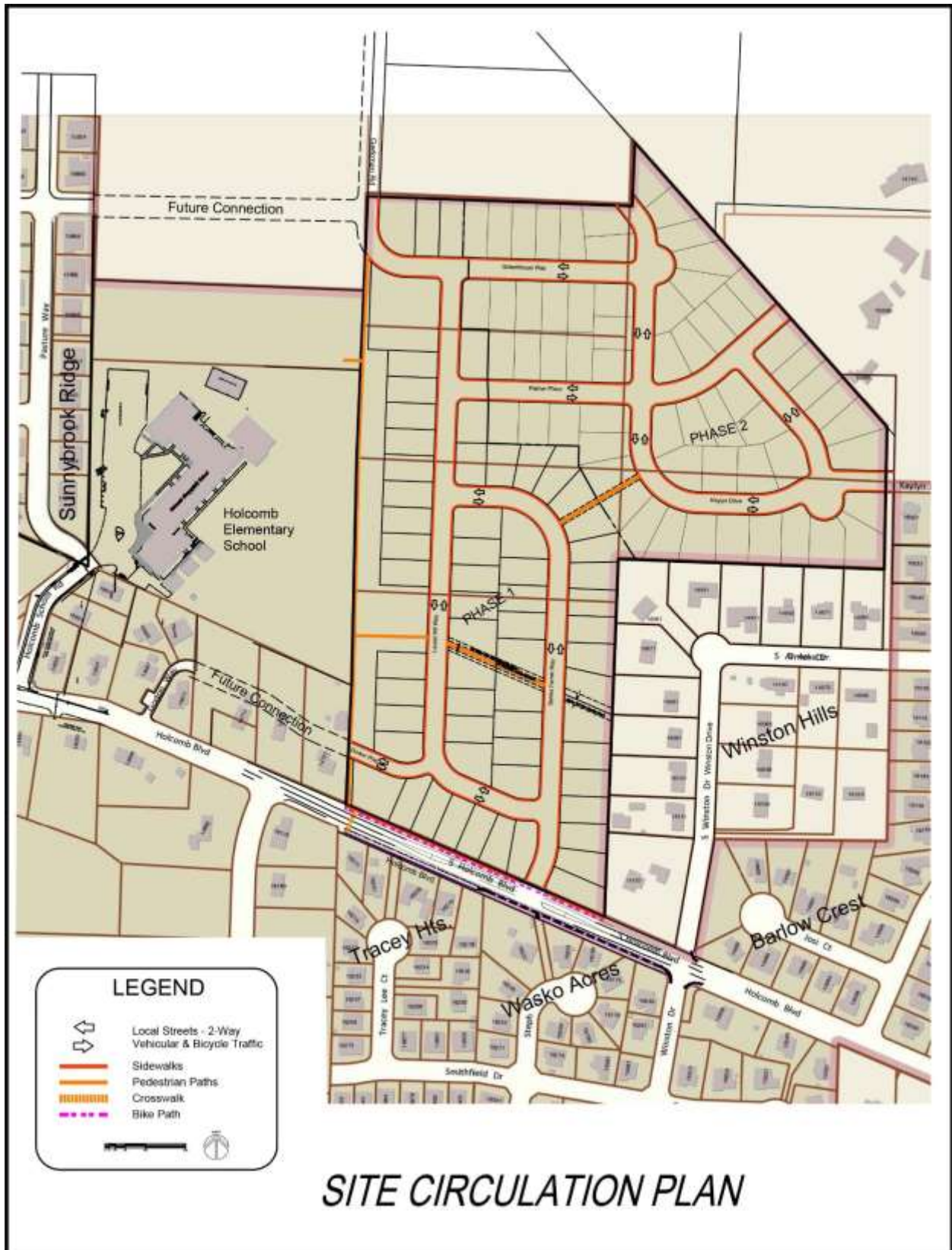


Figure 4: Site Circulation Plan

C. Approval Criteria for a General Development Plan. The planning commission may approve an application for general development plan only upon finding that the following approval criteria are met:

1. The proposed general development plan is consistent with the purposes of OCMC 17.65.

Comment: Compliance with the purpose statement of OCMC 17.65 is demonstrated in the applicant's response to OCMC 17.65.010 on Page 2 of this narrative.

2. Development shall demonstrate compliance with OCMC 12.04 16.12, 17.62, if applicable, and 16.08, if applicable.

Comment: The provisions of OCMC 12.04, 16.12 and 16.08 are addressed below in this narrative. OCMC 17.62, Site Plan and Design Review, is not applicable in Low Density Residential zoning districts.

3. Public services for transportation, water supply, police, fire, sanitary waste disposal, storm-water disposal, and any other needed public services and facilities including schools and parks for proposed residential uses, are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

Comment: Please see comments on Page 8 of this report regarding sewer, water, and storm sewer services availability and adequacy. Please refer to the summary on page 12 of this narrative and the Lancaster/Mobley Traffic Impact Study for information on transportation services. Discussions with Wes Rogers of Oregon City School District indicate that the District has plans to service the school needs of this growing area of the city. Based upon the size of the project and the price range of the homes, he estimated that the development would only generate 10 to 20 elementary school students. Capacity at Holcomb Elementary was last counted pre-Covid 19, but it had adequate capacity to accommodate the anticipated students from this project. He state that the junior high school and high school capacity is adequate with ongoing improvements to facilities. The proposed GDP provides a 2-acre park to serve the needs of the proposed development. Additionally, school playground facilities are available at Holcomb Elementary, immediately to the west of the site.

4. The proposed general development plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts.

Comment: Please refer to comments on item e on page 11 of this narrative.

5. The proposed general development plan, including development standards and impact mitigation thresholds and improvements, adequately mitigates identified impacts from each phase of development. For needed housing, as defined in ORS 197.303(1), the development standards and mitigation thresholds shall contain clear and objective standards.

Comment: With the infrastructure improvements that will be provided to serve the project, as detailed in the Lancaster/Mobley Traffic Impact Study, and on the preliminary utility plan submitted with this application, this project will provide adequate mitigative measures per City standards.

6. The proposed general development plan is consistent with the Oregon City Comprehensive Plan.

Comment: The subject property is designated Low Density Residential (LDR) by the Oregon City Comprehensive Plan. The proposed density is consistent with the maximum and minimum density standards, as will be discussed below in findings on OCMC 17.65.070.C.4. The R-10 zone, which implements the LDR designation in this area, allows single-family detached and duplex uses and the proposed development is consistent with these uses. The development provides needed housing, and is therefore consistent with the Plan's housing goals. The proposal is consistent with Public Facilities and Services policies, as demonstrated by the availability of adequate services to the site and the information provided on the preliminary utility plan and associated documents. The application is consistent with transportation planning policies, as demonstrated by the Lancaster/Mobley Traffic Impact Study included with our submittal. The application is consistent with historic resources policies, as demonstrated by the provision of a view corridor for the Barlow Trail. Finally, the application is consistent with Section 5 of the Plan in that the NROD associated with an off-site wetland is adequately protected per City standards.

7. The proposed general development plan is consistent with the underlying zoning district(s) and any applicable overlay zone or concept plans.

Comment: Please refer to comments under OCMC 17.08, below in this narrative.

8. For projects with a residential use component, the proposed general development plan includes common open space for the recreational needs of the development's residents.

a. Required open space shall be located either on-site or off-site within one-quarter mile of the development.

- b. Minimum required open space shall be one hundred square feet per residential unit in the development.
- c. The open space area may be in private ownership or proposed for public dedication, at the city's discretion whether to accept.
- d. The open space shall be developed with a unified design to provide for a mix of passive and active uses. Passive uses include, but are not limited to sitting benches, picnicking, reading, bird watching and natural areas. Active uses include, but are not limited to playgrounds, sports fields and courts, running and walking areas.
- e. Land area to be used for the open space area that is required in this section shall not include required setback areas, required landscaping, streets, rights-of-way, driveways, or parking spaces.
- f. Unless dedicated to the public, the applicant shall also provide an irrevocable legal mechanism for the maintenance of the open space and any related landscaping and facilities. The applicant shall submit, for city review and approval, all proposed deed restrictions or other legal instruments used to reserve open space and maintenance of open space and any related landscaping and facilities.

Comment: The site plan provides 2.01 acres (87,556 sq. ft.) of open space, as shown on the GDP. This far exceeds the minimum requirement of 12,300 sq. ft. (123 units x 100 sq. ft./Unit). The open space will either be dedicated to the City for park purposes, if desired by the City, or privately owned and maintained by a Home Owner's Association. The open space will have a trail through the site parallel with the powerline easement. The area will be graded and seeded with grass. It will be useable for dog walking, running, walking and general play. Several picnic tables will be provided. An informational kiosk associated with the Barlow Trail is planned and will be coordinated with the Historic Review Board.

9. For projects with a residential use component, the proposed general development plan includes a mix of residential uses such that no single residential use exceeds seventy-five percent of the total proposed units. The mix of residential uses shall provide variety of dwelling types and sizes that are integrated throughout the site, rather than isolated from one another, with smooth transitions between residential types including appropriate setbacks, landscaping or screening as necessary, while maintaining street and pedestrian connectivity between all residential uses. Tenancy (i.e. ownership versus rental) shall not be a consideration in determination of the mix of residential use. For the purposes of this section, residential uses include single-family detached, single-family attached, duplex, 3—4 plex, and multi-family.

Comment: The GDP provides for 123 lots. Corner lots throughout the project will be allowed to have duplex units built upon them, consistent with R-10 standards. There are 22 corner lots and 101 interior lots in the development. Assuming all of the corner lots are built out with duplexes, the unit mix would

be 44 duplex units and 101 single-family detached units. The GDP provides for a maximum of 30% of the total potential units to be duplexes leaving the remaining 70% as single-family detached.

17.65.060 - Detailed development plan.

A. Submittal Requirements.

1. A transportation impact study

Comment: Please refer to Lancaster/Mobley Transportation Impact Study.

2. The location within the development and in the adjoining streets of existing and proposed sewers, water mains, culverts, drain pipes, underground electric, cable television and telephone distribution lines, gas lines, and the location of existing aerial electric, telephone and television cable lines, if any, to be relocated within the development.

Comment: Please refer to Existing Conditions Map and preliminary utility plan.

3. For portions of the project that would otherwise be subject to site plan and design review, a site plan or plans, to scale, containing the required information identified in OCMC 17.62.040.

Comment: Not applicable to Low Density Residential development.

4. For residential portions of the project not otherwise subject to site plan and design review, a site plan or plans, to scale, showing the proposed land uses and densities, building locations, lot patterns, circulation patterns, and open space locations and uses.

Comment: The DDP for each phase shows the building envelopes on each lot. Actual building location will be determined at the time of building permit for the home to be constructed on each lot. Circulation is shown on the Site Circulation Plan on page 14 of this narrative.

5. Any other information the community development director deems necessary to show that the proposed development will comply with all of the applicable Chapter 17 requirements.

Comment: No additional information has been requested in the pre-application conference notes or by other means.

B. Approval Criteria. The community development director shall approve an application for detailed development plan approval only upon findings that:

- 1. All development standards and impact mitigation meet the requirements of the approved general development plan, including conditions of approval.**
- 2. Any other applicable zoning regulations that are not addressed in the general development plan are met, unless an adjustment to those regulations has been applied for and is approved. The approval standards applicable to adjustments required as part of a master plan or planned unit development are contained in OCMC 17.65.070.**
- 3. The detailed development plan conforms with the base zone standards, applicable residential design standards, and applicable standards contained in Chapters 17.62, 17.52, 16.12, and 16.08 unless adjusted as provided in OCMC 17.65.070.**

Comment: The DDPs that are included with this application conform to the GDP for the project and will comply with all conditions of approval that are adopted in the final decision on the project. All relevant

zoning regulations are addressed in this narrative. The DDPs comply with the R-10 standards as modified per the adjustment process in OCMC 17.65.070, below.

17.65.070 - Adjustments to development standards.

- A. Purpose. In order to implement the purpose of the city's master plan or planned unit development process, which is to foster the growth of major institutions, major residential, commercial or mixed-use development, and other large-scale development, while identifying and mitigating their impacts on surrounding properties and public infrastructure, an applicant may request one or more adjustments to the applicable development regulations as part of the master planning or planned unit development process, and are not required to go through the variance process pursuant to OCMC Chapter 17.60.

Comment: The applicant is requesting a 20 percent adjustment to the minimum lot size standard of the R-10 zone to allow lots as small as 8,000 sq. ft. An adjustment to the interior side setback standard from the 8-foot standard of the R-10 zone to 7-feet, which is the standard of the R-8 zone and, therefore, consistent with the smaller lot sizes requested. Finally, the applicant is requesting an increase in maximum residential density of 10 percent.

- B. Procedure. Requests for adjustments shall be processed concurrently with a general development plan. An adjustment request at the detailed development plan review shall cause the detailed development plan to be reviewed as a Type III application.

Comment: The requested adjustments are proposed to be processed concurrently with the GDP, consistent with this standard.

- C. Regulations That May be Adjusted. Adjustments may be allowed for the following items:

1. Dimensional standards of the underlying zone of up to twenty percent, except the perimeter of the development shall meet the underlying zone's setbacks when adjacent to residentially zoned property.

Comment: The requested adjustment to the minimum lot size standard from 10,000 sq. ft. to 8,000 sq. ft. is a 20 percent reduction, consistent with this provision. The adjustment of the interior side setback standard from 8 feet to 7 feet is a 12.5% adjustment and is allowable under this provision. Lots on the perimeter will maintain the underlying zone's setbacks adjacent to residential properties.

2. Site plan and design standards.

Comment: Not applicable.

3. Residential design standards.

Comment: No adjustments to residential design standards are requested.

4. Increase in allowed maximum residential density of up to ten percent.

Comment: The proposed development makes use of this provision to increase the maximum allowable density by ten percent. In preliminary discussions with City Planning staff at the pre-application conference, the possibility of a zone change to R-8 was considered. Based on the presence of R-6 zoning to the south across Holcomb Blvd. and a general policy of encouraging efficient use of residential land, staff indicated general support for the concept of a rezone. After reviewing the density bonus provisions allowable in the provisions of this chapter, the applicant felt

that the ten percent density bonus allowed a reasonable transition from the lower density development to the east.

The base density allowed in the R-10 zone for the subject property is calculated as follows:

Site Area = 1,533,162 SF

- Street Area = 333,957 SF

- Power Line Area = 68,999 SF

Net Development Area = 1,130,206 SF

Divided by 10,000 SF/ Unit = 113 Units

Ten percent bonus = 11 Units

Total allowable density = 124 Units

If the property were zoned R-8, the base density calculations would be:

Site Area = 1,533,162 SF

- Street Area = 333,957 SF

- Power Line Area = 68,999 SF

Net Development Area = 1,130,206 SF

Divided by 8,000 SF/ Unit = 141 Units

The proposed adjustment would allow for a modest increase in density over a standard subdivision in the R-10 zone, but would be 17 units less than would result if an R-8 zone change were approved.

5. Standards for land division approval.

Comment: The applicant requests the use of this section to adjust the provisions of OCMC 16.08.065 - Lot size reduction. The provisions of that section of the Subdivision standards conflict with the adjustments otherwise allowed under OCMC 17.65.070 in that they restrict the maximum reduction to 10 percent, as opposed to the 20% allowed in this chapter, and they limit the reduction to being only applicable to a maximum of 25% of the lots within a subdivision. Unless these provisions are adjusted, they would not allow any possible way of achieving the density bonus allowed under C.4, below, nor would it be possible to provide required open space while achieving allowable densities.

6. Additional uses allowed with residential projects, or residential component of projects:

- a. Notwithstanding the use provisions of the underlying zones, neighborhood commercial uses as defined in Chapter 17.24.020, including restaurants and eating and drinking establishments without a drive-through, retail trade, and services, are permitted on up to ten percent of the net developable area. The neighborhood commercial uses shall be planned and constructed so as to support and be compatible with the entire development and shall not alter the character of the surrounding area so as to substantially preclude, impair or limit the use of surrounding properties for the primary uses listed in the underlying district.

Comment: No commercial uses are proposed.

- b. Public or private parks and playgrounds, community buildings and/or outdoor recreational facilities, such as swimming pools and tennis courts.

Comment: The site plan proposes an open space of approximately 2 acres that will be either dedicated to the City for park purposes or owned and maintained by a Home Owner's Association.

- c. Indoor recreational facilities, such as racquetball or tennis courts, fitness centers or swimming pools.

Comment: No indoor recreational facilities are proposed.

- d. Common public and private open space including trails.

Comment: The 2-acre open space will include a trail, as shown on the GDP.

- e. Primary or accessory uses that are not identified as a permitted or conditional use in the underlying zone but which are defined in the code.

Comment: No such uses are planned.

D. Regulations That May Not be Adjusted. Adjustments are prohibited for the following items:

1. To allow a primary or accessory use that is not identified as a permitted, or conditional use in the underlying zone, with the exception of the additional uses permitted under OCMC 17.65.070.C.6 above;
2. To any regulation that contains the word "prohibited";
3. As an exception to a threshold review, such as a Type III review process; and
4. Minimum density for residential sites may not be reduced.

Comment: None of the above regulations are proposed to be adjusted in this application.

E. Approval Criteria. A request for an adjustment to one or more applicable development regulations under this section shall be approved if the review body finds that the applicant has shown the following criteria to be met:

1. Granting the adjustment will equally or better meet the purpose of the regulation to be modified;

Comment: Granting the requested adjustments to minimum lot size, interior side setbacks and the ten percent increase in density will provide for building sites that are as suitable for the construction of planned homes as the underlying R-10 standards. The flexibility in design standards will allow for maintaining 2 acres of the site as open space that would otherwise not be available to the neighborhood. The increase in density will allow for the applicant to develop the property more efficiently with respect to use of urban residential land, but at a density that is lower than would result from a zone change to R-8. This will allow the development to remain compatible with nearby R-10 subdivisions to the east.

2. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project that is still consistent with the overall purpose of the zone;

Comment: There is no purpose statement for the R-10 zone provided in OMCC 17.08. It is noted that the R-10, R-8 and R-6 zones are designed for low density residential development. Even with the

requested adjustments, the density of the proposed development falls between R-10 and R-8 and, therefore, is also suited for low density residential development.

3. City-designated Goal 5 resources are protected to the extent otherwise required by Title 17;

Comment: The NROD for the wetland area to the north of the subject property contains a buffer area that impacts Lots 60 and 61, and to a minor extent, Lot 63. As shown on the DDP for Phase 1, there remains an adequate building envelope on those lots to allow for the construction of a single-family home while remaining at least 5 feet removed from the buffer, consistent with NROD standards.

4. Any impacts resulting from the adjustment are mitigated such that the development does not create significant adverse impacts on adjacent properties;

Comment: Much of the property is adjacent to a school site and adjacent rural lands. The Winston Hills subdivision that adjoins a portion of the eastern border is outside the city limits and has approximately 20,000 sq. ft. lots developed with homes that are typically setback more than 50 feet from the subject property. The setbacks of the underlying zone will be maintained on lots on the periphery of the development that abut residential neighborhoods. This separation will mitigate for the change in density.

5. If an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; and

Comment: The minor NROD area at the northwest corner of the property is the only environmental zone affecting the subject property. Please see discussion under item 3., above.

6. The proposed adjustment is consistent with the Oregon City Comprehensive Plan and a concept plan if applicable.

Comment: The proposed adjustments would allow for low density residential development on the site, consistent with the comprehensive plan designation for the property. The lot size, setback, and density adjustments would only allow the use of standards found in the R-8 zone, except at a density that falls between that afforded by the R-10 and R-8 zones. The subject property is not within a concept plan area.

OCMC 12.04 STREETS, SIDEWALKS AND PUBLIC PLACES

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.

Comment: Please see discussion under OCMC 16.12, below in this narrative.

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.

Comment: The proposed development has been designed in conformance with adopted City standards and policies. Engineering plans for all infrastructure improvements will be submitted for review and approval by the City prior to the commencement of on-site development activity.

OCMC 12.08 - Public and Street Trees

12.08.015 - Street tree selection, planting and maintenance requirements.

Comment: A conceptual plan for the planting of street trees is illustrated on the plans submitted with this application. The plan shows the trees 35' on center. The applicant plans on using Acer Griseum, "Paper Bark Maple" as the street tree for the project. A final street tree plan demonstrating full compliance with all spacing standards will be submitted with the engineering construction drawings prior to final plat approval.

OCMC 13.12 – Stormwater Management

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.

Comment: A stormwater management report and preliminary storm design has been prepared for the project by Emerio Design. Please refer to the report for demonstration of compliance with these standards.

OCMC 16.04 – General Provisions and Administration of Land Divisions

16.08.010 - Purpose and general provisions.

- A. **Applicability.** This chapter controls the process and approval standards applicable to land divisions including:
 1. Partitions, defined as a single division of land into two or three lots,
 2. Subdivisions, defined as a single division of land into four or more lots,
 3. Master plans and planned unit developments, and/or
 4. Expedited land divisions.

Comment: The proposed development is both a subdivision and a planned unit development. These provisions apply.

- B. Approval of a land division shall be granted only upon determination by the city that all applicable requirements of this title, ORS Chapter 92, the applicable zoning designation, applicable overlay districts, and OCMC 12.08, 13.12, 15.48, 16.12, 17.41, and 17.50 of the Oregon City Municipal Code are met or can be met with conditions of approval.

Comment: Compliance with the applicable standards is demonstrated in this narrative and the supporting plans and reports.

- C. Minor partitions and subdivisions shall generally follow a Type II process and master plans/planned unit developments shall be processed as a Type III process pursuant to OCMC 17.50. However, if an applicant opts to process a subdivision as an expedited land division, the city shall follow the decision-making process provided by state law and apply the applicable approval standards set forth in this code and elsewhere.

Comment: Because the proposed development is also a Master Plan/PUD, a Type III process will be used for the review of the project. The applicant is not proposing an expedited land division.

16.08.025 - Preliminary plat—Required information.

- A. The information provided on the GDP and DDP drawings will also serve to satisfy the site plan requirements.
- B. A Site Circulation Plan is included in this narrative (see Figure 4 on page 14) and provides the map elements of the Traffic/Transportation Plan. The remaining information is contained in the Traffic Impact Statement prepared by Lancaster/Mobley Engineering.
- C. Natural features are shown on the Existing Conditions Map and the GDP. Preliminary grading and drainage information is provided on the plans provided by Emerio Design.
- D. The Planning Department has notified SHPO and the Tribes of the proposed development as required by this section.

16.08.030 - Preliminary plat—Narrative statement.

Comment: This narrative provides the information listed in A and B. A draft of proposed conditions and restrictions (CC & Rs) is provided with the application submission package. Information on density is provided under the responses to the provisions of OCMC 17.65, above.

16.08.050 - Flag lots.

Comment: No flag lots are proposed so flag lot development standards are not applicable.

16.08.060 - Building sites.

- A. The size, width, shape and orientation of building sites shall be rectangular or square to the maximum extent practicable.
- B. Sites abutting an alley shall gain vehicular access from the alley unless deemed impracticable by the decision maker.
- C. Adequate access for emergency services (fire and police) shall be provided.

Comment: Building envelopes are shown for the proposed lots. All lots have adequate area for construction of a home. The envelopes are as square as practicable given site terrain. There are no alleyways proposed. All lots are accessed from driveways onto local streets that are fully improved to City standards. The street system proposed will provide adequate access to all lots. Note that a temporary emergency vehicle access is provided onto Holcomb Blvd. This access will be gated or have bollards to Fire District specifications to restrict vehicular use to emergency vehicles only. This access will cease to be used when other access to the surrounding street system is available with future development.

16.08.065 - Lot size reduction.

Comment: Note that an adjustment to these standards is requested under the provisions of OCMC 17.65.070.C.5. Please refer to the discussion of that adjustment on page 20 of this narrative.

16.08.070 - Through lots.

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography of existing development patterns. A reserve strip may be required. A planting screen restrictive covenant may be required to separate residential development from major arterial streets, adjacent nonresidential development, or other incompatible use, where practicable. Where practicable, alleys or shared driveways shall be used for access for lots that have frontage on a collector or minor arterial street, eliminating through lots.

Comment: Lots 1 through 7 are the only through lots proposed in this project. They are needed in order to provide separation from the homes from Holcomb Blvd., an arterial street. Homes will be faced towards Holcomb Blvd. per City standards, but will take access from the adjacent new streets within the subdivision (Laurel Hill Way and Godon Way). An alleyway design was considered but rejected as the proposed street system provided better site circulation in that area of the project.

16.08.075 - Building site—Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Lot and parcel side lines for cluster housing projects proposed consistent with the standards in OCMC 17.20.020 are not subject to this standard.

Comment: To the degree feasible, lot lines are perpendicular or radial to the street upon which the lot faces. Variations had to be made where necessary given site topographic constraints, the need to align the Barlow Trail Corridor, and other factors.

16.08.080 - Setbacks and building location.

This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. Houses oriented in this manner assure a sense of openness by avoiding the "bowling alley" effect caused by uninterrupted, continuous privacy fences along higher volume streets. The objective is for lots located on a neighborhood collector, collector or minor arterial street to locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street,

- A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.

- B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.
- C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.
- D. The decision maker may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.

Comment: As discussed under OCMC 16.08.075, Lots 1 through 7 are through lots that take driveway access from the adjoining local streets, but front onto an arterial street, Holcomb Blvd. The homes on these lots will be designed to have an architecturally significant elevation facing onto Holcomb Blvd.

16.08.085 - Division of large lots.

Comment: No lots capable of being redivided are proposed in this project so these provisions do not apply.

16.08.095 - Prohibition on additional private restrictions on housing types.

Private restrictions on the provision of accessory dwelling units, corner duplexes, or internal conversions executed after July 1, 2019 shall be prohibited. Conditions, covenants, and restrictions (CC&Rs) or similar legal instrument submitted with residential plats submitted for final plat approval after July 1, 2019 shall not prohibit or impose additional restrictions on accessory dwelling units, corner duplexes, and/or internal conversions to the extent permitted in the OCMC in place at the time of final plat submittal, and shall not impose additional restrictions on accessory dwelling units and internal conversions through any future amendment.

Comment: As demonstrated in the draft CC&Rs submitted with this application, no limitations on unit types allowed by City standards are proposed.

OCMC 16.12 – Minimum Public Improvements and Design Standards for Development

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.

Comment: The proposed development is a master plan/PUD that includes a land division. It is subject to the provisions of this chapter.

16.12.013 - Modifications.

Comment: A modification is proposed for the construction of Godon Way. This is a minor local street that provides a stub to the west, just north of Holcomb Blvd., which will provide for a future connection to Godon Way when intervening properties are developed. The request is to use a constrained street section with a 40-foot-wide right-of-way and a 26-foot-wide pavement section for this street. Godon Way as it exists to the west uses a constrained street section. The proposal conforms to the approval criteria of this section as follows:

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 Section 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;

Comment: The proposed modification is consistent with the intent of the standard in that it provides for adequate pedestrian and vehicular traffic, is compatible with the existing design of Godon Way to the west, and facilitates future connectivity from the subject property through to the existing terminus of Godon Way.

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

Comment: The proposed modification provides room for two travel lanes and sidewalks on both sides. This will provide for the safe and efficient movement of all of these modes of transportation.

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

Comment: The proposed modification will provide a standard that allows connectivity through a relatively restricted section of infill residential properties. Godon Way is presently a constricted street in its configuration to the west of the subject property. In order to extend through to the subject property, it must pass through three parcels that are each about .8 acre in size. This will only happen if the development is economically feasible, which means leaving sufficient room for lots. A standard road section would not allow for this to happen as readily as would a reduced-width street section. Connectivity is of greater importance in achieving transportation goals than is having a full-standard street section.

D. The modification is complementary with a surrounding street design; or, in the alternative;

Comment: As mentioned above, Godon Way to the west of this site is developed with a constrained street section, with a right-of-way measuring 28 feet in width at the eastern end of its stub. The proposed right-of-way width of 40 feet is complementary to that design and can be adjusted as need be when the intervening properties are further divided.

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.

Comment: Not applicable. The applicant is not requesting the modification for constitutional reasons.

Note: An additional modification is requested for the grades of two pedestrian pathways that cannot meet ADA requirements due to site topography. This modification is discussed under 16.12.032, below.

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:

Comment: The site plan provides for future connections to adjacent undeveloped or underdeveloped properties, as shown on the GDP. All streets will be dedicated to the City of Oregon City. Necessary easements are provided for public utilities and pedestrian access. The design of street and pedestrian improvements has been done in conformance with City standards with respect to intersection angles, grades, tangents and curves.

- 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;

Comment: Existing streets in the area that have impacted the design of the subdivision include: Godon Way (to the west of the site near Holcomb Blvd.), Ames Street (to the west of the site in the Sunnybrook subdivision), Kaylyn Drive (a ½ street in the Barlow Crest neighborhood to the east of the site), and an unimproved rural public road right-of-way that terminates at the northwest corner of the property. The site plan provides for future connectivity to all of these streets.

- 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.

Comment: The site plan provides for additional street stubs to undeveloped properties outside of the Urban Growth Boundary along the north and east borders of the subject property. These street stubs will provide for future connectivity at such time as these properties are brought into the UGB and annexed to the city.

- 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.

Comment: All interior streets have been designed in conformance with City local street standards, with the exception of Godon Way (for which a modification has been requested). The existing right-of-way width of Holcomb Blvd. will accommodate full improvement to City standards (including a left turn lane into the property, travel lane, bike path, and 7.5'-wide sidewalk). No additional right-of-way is needed.

16.12.016 - Street design.

Comment: Table 16.12.016 lists street section standards for varying categories of city streets. Holcomb Blvd. is a minor arterial in a residential area. Notes provided by Development Services at the pre-application conference provide the following guidance for the improvement of this road:

“Per direction of the City Engineer after the 2020 pre-application meeting, in accordance with the proposed Safe Route to School along Holcomb Boulevard, the required roadway improvements along Holcomb Boulevard on the subject side of the centerline shall consist of 16 feet of asphalt pavement (11-foot-wide travel lane and 5-foot-wide bike lane), 0.5-foot-wide curb, and a 7.5-footwide curb-tight sidewalk. Dedication of ROW along Holcomb Boulevard may be required for the associated frontage improvements.”

The existing width of the right-of-way along the project frontage is 70 feet. As discussed above, this width is adequate to accommodate planned a left turn lane into the property, 11’ travel lane, 5’-wide bike lane, .5’ curb and 7.5’-wide sidewalk). No additional right-of-way is needed.

For local residential streets, Table 16.12.016 calls for a 54’-wide right-of-way with 32’ of pavement, and .5’ curbs, 5.5’ planter strips, and 5’ sidewalks on both sides of the street. The proposed plan is consistent with these standards.

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.
- B. The city may grant a permit for the adjoining owner to access through the access control.
- C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (see plat restrictions)."
- 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."

Comment: The required access control strips at the end of all street stubs will be provided on the final plat, along with the required access control language of this section.

16.12.018 - Street design—Alignment.

The centerline of streets shall be:

- A. Aligned with existing streets by continuation of the centerlines.
- 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.

Comment: Streets and driveways, as shown on plans submitted with this application, have been designed in conformance with these standards.

16.12.019 - Traffic sight obstructions.

All new streets shall comply with the traffic sight obstructions in Chapter 10.32.

Comment: The vision clearance requirements will be maintained at all intersections.

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.

Comment: Project street intersections are designed in conformance with these standards, as shown on the plans submitted with this application.

16.12.021 - Same—Grades and curves.

Grades and center line radii shall conform to standards approved by the city engineer.

Comment: The grades and centerline radii are designed to City standards. The maximum street grade is 12 percent and the minimum centerline radius is 100 feet.

16.12.022 - Same—Development abutting arterial or collector street.

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: Access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Comment: The subject property abuts Holcomb Blvd., a minor arterial street, along its southern border. Lots 1 through 7 are adjacent to this street. These lots are reverse frontage lots that are 130 feet deep, consistent with a listed design option. No driveway access will be allowed onto Holcomb Blvd. from these lots.

16.12.023 - Same—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.

Comment: The subject property does not provide any through-connections that would attract nonlocal traffic. We do not believe these measures are warranted.

16.12.024 - Same—Half street.

Comment: Not applicable. No half-streets are proposed.

16.12.025 - Same—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.
- 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.
- 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.
- 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.
- 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).

Comment: No cul-de-sacs or permanent dead-end streets are proposed. Two semi-circular bubbles are shown where needed to provide sufficient frontage for the adjacent lots, but they are not deep enough to be considered cul-de-sacs. Where streets are stubbed to the boundaries of the site and are intended to serve future development, a sign will be posted containing a notification that the street may be extended to allow for future development. An appropriate barricade or signage per the MUTCD will be provided at all street stubs.

16.12.026 - Same—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.

Comment: The subject property is not located in the Park Place or South End concept plan areas so alleys are not required. No alleys are proposed in this project.

16.12.027 - Same—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.

Comment: No off-site improvements are warranted by the traffic generated by this project. Please refer to the Traffic Impact Study regarding off-site impacts.

16.12.028 - Same—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.

Comment: All streets within the proposed development are local streets that provide for bicycle circulation in a shared manner with automobile traffic. A bike lane will be provided along Holcomb Blvd. Sidewalks are provided on all streets to address pedestrian needs. There is no Trimet bus service available on Holcomb Blvd. east of Holcomb Elementary School.

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.

Comment: Any excavation of existing pavement on streets adjoining the proposed development will be repaired per this standard.

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 five hundred thirty feet and the minimum block spacing between streets is one hundred fifty 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 three hundred thirty feet. The spacing standards within this section do not apply to alleys.

Comment: The block lengths have been designed in conformance with these standards. Two pedestrian accessways are proposed. One is located along the proposed Barlow Trail view corridor. The second accessway ties together the upper and lower sections of the site between Phases 1 and 2.

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.

Comment: The proposed street names are shown on the site plan submitted with this application. The existing street name of Kaylyn Drive has been continued on the extension of that street into the site. Similarly, the street named Godon Way will eventually connect to the street stub of Godon Way to the west of the subject property. All other street names proposed are new and do not duplicate other street names in the city.

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 three hundred thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

- A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.

Comment: Not applicable for the two proposed pedestrian accessways. There are no other pedestrian crossing points or street intersections to align with.

- 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.

Comment: The proposed accessways are centered in 15-foot-wide easements. They do not serve as secondary fire accesses. The design specifications of this section will be used in the final engineering.

- 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.

Comment: Both accessways are straight lines that will maintain visibility from both ends. On-street parking will be marked and limited per this standard.

- 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.

Comment: Lighting will be provided per this section.

- F. Accessways shall comply with Americans with Disabilities Act (ADA).

Comment: Due to topographic constraints, it is not feasible to comply with ADA standards. A modification to this requirement is proposed. See justification at the end of this section.

- 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;
 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;
 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.

Comment: Landscaping will comply with this section. Plans for landscaping will be provided with final engineering.

- G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

Comment: Curbs and lockable bollards will be used, as specified in this section.

- 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.

Comment: Both accessways will be paved per this standard.

- 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.

Comment: Not applicable. The accessways are not located in any of these areas.

- 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.

Comment: A modification to allow for greater grades than would otherwise be allowed by ADA standards is being requested.

- 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.

Comment: The proposed accessways will be contained within easements on adjacent lots. Maintenance requirements will be incorporated into the easements.

A modification to the requirement of OCMC 16.12. 032.F is being requested in order to allow for grades that exceed ADA standards on the two pedestrian accessways in the project and the pedestrian trail in Tract C that connects from Godon Way to Holcomb Blvd. Site topography does not permit compliance with ADA maximum grade standards (7.5% for standalone walkways). For the accessway that runs between Lots 25 and 26 & Lots 33 and 34, we request a maximum trail running slope of 10.5%. The pathway between Lots 52 and 53 and Lots 86 and 87 complies with the running grade standard, but for both of these accessways we need flexibility to exceed grade standards at the intersection with the sidewalks at intersecting streets that are in excess of the ADA standard. For the walkway in Tract C, we request a maximum trail running slope of 10%.

The requested modification complies with the approval standards of OCMC 16.12.13 as follows:

- A. The modification meets the intent of the standard;

Comment: The proposed modification is consistent with the intent of the standard in that it provides for adequate pedestrian connectivity through longer blocks than would otherwise be permitted.

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

Comment: The proposed modification provides for a fully improved paved pathway that is consistent with all City standards. The modification would allow for a maximum 10 percent design grade for the pathways. While steeper than the ADA standard, it is similar to sidewalk grades on sections of streets within the project that approach 12 percent grade.

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

Comment: The proposed modification will allow for connectivity that is consistent with the City's Transportation Systems Plan.

- D. The modification is complementary with a surrounding street design; or, in the alternative;

Comment: The proposed grades are similar to what is allowed by City standards on the steeper stretches of roadways within the project. Site terrain dictates these grades.

- 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.

Comment: Not applicable. The modification is not being sought for constitutional reasons.

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.

Comment: Please refer to the Traffic Impact Statement submitted with this application for demonstration of compliance with Mobility Standards.

16.12.035 - Driveways.

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

Comment: Driveways will be reviewed for compliance with this section at the time of building permit application for each lot.

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.
- 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.
- 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.
- 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 twenty 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.
- 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.

Comment: Public utility easements 10 feet in width are provided along all street frontages. They are also provided where necessary for proposed utility lines, for a pedestrian accessways, for temporary

emergency vehicle access, and for the existing powerlines that cross the site. All of these easements are consistent with the provisions of this section.

16.12.090 - Minimum improvements—Procedures.

Comment: All improvement work will comply with the requirements of this section for review and approval of construction plans, inspection during construction, erosion control, installation of utilities in streets prior to paving, provisions of as-built drawings, and working within such reasonable construction hours as may be set by the city engineer.

16.12.095 - Same—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:

Comment: As shown on the street and preliminary utility plans submitted with this application, the requirements of this section will be met. Transportation, stormwater, sanitary sewer, water, street trees, bench marks and other utilities. Oversizing of facilities is not needed. An Erosion Control Plan will be provided and followed during construction.

OCMC 17.41- Tree Protection, Preservation, Removal and Replanting Standards

17.41.050 - Compliance options.

Applicants for review shall comply with these requirements through one or a combination of the following procedures:

- A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to OCMC 17.41.060;
- B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to OCMC 17.41.080;
- C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to OCMC 17.41.110; or
- D. Option 4—Cash-in-lieu of planting pursuant to OCMC 17.41.120.

Comment: While most of the site is cleared of trees, there are a few pockets of trees that will need to be removed and mitigated in order to build the proposed development. The applicant will make use of Option 1 to mitigate for trees removed for this project. The required arborist's inventory and mitigation plan will be submitted prior to final plat approval.

OCMC 17.50 – Administration and Procedures

Comment: The project includes several land use permits: Type II Subdivision, Type III Master Plan/Planned Unit Development, Type III Detailed Development Plans for both phases of the project, and a Type III Historic Review relating to the Barlow Trail view corridor. The subdivision, Master Plan/PUD, and Detailed Development Plans will be heard concurrently by the Planning Commission, consistent with the provisions of this chapter. The Historic Review will be heard in a Type III process by the Historic Review Board.

17.50.050 - Pre-application conference.

Serres Farms Planned Unit Development Narrative

- 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.

Comment: A pre-application conference with City staff was held on March 21, 2020 (PA 21-0004). The notes from the pre-application conference are included with this application submittal. This application is being submitted within the required maximum six-month period since the pre-application conference date.

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.

Comment: A meeting with the Park Place Neighborhood Association was held on April 19, 2021. Contact with the Neighborhood Association was done per the requirements of this section. Notes of the meeting are included with the application package.

17.50.060 - Application requirements.

A permit application may only be initiated by the record property owner or contract purchaser, the city commission or planning commission. If there is more than one record owner, then the city will not complete a Type II—IV application without signed authorization from all record owners. All permit applications shall be submitted on the form provided by the city, along with the appropriate fee and all necessary supporting documentation and information, sufficient to demonstrate compliance with all applicable approval criteria. The applicant has the burden of demonstrating, with evidence, that all applicable approval criteria are, or can be, met.

Comment: The application form is signed by the property owner.

17.50.070 - Completeness review and one hundred twenty-day rule.

Comment: The applicant understands the procedural and time requirements for review of quasi-judicial land use applications that will apply to this application.

17.50.080 - Complete application—Required information.

Unless stated elsewhere in OCMC 16 or 17, a complete application includes all the materials listed in this subsection. The community development director may waive the submission of any of these materials if not deemed to be applicable to the specific review sought. Likewise, within thirty days of when the application is first submitted, the community development director may require additional information, beyond that listed in this subsection or elsewhere in Titles 12, 14, 15, 16, or 17, such as a traffic study or other report prepared by an appropriate expert. In any event, the applicant is responsible for the completeness and accuracy of the application and all of the supporting documentation, and the city will not deem the application complete until all information required by the community development director is submitted. At a minimum, the applicant shall submit the following:

- A. One copy of a completed application form that includes the following information:

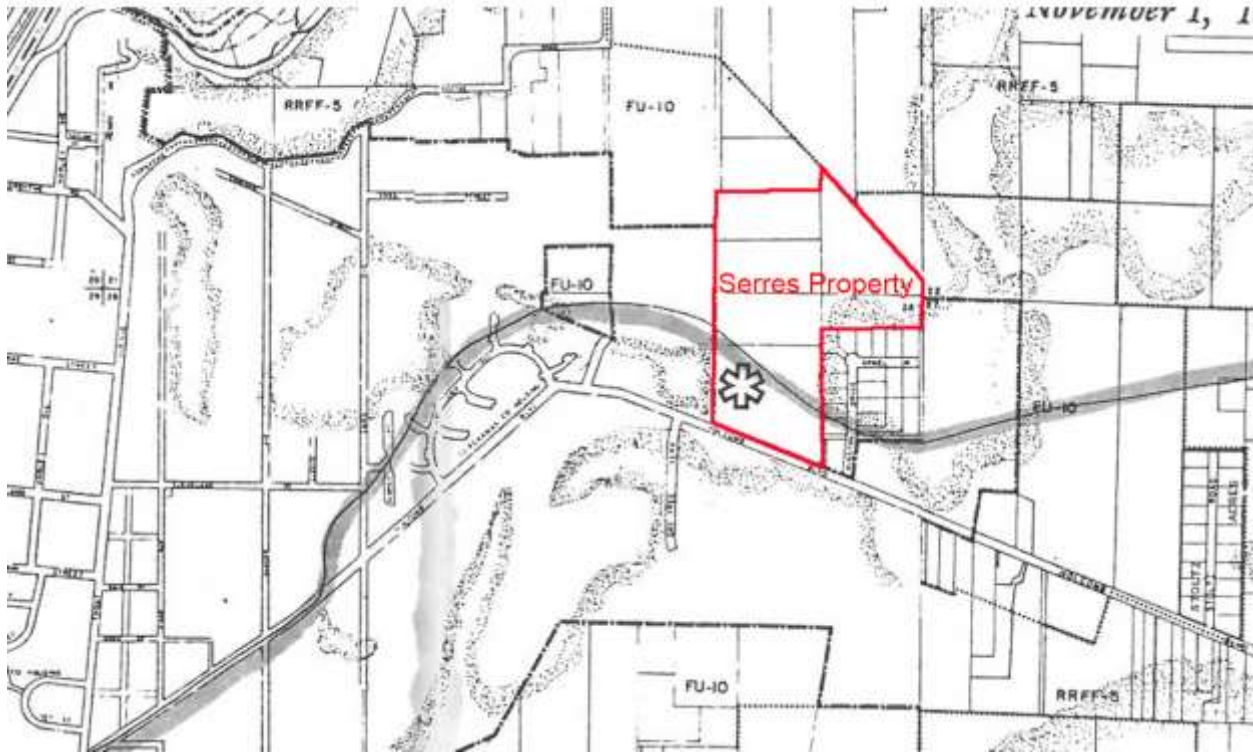
1. An accurate address and tax map and location of all properties that are the subject of the application;
 2. Name, address, telephone number and authorization signature of all record property owners or contract owners, and the name, address and telephone number of the applicant, if different from the property owner(s);
- B. A complete list of the permit approvals sought by the applicant;
- C. A complete and detailed narrative description of the proposed development;
- D. A discussion of the approval criteria for all permits required for approval of the development proposal that explains how the criteria are or can be met or are not applicable, and any other information indicated by staff at the pre-application conference as being required;
- E. One copy of all architectural drawings and site plans shall be submitted for Type II—IV applications. One paper copy of all application materials shall be submitted for Type I applications;
- F. For all Type II—IV applications, the following is required:
1. An electronic copy of all materials.
 2. Mailing labels or associated fee for notice to all parties entitled under OCMC 17.50.090 to receive mailed notice of the application. The applicant shall use the names and addresses of property owners within the notice area indicated on the most recent property tax rolls.
 3. Documentation indicating there are no liens favoring the city on the subject site.
 4. A receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year.
 5. A current preliminary title report or trio for the subject property(ies);
- G. All required application fees;
- H. Annexation agreements, traffic or technical studies (if applicable);
- I. Additional documentation, as needed and identified by the community development director.

Comment: The requirements of this section are addressed in this narrative, attached reports, plans and other documentation included in our submittal package. Per City requirements during Covid-19, all materials are being submitted electronically.

The remaining requirements of this chapter relate to public notice and posting of signage. The applicant will comply with these requirements.

Chapter 17.40 - HISTORIC OVERLAY DISTRICT

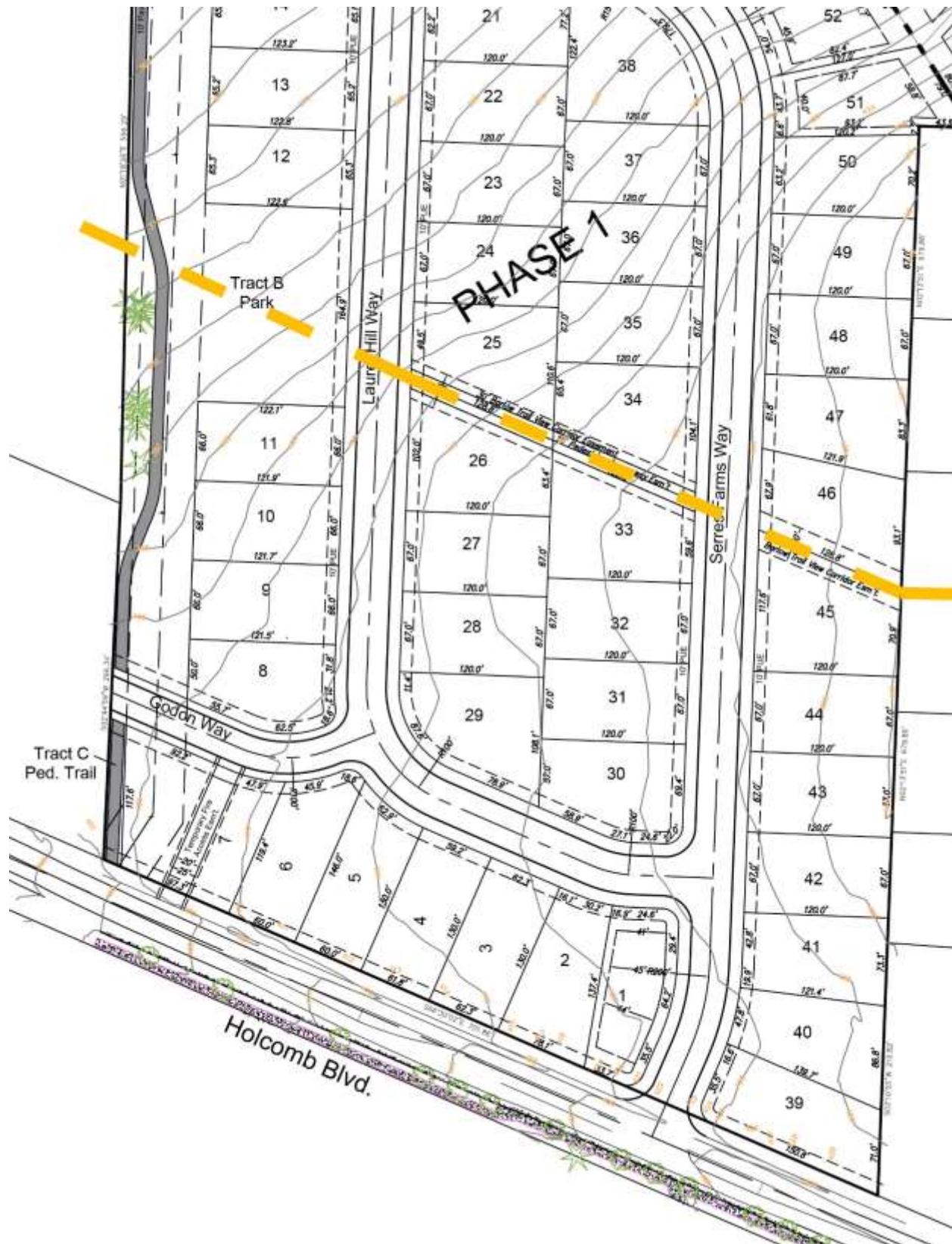
Comment: The Barlow Trail corridor passes through the site of the proposed Serres Farms PUD. Although the exact location of the trail is not well established in this area, the map below shows the general alignment in the vicinity of the subject property.



Map of Barlow Road Corridor

The cropping above is taken from a digital map provided by City Planning staff and entitled Barlow Road Map – Holcomb segment. The alignment passes through the Winston Hills neighborhood, on the east side of the Serres property, sweeps slightly to the northwest, and continues on through Holcomb Elementary School. City policies require the establishment of a 30-foot-wide view corridor along the general path of the trail. In this instance, the view corridor as mapped is problematic in that it passes through two houses in the Winston Hills neighborhood, which block any view corridor, and passes through the Serres Farms property at an angle that does not work well with a practical site layout. It is proposed that the alignment be modified slightly, as shown on the attached map, so that it passes between two lots in the Winston Hills neighborhood. Note that the map also shows a symbol for a potential location of an interpretive kiosk on the subject property. The applicant proposes to construct a kiosk for that purpose in the planned open space within the subdivision and would request the assistance of the Historic Review Board in developing ideas for information to be displayed there.

This application to modify the alignment of the Barlow Trail view corridor is subject to the provisions of OCMC 17.40, as discussed on the following pages.



Proposed Barlow Road View Corridor

17.40.030 - Designated.

- A. The historic overlay district shall apply to the following:
 - 1. Historic districts, upon designation in accordance with this section;
 - 2. Conservation districts designated in accordance with this section;
 - 3. Landmarks as designated by this section; and
 - 4. Historic corridors designated in accordance with this section.
- B. The boundaries of the historic districts, the boundaries of conservation districts, historic corridors, the location of buildings and structures in conservation districts and the location of landmarks shall be designated on a special city zoning map or maps.
- C. The following are designated within the historic overlay district:
 - 1. The Canemah Historic District; the minimum boundaries of which are those designated by the United States Department of the Interior on the National Register of Historic Places as indicated in the city comprehensive plan.
 - 2. The McLoughlin Conservation District; the surveyed buildings indicated by map in the comprehensive plan shall constitute the designated structures in the McLoughlin Conservation District, along with any structures designated through the Historic Review Board designation process since initial adoption of the comprehensive plan on March 13, 1980.
 - 3. The Oregon Trail-Barlow Road Historic Corridor: properties identified in the 1993 Barlow Road Historic Corridor inventory of the Barlow Road by Clackamas County.
 - 4. Designations undertaken pursuant to Section 17.40.050. The established historic overlay district shall allow for the designation of two types of districts so that areas with a high concentration of historic structures are designated historic districts and areas with a lower concentration are designated conservation districts. Also allowed is the designation of structures of historic or architectural significance not located in an historic or conservation district as landmarks.

Comment: The Oregon Trail-Barlow Road Historic Corridor is identified as one of the resources regulated by this chapter.

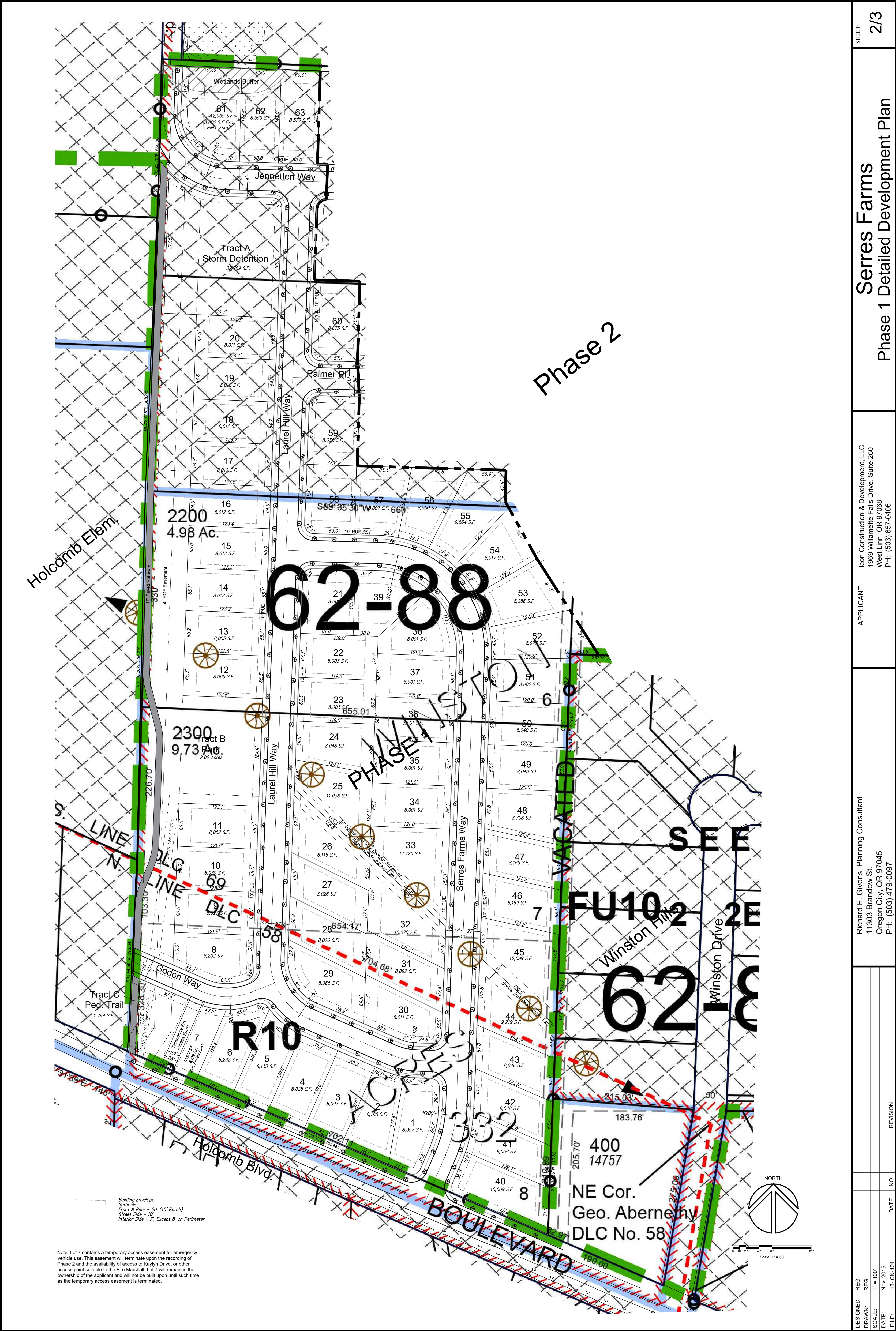
17.40.060 - Exterior alteration and new construction.

- I. The following standards apply to development within historic corridors:
 - 1. Within the Oregon Trail-Barlow Road historic corridor, a minimum of a thirty-foot wide-open visual corridor shall be maintained and shall follow the actual route of the Oregon Trail, if known. If the actual route is unknown, the open visual corridor shall connect within the open visual corridor on adjacent property.

Comment: The proposed plan provides for the minimum of a thirty-foot-wide open visual corridor through the site. The actual route is not known; only a general alignment is designated on the City's map. The proposed alignment is consistent with the general southeast to northwest path shown on the map, but fits better with the development of the subject property and is proposed to be aligned so it fits between two existing homes in the Winston Hills neighborhood so that the view corridor could potentially be continued in the future. The alignment shown on the map ends in a backyard of one of those homes. There is no open visual corridor through the Winston Hills subdivision as it is located outside of the city limits and also predates City requirements.

2. No new building or sign construction shall be permitted within required open visual corridors. Landscaping, parking, streets, driveways are permitted within required open visual corridors.

Comment: The view corridor easement recorded on the final plat will require compliance with these provisions.



Note: Lot 7 contains a temporary access easement for emergency vehicle use. This easement will terminate upon the recording of Phase 2 and the availability of access to Kaylyn Drive, or other access point suitable to the Fire Marshall. Lot 7 will remain in the ownership of the applicant and will not be built upon until such time as the temporary access easement is terminated.

SERRES FARMS SUBDIVISION

N.E. 1/4 SEC.28 T.2S. R.2E. W.M.
OREGON CITY, OREGON
123 LOT SUBDIVISION

PROJECT CONTACTS

OWNER:

ICON CONSTRUCTION
1969 WILLAMETTE FALLS DR #260
WEST LINN, OR 97068
PORTLAND, OR 205
CONTACT: HARLAN BOROW
(503) 657-0406 (P)

CIVIL ENGINEER:

EMERIO DESIGN, LLC
6445 SW FALLBROOK PLACE
SUITE 100
BEAVERTON, OR 97008
CONTACT: ERIC EVANS, P.E.
(503) 746-8812 (P)
(503) 639-9592 (F)

LAND USE PLANNING:

RICK GIVENS PLANNING CONSULTANT
1860 SUNBLAZE DR
OREGON CITY, OR 97045
(503) 479-0097 (P)

SURVEYOR:

CENTERLINE CONCEPTS
19376 MOLALLA AVE, SUITE 100
OREGON CITY, OR 97045
CONTACT: TOBY BOLDEN
(503) 650-0188 (P)

SITE DATA

SITE AREA = 1,533,162 SF
STREET AREA = 333,957 SF
POWER LINE AREA = 68,999 SF
NET DEVELOPMENT AREA = 1,130,206 SF
DIVIDED BY 10,000 SF/ UNIT = 113 UNITS
TEN PERCENT BONUS = 11 UNITS
TOTAL ALLOWED DENSITY = 124 UNITS

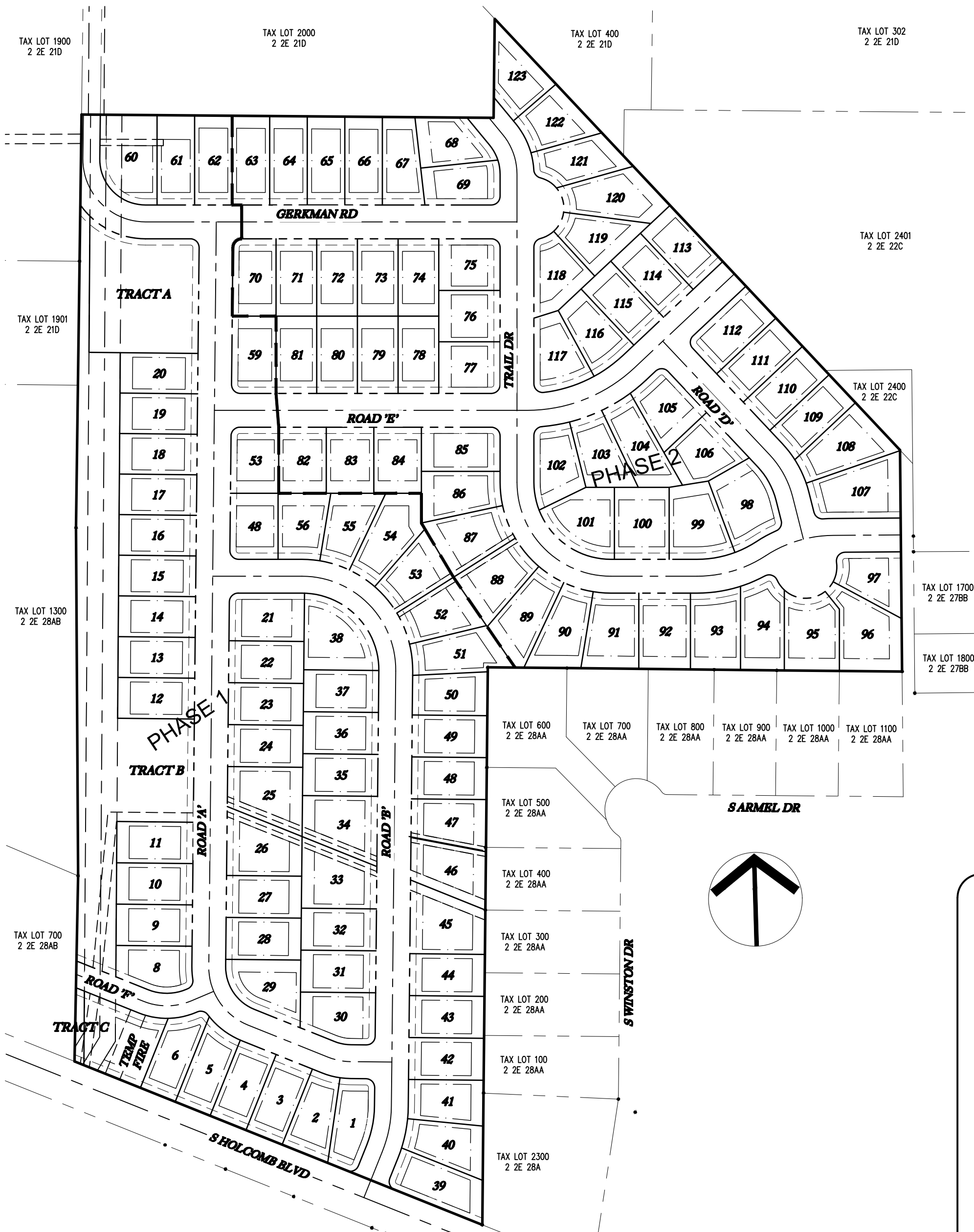
SETBACKS:

FRONT = 20 FT
FRONT PORCH = 15 FT
SIDE = 7 FT
STREET SIDE = 10 FT
BACK = 20 FT

PUE = 10FT

IMPERVIOUS AREA:

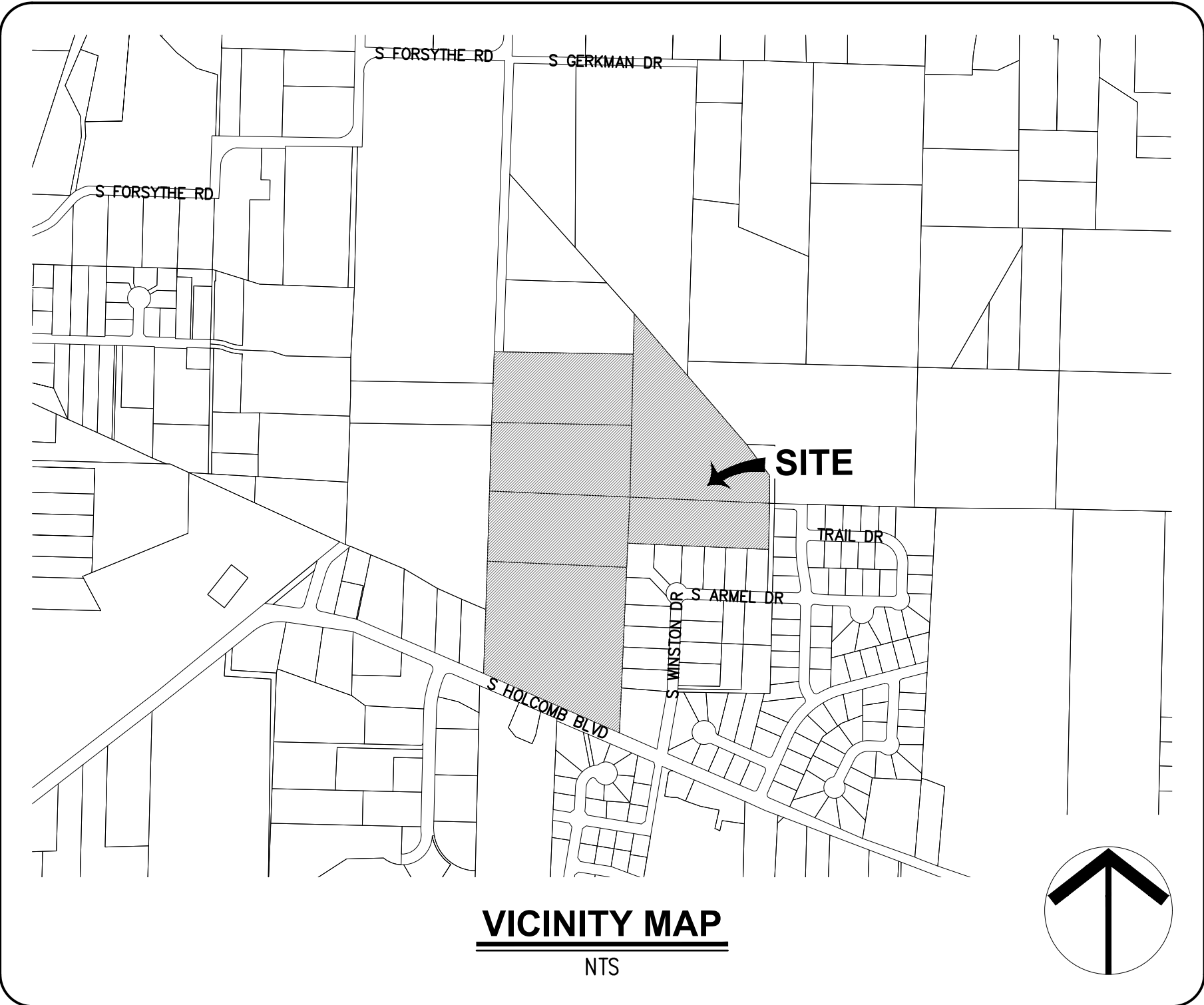
ONSITE ROW = 273,320 SF
ONSITE HOUSES = 369,000 SF (3,000 SF PER LOT)
TOTAL ONSITE = 642,320 SF
FRONTAGE IMPROVEMENTS = 18,185 SF



STIE MAP
1"=150'

SHEET INDEX

NO.	TITLE
01	COVER SHEET & INDEX
02	TYPICAL STREET SECTIONS
03	EXISTING CONDITIONS, TREE REMOVAL & DEMOLITION PLAN
04	PRELIMINARY PLAT (NORTH)
05	PRELIMINARY PLAT (SOUTH)
06	PROPOSED GRADING PLAN (NORTH)
07	PROPOSED GRADING PLAN (SOUTH)
08	SITE PLAN (NORTH)
09	SITE PLAN (SOUTH)
10	COMPOSITE UTILITY PLAN (OFFSITE)
11	COMPOSITE UTILITY PLAN (NORTH)
12	COMPOSITE UTILITY PLAN (SOUTH)
13	GERKMAN ROAD STA 10+00-15+00 PLAN & PROFILE
14	GERKMAN ROAD STA 15+00-19+00 PLAN & PROFILE
15	TRAIL DR STA 9+75-14+50 PLAN & PROFILE
16	TRAIL DR STA 14+50-18+50 PLAN & PROFILE
17	TRAIL DR STA 18+50-24+00 PLAN & PROFILE
18	ROAD 'D' STA 9+75-15+00 PLAN & PROFILE
19	ROAD 'A' STA 9+50-13+50 PLAN & PROFILE
20	ROAD 'A' STA 13+50-17+50 PLAN & PROFILE
21	ROAD 'A' STA 17+50-21+50 PLAN & PROFILE
22	ROAD 'A' STA 21+50-26+00 PLAN & PROFILE
23	ROAD 'E' STA 9+50-14+25 PLAN & PROFILE
24	ROAD 'E' STA 14+25-19+25 PLAN & PROFILE
25	ROAD 'F' STA 9+50-13+50 PLAN & PROFILE
26	TEMP FIRE ACCESS PLAN & PROFILE
27	S HOLCOMB BLVD STA 9+75-13+50 PLAN & PROFILE
28	S HOLCOMB BLVD STA 13+50-17+25 PLAN & PROFILE
29	ROAD 'B' STA 9+75-15+25 PLAN & PROFILE
30	ROAD 'B' STA 15+25-19+25 PLAN & PROFILE
31	ROAD 'B' STA 19+25-22+75 PLAN & PROFILE



VICINITY MAP
NTS

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

COVER SHEET & INDEX

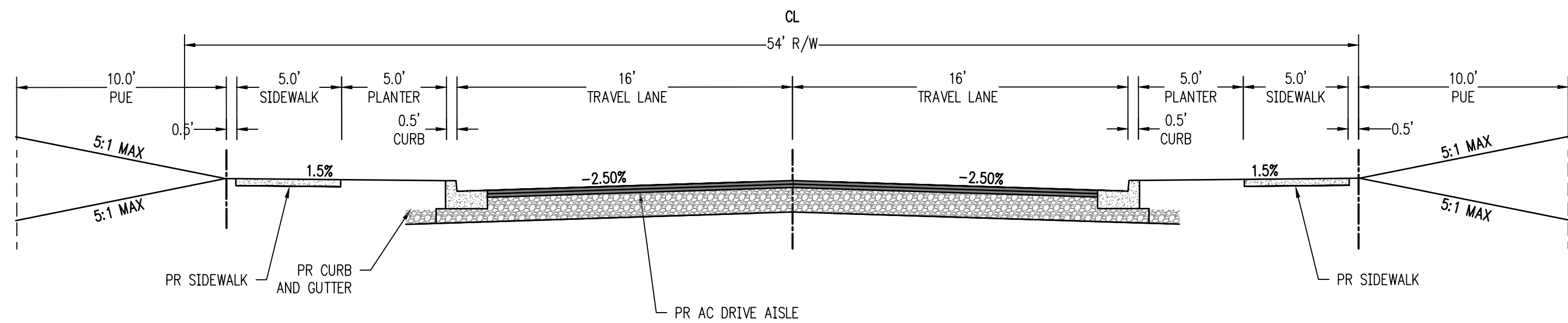
REVISIONS

NO.	DATE	DESCRIPTION
1	05/2021	1ST LAND USE SUBMITAL

EMERIO
ENGINEERING • SURVEYING • DESIGN
6445 SW FALLBROOK PLACE SUITE 100
BEAVERTON, OREGON 97008
TEL: (503) 746-8812
FAX: (503) 639-9592
www.emeriodesign.com

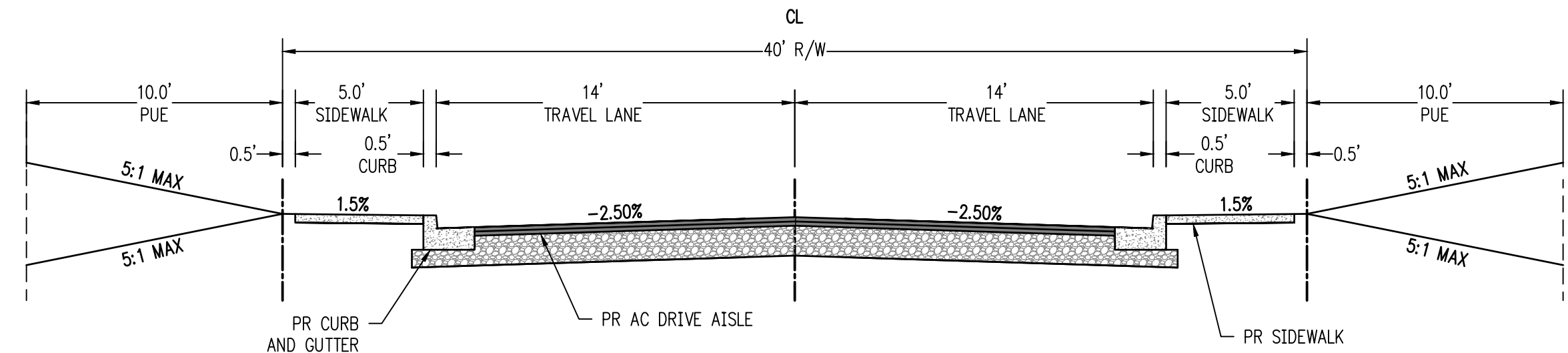


SHEET
01
OF
31



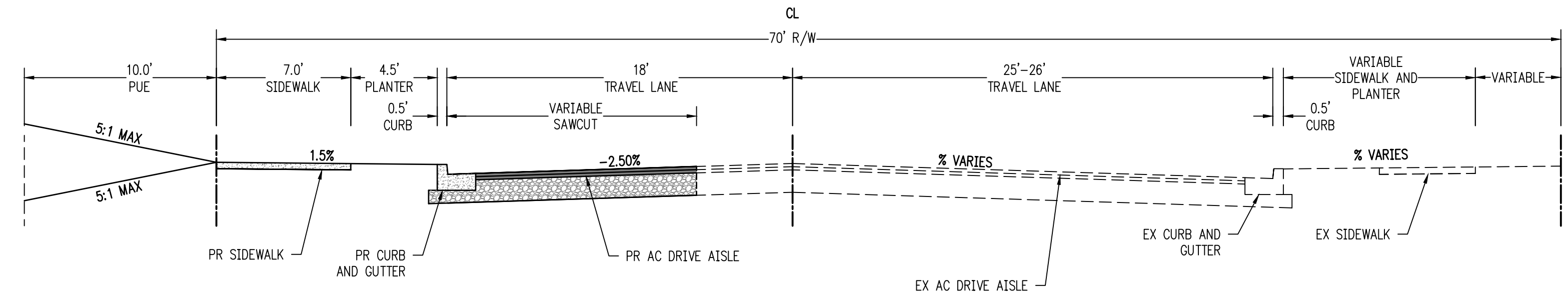
ROAD 'A', 'B', 'D', 'E', TRAIL DR, & GERKMAN (LOCAL) - TYPICAL SECTION

SCALE: 1" = 5'



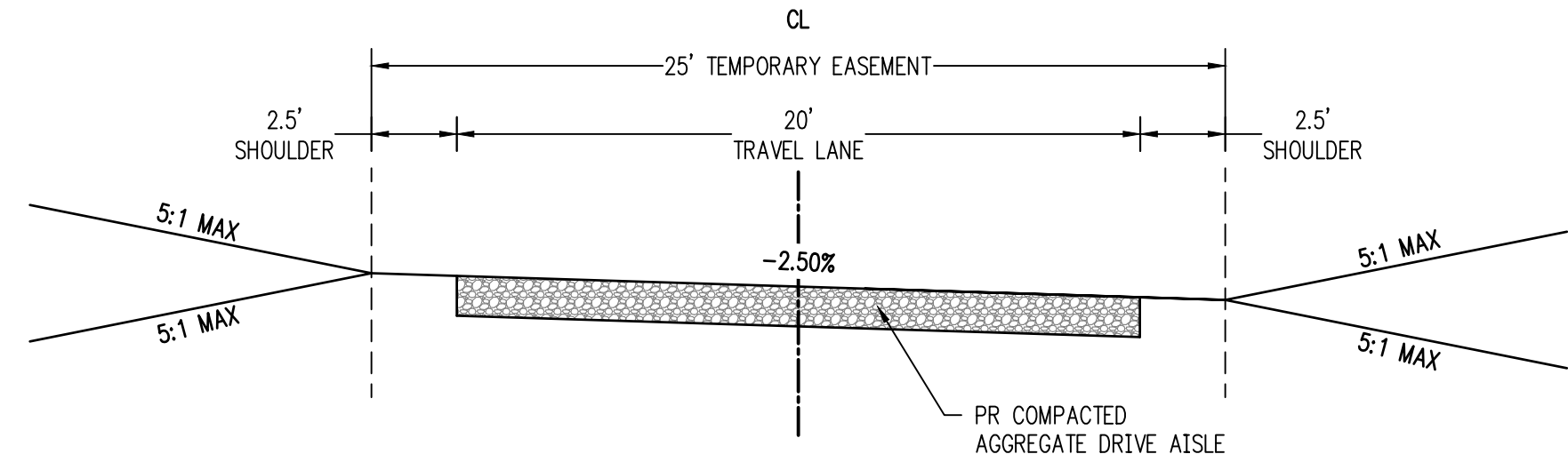
ROAD 'F' (LOCAL) - TYPICAL SECTION

SCALE: 1" = 5'



S HOLCOMB BLVD (ARTERIAL) - TYPICAL SECTION

SCALE: 1" = 5'



TEMPORARY FIRE ACCESS - TYPICAL SECTION

SCALE: 1" = 5'

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

TYPICAL STREET SECTIONS

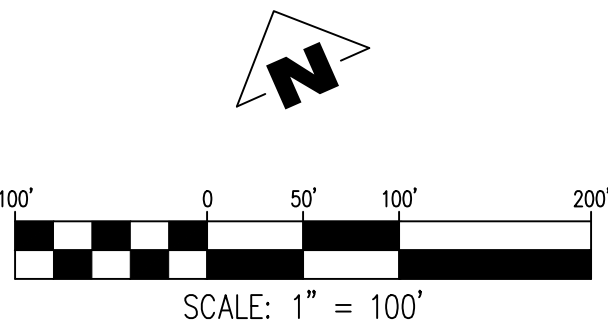
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REGISTERED PROFESSIONAL ENGINEER
54663
OREGON
DANIEL EVANS
EXPIRES: 12/31/2021

SHEET
02
OF
31



CONSTRUCTION NOTES:

- 1 REMOVE EX TREE (TYP.). RETAIN ALL TREES WITHIN 15' OF PROPERTY BOUNDARY
- 2 SAWCUT EX AC
- 3 REMOVE EX AC
- 4 REMOVE EX STORM STRUCTURES AND PIPE
- 5 RELOCATE EX SIGN
- 6 UNDERGROUND EX OVERHEAD POWER LINES ALONG NORTH SIDE OF HOLCOMB BLVD FRONTAGE
- 7 REMOVE PORTION OF EX GRAVEL DRIVEWAY LOCATED ONSITE
- 8 PRESERVE AND PROTECT EXISTING TREE (TYP.)

EXISTING LEGEND:

- | | |
|-----------------------------|---------------------------------|
| — X — X — | FENCE |
| - - - 99 - - - | MINOR CONTOUR |
| - - - 100 - - - | MAJOR CONTOUR |
| ===== | PROJECT BOUNDARY/LIMITS |
| ===== | RIGHT-OF-WAY |
| - - - - - | ADJACENT/ADJOINING LOT LINE |
| ===== | ROADWAY CENTERLINE |
| - - - - - | EASEMENT LINE |
| — SS — SS — | SANITARY SEWER LINE |
| — SD — SD — | STORM DRAIN LINE |
| — GAS — GAS — | GAS LINE |
| — W — W — | WATER LINE |
| — E — E — | UNDERGROUND ELECTRIC LINE |
| — OH — OH — | OVERHEAD ELECTRIC LINE AND POLE |
| — COM — | UNDERGROUND COMMUNICATION LINE |
| [T] | COMMUNICATIONS VAULT |
| [Fire Hydrant Symbol] | FIRE HYDRANT |
| [Water Meter Symbol] | WATER METER/SERVICE |
| [Water Valve Symbol] | WATER VALVE |
| [D] | STORM DRAIN MANHOLE |
| [S] | SANITARY SEWER MANHOLE |
| [Deciduous Tree Symbol] | DECIDUOUS TREE |
| [Evergreen Tree Symbol] | EVERGREEN TREE |
| [Sign Post Symbol] | SIGN POST |
| [Tree to be Removed Symbol] | TREE TO BE REMOVED |
| [Slope Symbol] | EXISTING SLOPE |

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

EXISTING CONDITIONS,
TREE REMOVAL &
DEMOLITION PLAN

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITTAL

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6446 SW FALLBROOK PLACE, SUITE 100
SEASIDE, OREGON 97138
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REGISTERED PROFESSIONAL
ENGINEER
54666
OREGON
EXPIRES: 12/31/2021
DANIEL EVANS

SHEET
03
OF
31



SERRES FARMS SUBDIVISION
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OREGON CITY, OREGON

PRELIMINARY PLAT
(NORTH)

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITAL

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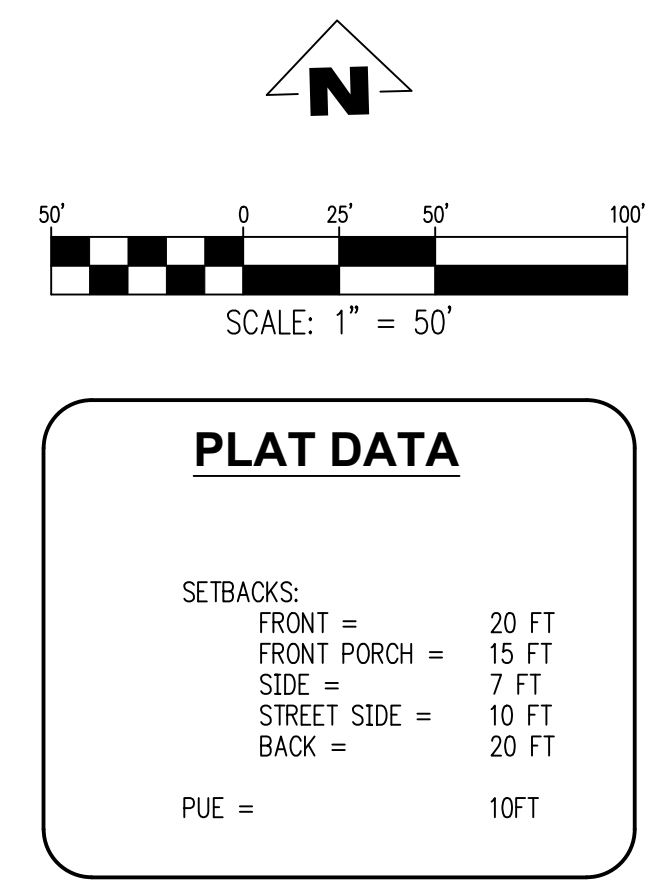
REGISTERED PROFESSIONAL
ENGINEER
STATE OF OREGON
NO. 11,005
DANIEL EVANS
EXPIRES: 12/31/2021

PRELIMINARY

SHEET
04
OF
31

Layout: 04 PRELIMINARY PLAT (NORTH), Plot Date: 5/21/2021 2:08 PM, by: Tyler Korb

Page 141



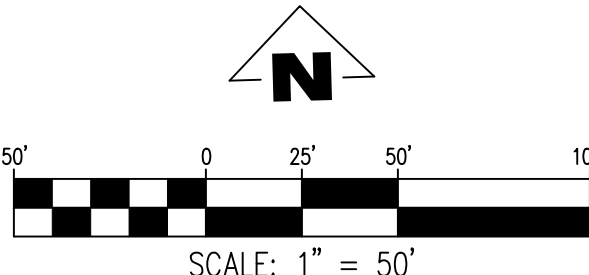
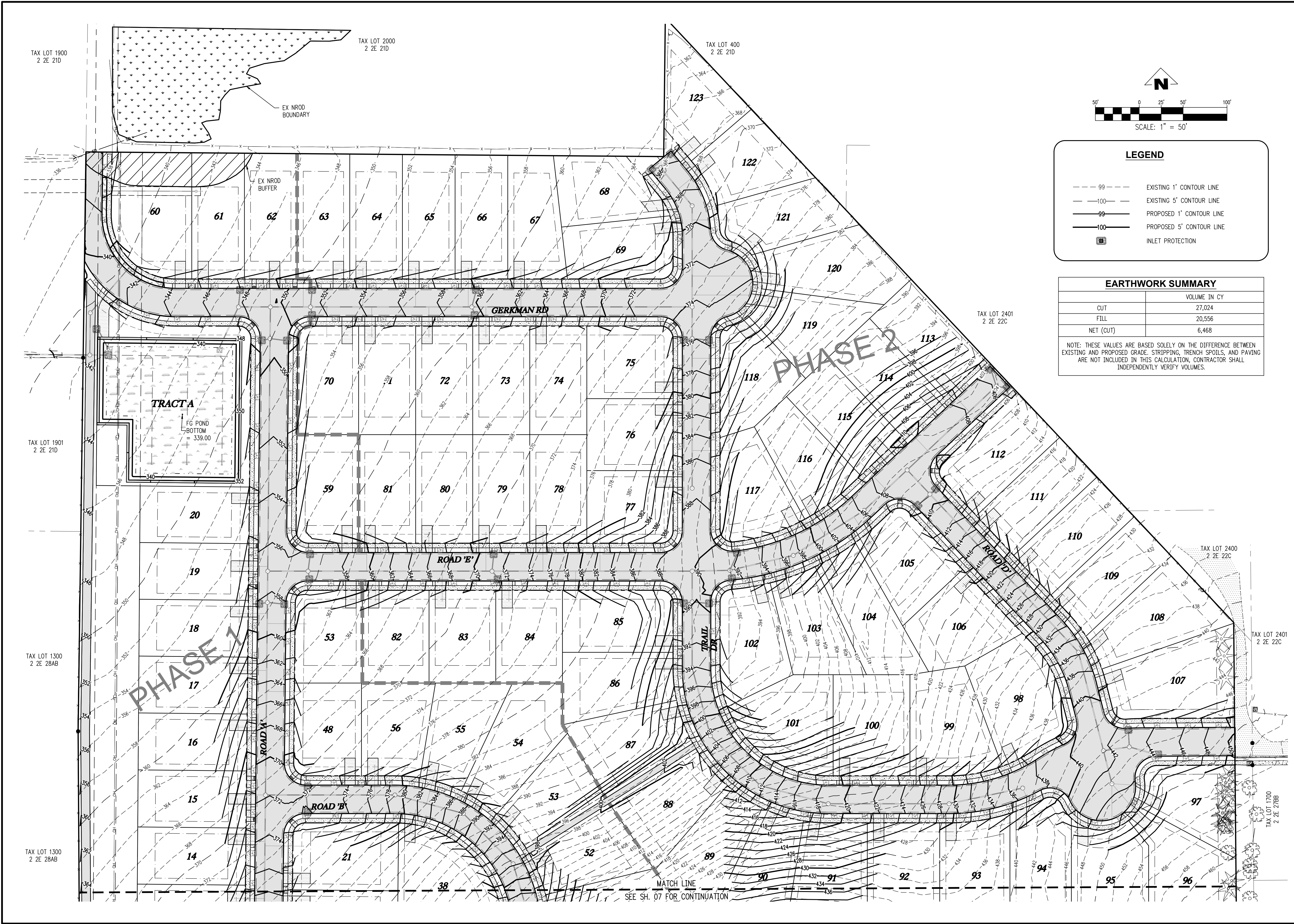
NOTE: LOT 7 CONTAINS A TEMPORARY ACCESS EASEMENT FOR EMERGENCY VEHICLE USE. THIS EASEMENT WILL TERMINATE UPON THE RECORDING OF PHASE 2 AND THE AVAILABILITY OF ACCESS TO KAYLYN DRIVE, OR OTHER ACCESS POINT SUITABLE TO THE FIRE MARSHALL. LOT 7 WILL REMAIN IN THE OWNERSHIP OF THE APPLICANT AND WILL NOT BE BUILT UPON UNTIL SUCH TIME AS THE TEMPORARY ACCESS EASEMENT IS TERMINATED.

REVISIONS		
NO.	DATE	DESCRIPTION
1	05/2021	1ST LAND USE SUBMITTAL

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LEGEND

- 99 --- EXISTING 1' CONTOUR LINE
- 100 --- EXISTING 5' CONTOUR LINE
- 99 --- PROPOSED 1' CONTOUR LINE
- 100 --- PROPOSED 5' CONTOUR LINE
- [Symbol] INLET PROTECTION

EARTHWORK SUMMARY

	VOLUME IN CY
CUT	27,024
FILL	20,556
NET (CUT)	6,468

NOTE: THESE VALUES ARE BASED SOLELY ON THE DIFFERENCE BETWEEN EXISTING AND PROPOSED GRADE. STRIPPING, TRENCH SPOILS, AND PAVING ARE NOT INCLUDED IN THIS CALCULATION. CONTRACTOR SHALL INDEPENDENTLY VERIFY VOLUMES.

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

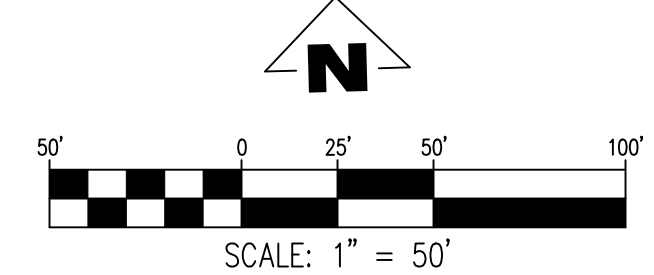
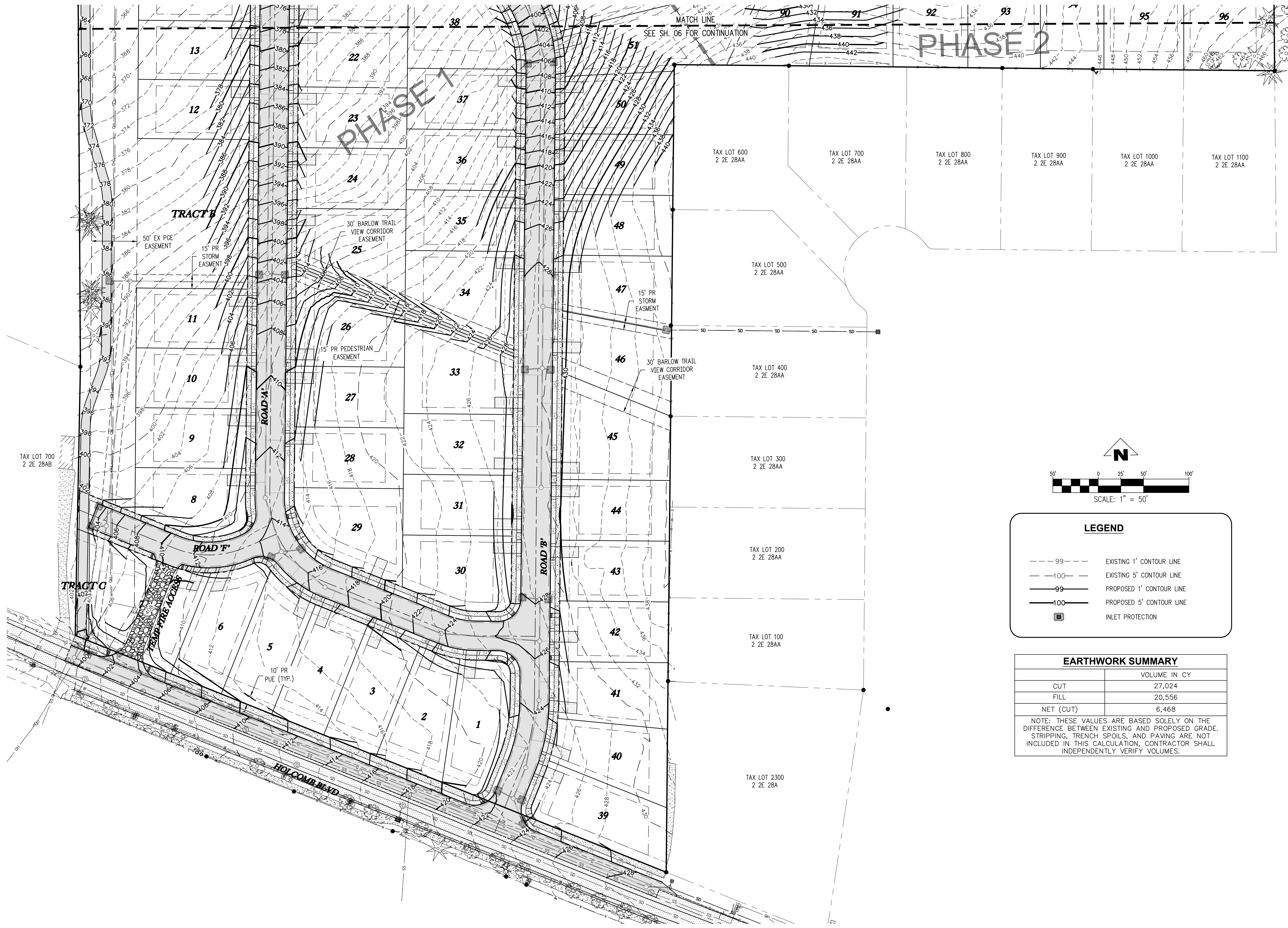
PROPOSED GRADING PLAN
(NORTH)

REVISIONS		DESCRIPTION
NO.	DATE	
1	05/2021	1ST LAND USE SUBMITTAL

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REGISTERED PROFESSIONAL
ENGINEER
54666
OREGON
EXPIRES 12/31/2021
DANIEL EVANS

SHEET
06
OF
31



LEGEND

- 99 --- EXISTING 1' CONTOUR LINE
- 100 --- EXISTING 5' CONTOUR LINE
- 99 --- PROPOSED 1' CONTOUR LINE
- 100 --- PROPOSED 5' CONTOUR LINE
- [Symbol] INLET PROTECTION

EARTHWORK SUMMARY	
	VOLUME IN CY
CUT	27,024
FILL	20,556
NET (CUT)	6,468

NOTE: THESE VALUES ARE BASED SOLELY ON THE DIFFERENCE BETWEEN EXISTING AND PROPOSED GRADE. STRIPPING, TRENCH SPOILS, AND PAVING ARE NOT INCLUDED IN THIS CALCULATION, CONTRACTOR SHALL INDEPENDENTLY VERIFY VOLUMES.

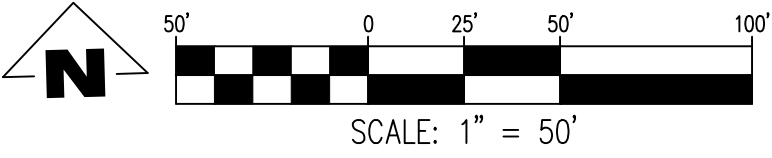
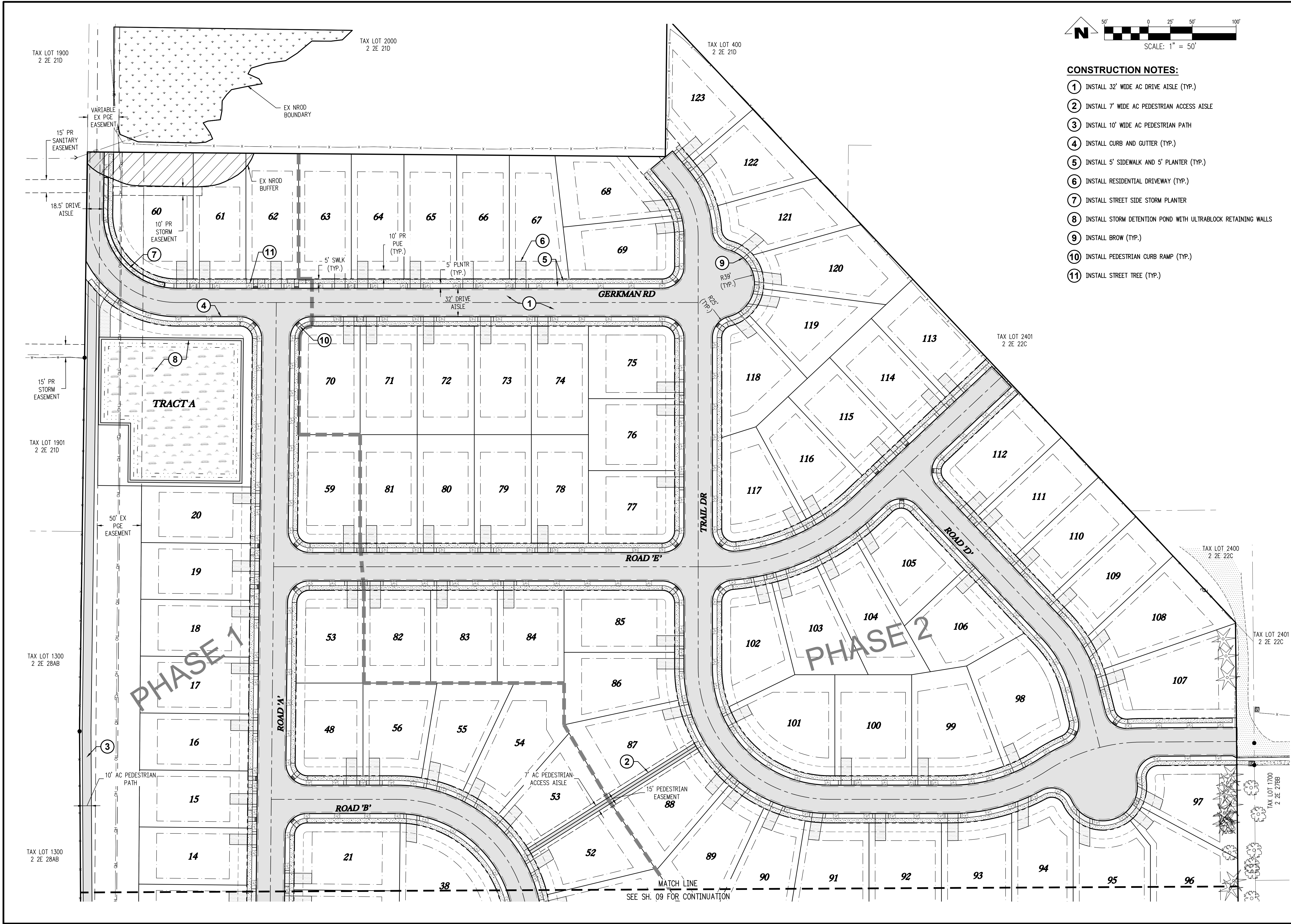
SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
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OREGON CITY, OREGON

PROPOSED GRADING PLAN
(SOUTH)

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITTAL

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FAX: (503) 639-9592
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REGISTERED PROFESSIONAL ENGINEER
54666
OREGON
DANIEL EVANS
EXPIRES: 12/31/2021



CONSTRUCTION NOTES:

1. INSTALL 32' WIDE AC DRIVE AISLE (TYP.)
2. INSTALL 7' WIDE AC PEDESTRIAN ACCESS AISLE
3. INSTALL 10' WIDE AC PEDESTRIAN PATH
4. INSTALL CURB AND GUTTER (TYP.)
5. INSTALL 5' SIDEWALK AND 5' PLANTER (TYP.)
6. INSTALL RESIDENTIAL DRIVEWAY (TYP.)
7. INSTALL STREET SIDE STORM PLANTER
8. INSTALL STORM DETENTION POND WITH ULTRABLOCK RETAINING WALLS
9. INSTALL BROW (TYP.)
10. INSTALL PEDESTRIAN CURB RAMP (TYP.)
11. INSTALL STREET TREE (TYP.)

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

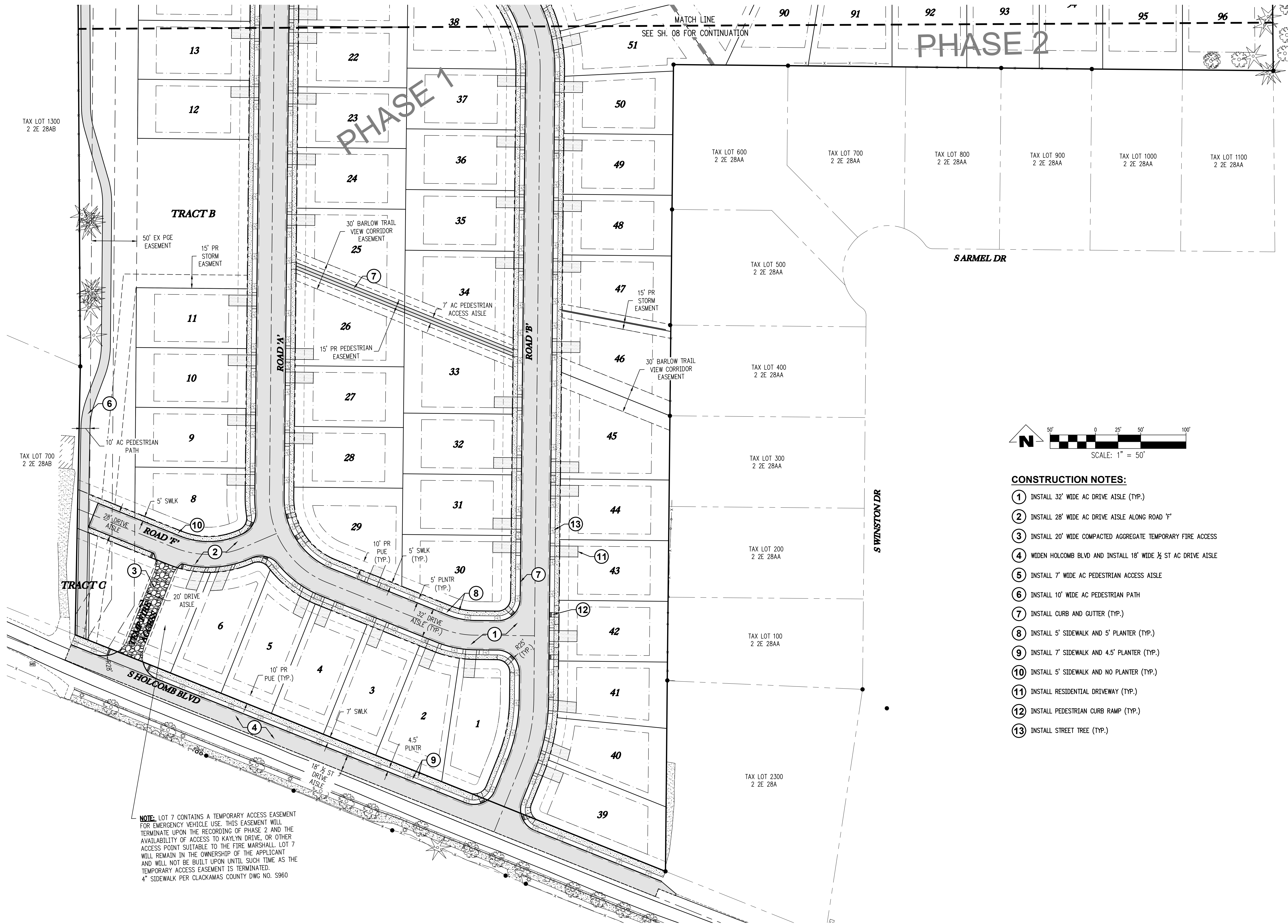
SITE PLAN (NORTH)

REVISIONS		DESCRIPTION
NO.	DATE	
1	05/2021	1ST LAND USE SUBMITTAL

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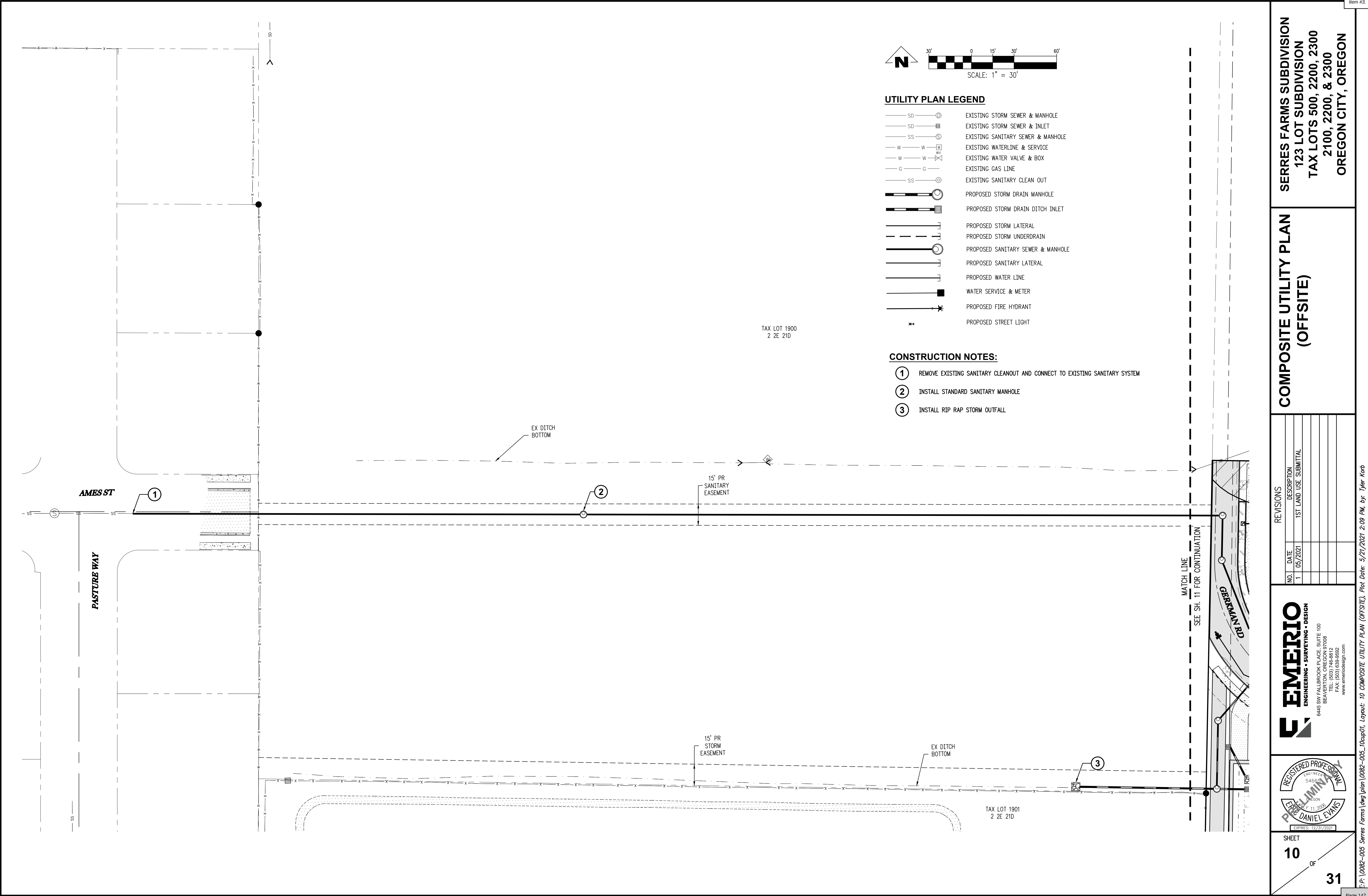


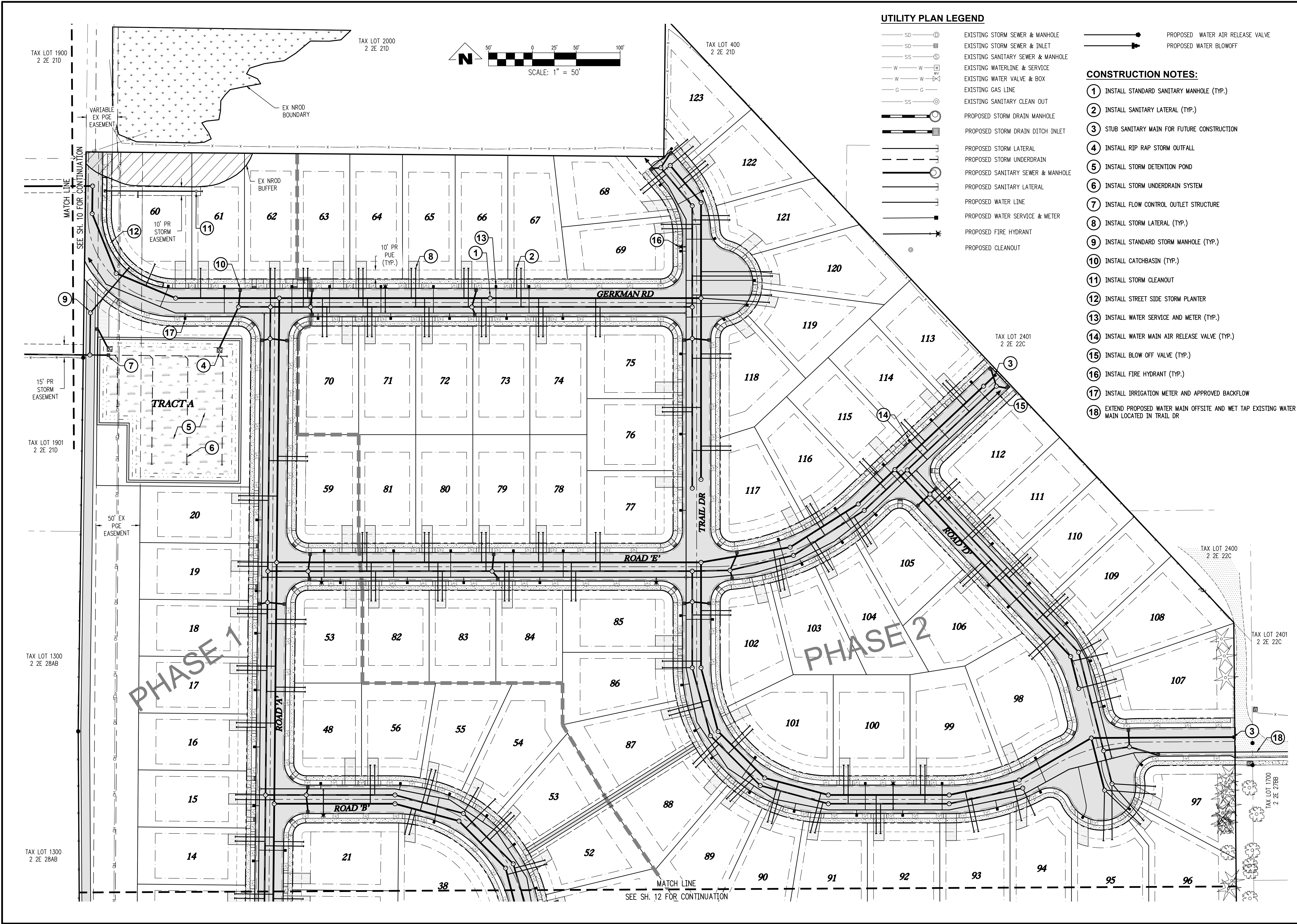
SHEET
08
OF
31



SERRES FARMS SUBDIVISION
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2100, 2200, & 2300
OREGON CITY, OREGON

SITE PLAN (SOUTH)





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COMPOSITE UTILITY PLAN
(NORTH)

REVISIONS		DESCRIPTION
NO.	DATE	
1	05/2021	1ST LAND USE SUBMITTAL

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5466
OREGON
EXPIRES 12/31/2021
DANIEL EVANS
P.E. 0082-005 Serres Farms Subdiv (0082-005-11) 002, Layout: 11 COMPOSITE UTILITY PLAN (NORTH), Plot Date: 5/21/2021 2:10 PM, by: Tyler Korb

SHEET
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OF
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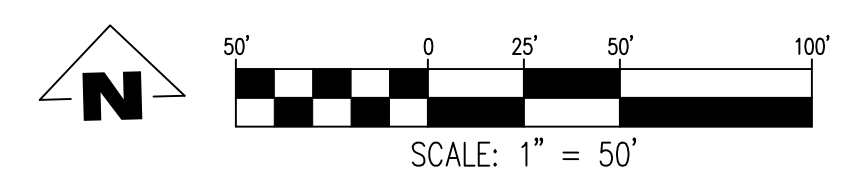
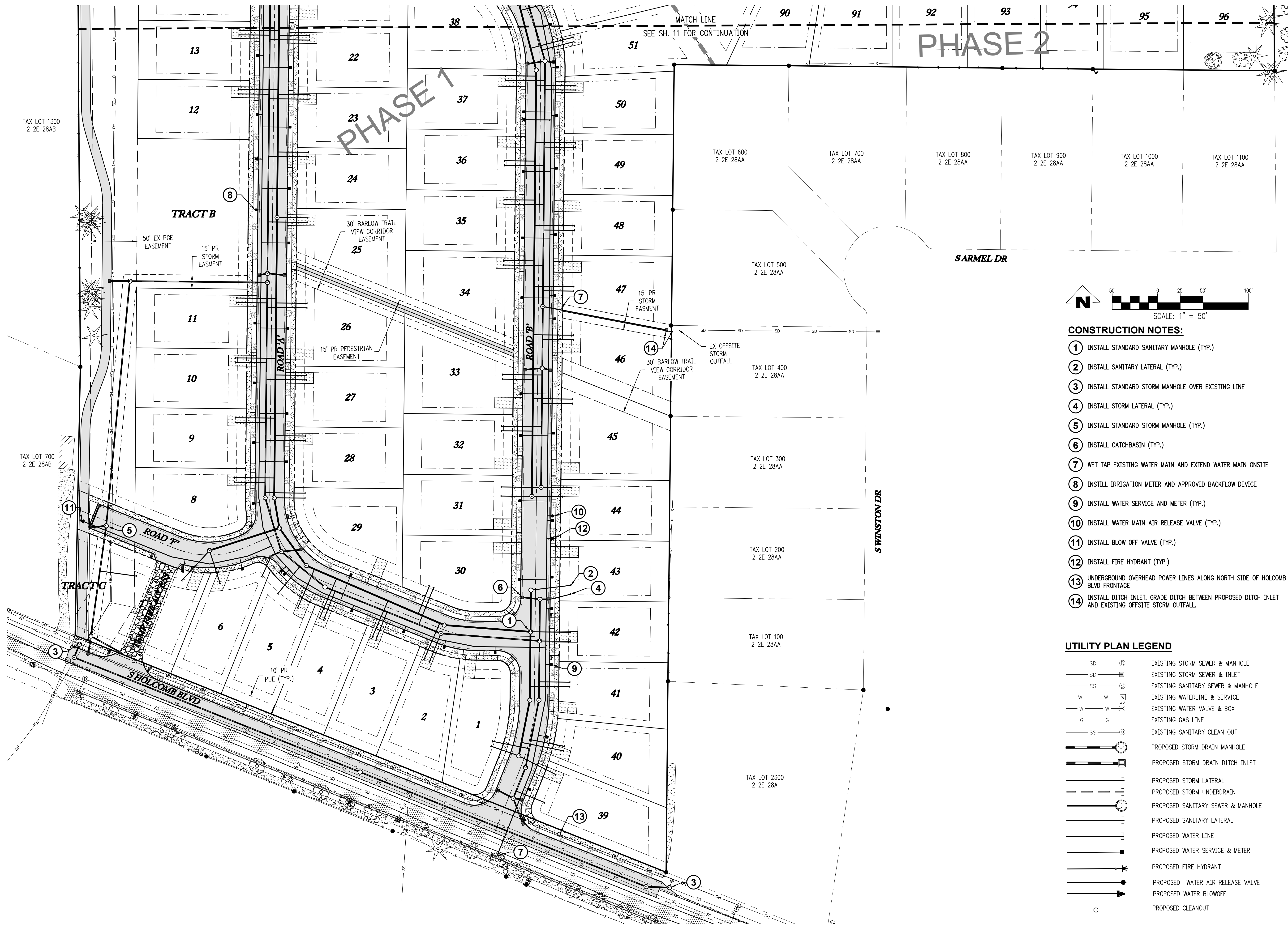
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OREGON CITY, OREGON

COMPOSITE UTILITY PLAN
(SOUTH)

REVISIONS		DESCRIPTION
NO.	DATE	
1	05/2021	1ST LAND USE SUBMITTAL

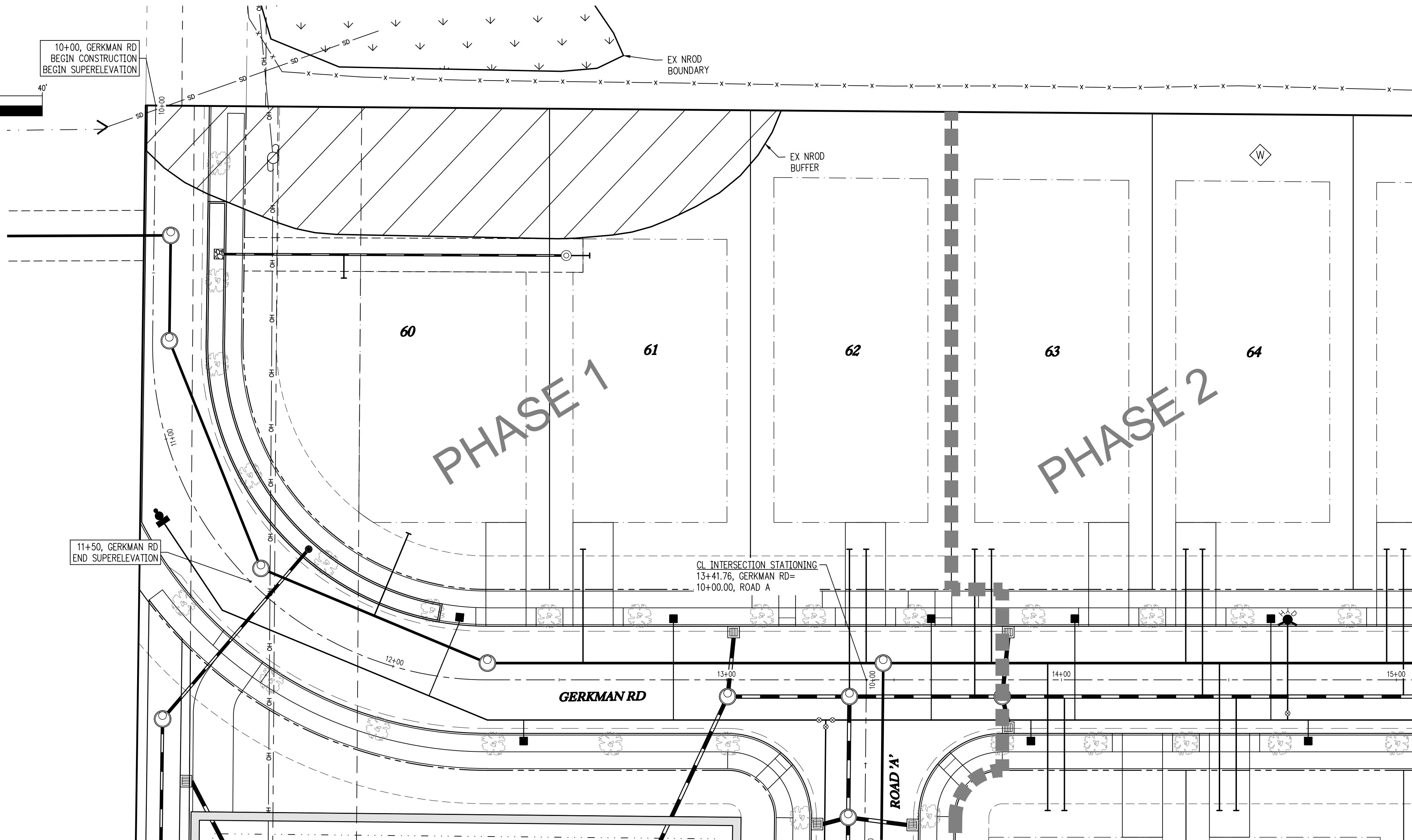
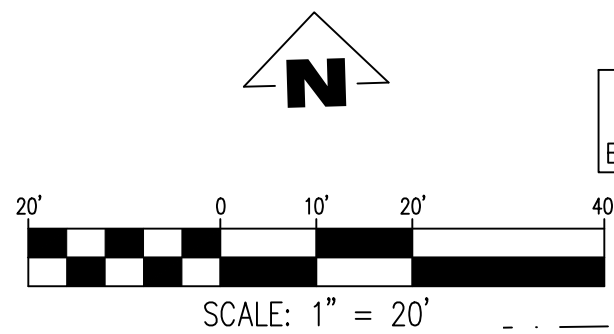
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OREGON
P.D. 11/2020
DANIEL EVANS
EXPIRES: 12/31/2021



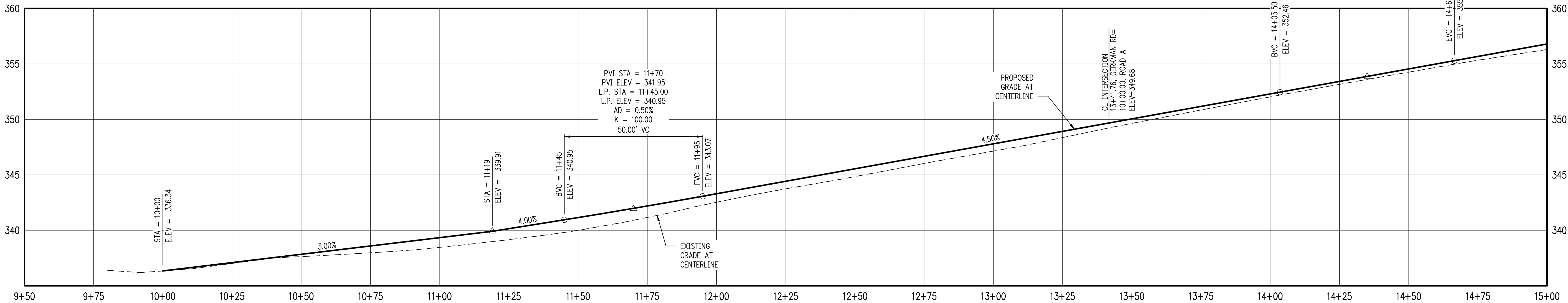
- CONSTRUCTION NOTES:**
- 1 INSTALL STANDARD SANITARY MANHOLE (TYP.)
 - 2 INSTALL SANITARY LATERAL (TYP.)
 - 3 INSTALL STANDARD STORM MANHOLE OVER EXISTING LINE
 - 4 INSTALL STORM LATERAL (TYP.)
 - 5 INSTALL STANDARD STORM MANHOLE (TYP.)
 - 6 INSTALL CATCHBASIN (TYP.)
 - 7 WET TAP EXISTING WATER MAIN AND EXTEND WATER MAIN ONSITE
 - 8 INSTILL IRRIGATION METER AND APPROVED BACKFLOW DEVICE
 - 9 INSTALL WATER SERVICE AND METER (TYP.)
 - 10 INSTALL WATER MAIN AIR RELEASE VALVE (TYP.)
 - 11 INSTALL BLOW OFF VALVE (TYP.)
 - 12 INSTALL FIRE HYDRANT (TYP.)
 - 13 UNDERGROUND OVERHEAD POWER LINES ALONG NORTH SIDE OF HOLCOMB BLVD FRONTAGE
 - 14 INSTALL DITCH INLET, GRADE DITCH BETWEEN PROPOSED DITCH INLET AND EXISTING OFFSITE STORM OUTFALL.

- UTILITY PLAN LEGEND**
- SD ———— (M) EXISTING STORM SEWER & MANHOLE
 - SD ———— (M) EXISTING STORM SEWER & INLET
 - SS ———— (M) EXISTING SANITARY SEWER & MANHOLE
 - W ———— (M) EXISTING WATERLINE & SERVICE
 - W ———— (M) EXISTING WATER VALVE & BOX
 - G ———— (M) EXISTING GAS LINE
 - SS ———— (M) EXISTING SANITARY CLEAN OUT
 - (M) PROPOSED STORM DRAIN MANHOLE
 - (M) PROPOSED STORM DRAIN DITCH INLET
 - (M) PROPOSED STORM LATERAL
 - (M) PROPOSED STORM UNDERDRAIN
 - (M) PROPOSED SANITARY SEWER & MANHOLE
 - (M) PROPOSED SANITARY LATERAL
 - (M) PROPOSED WATER LINE
 - (M) PROPOSED WATER SERVICE & METER
 - (M) PROPOSED FIRE HYDRANT
 - (M) PROPOSED WATER AIR RELEASE VALVE
 - (M) PROPOSED WATER BLOWOFF
 - (M) PROPOSED CLEANOUT



GERKMAN ROAD STA: 10+00 TO 15+00 - PLAN

SCALE: 1"=20'



GERKMAN ROAD STA: 10+00 TO 15+00 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

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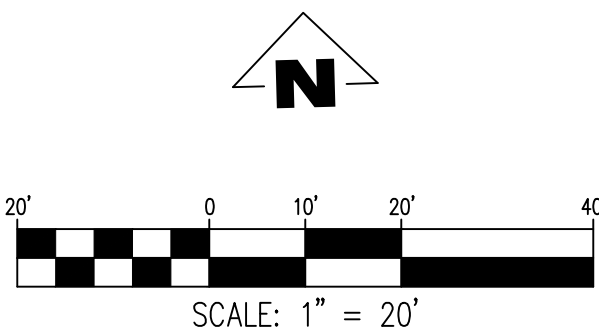
GERKMAN ROAD STA
10+00-15+00 PLAN &
PROFILE

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITTAL

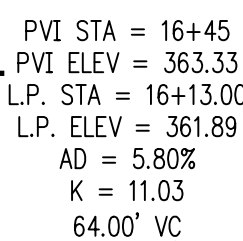
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STATE OF OREGON
NO. 54663
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13
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31



SCALE: 1"=20'

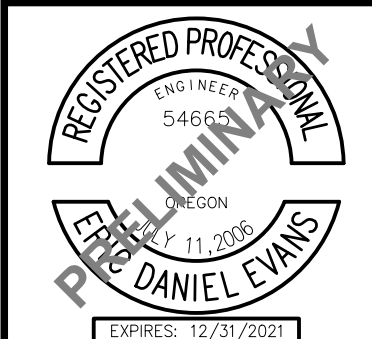


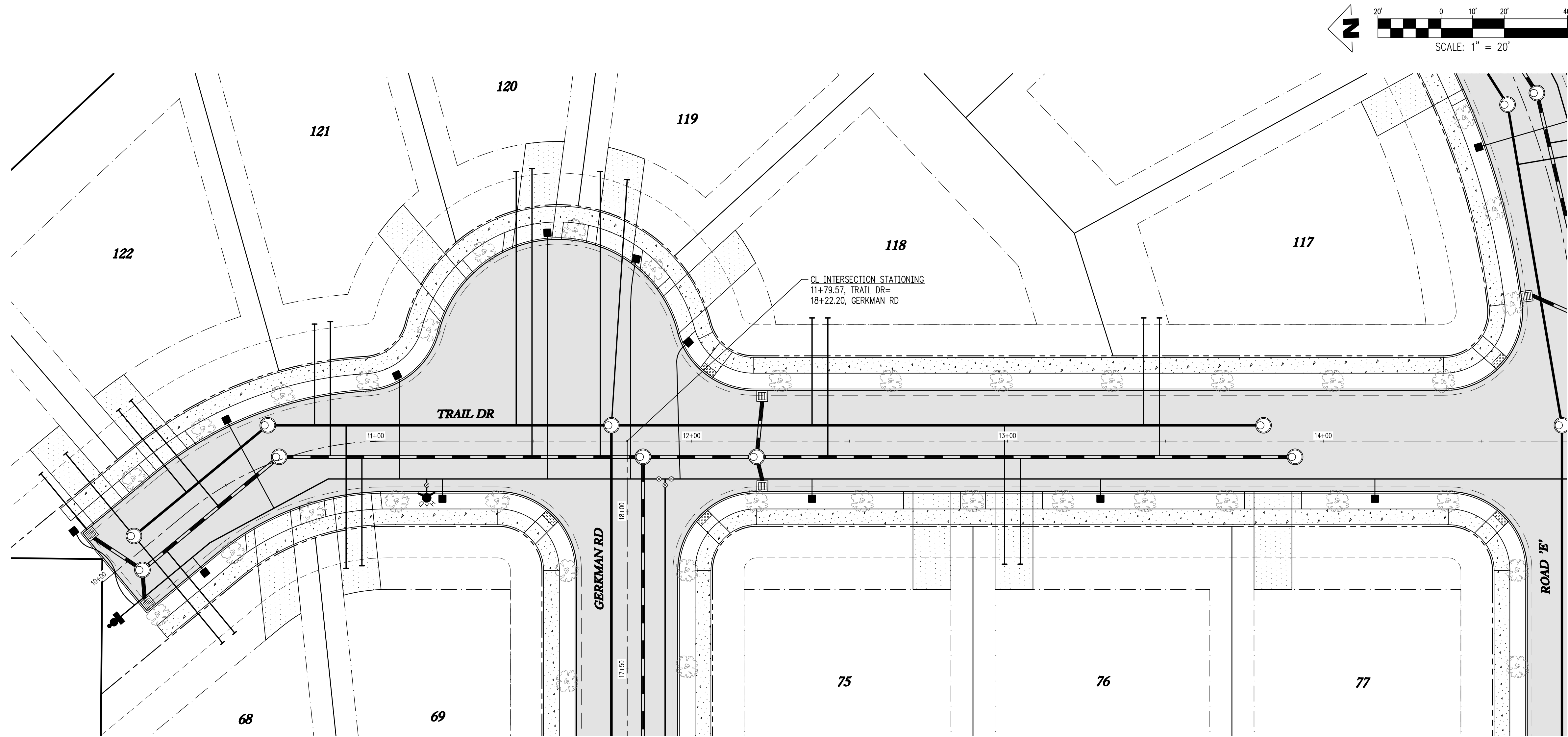
SCALE: H:1"=20' V:1"=5'

REVISIONS	
NO.	DATE DESCRIPTION
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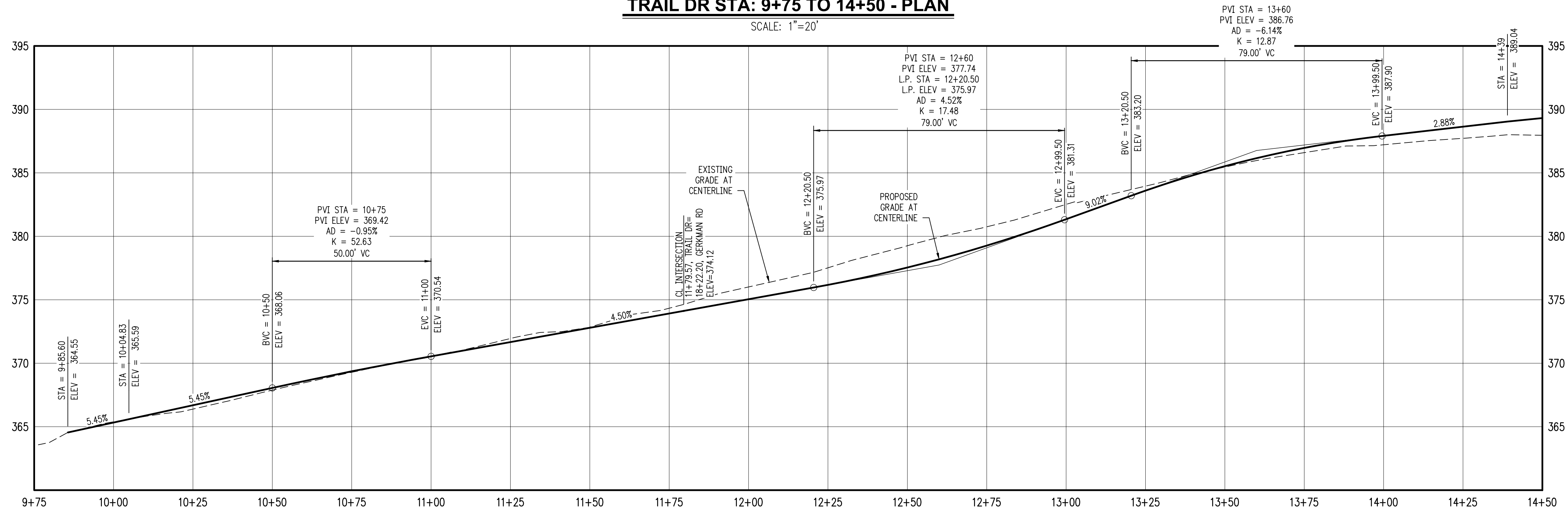
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TRAIL DR STA: 9+75 TO 14+50 - PLAN

SCALE: 1"=20'



TRAIL DR STA: 9+75 TO 14+50 - PROFILE

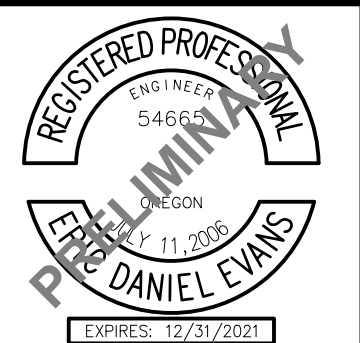
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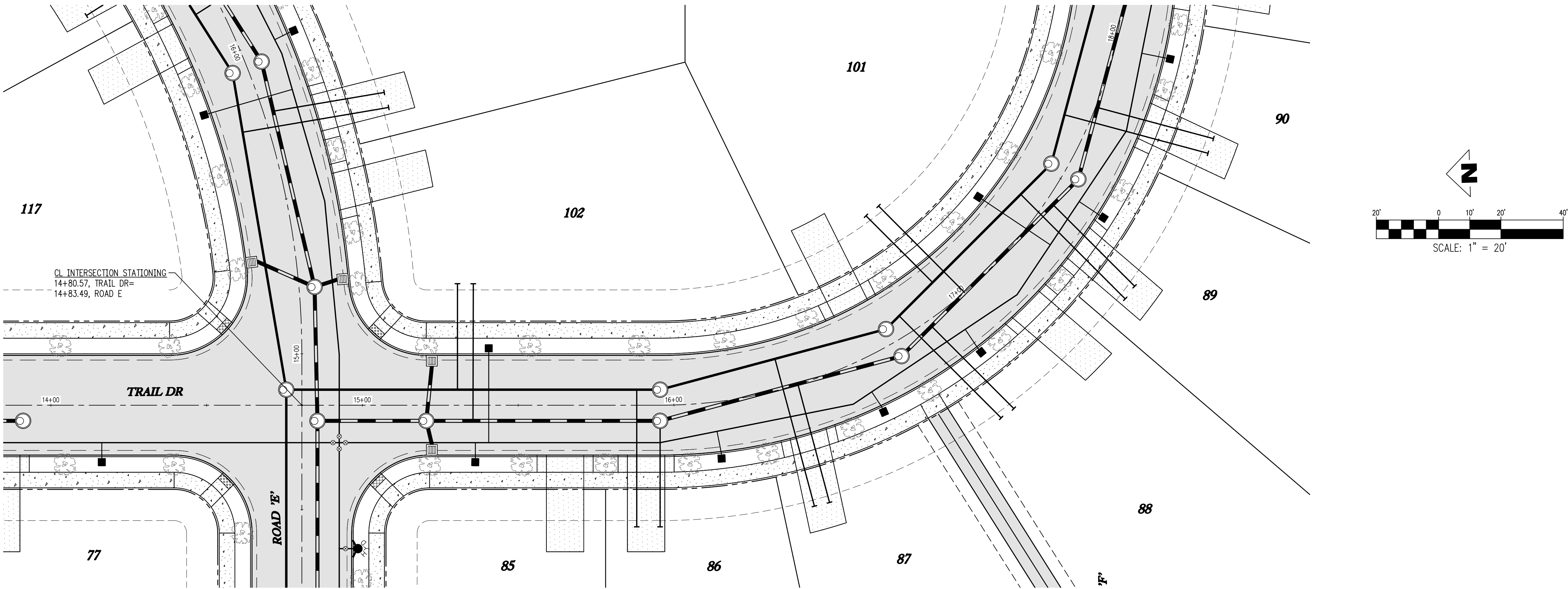
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TRAIL DR STA 9+75-14+50
PLAN & PROFILE

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITTAL

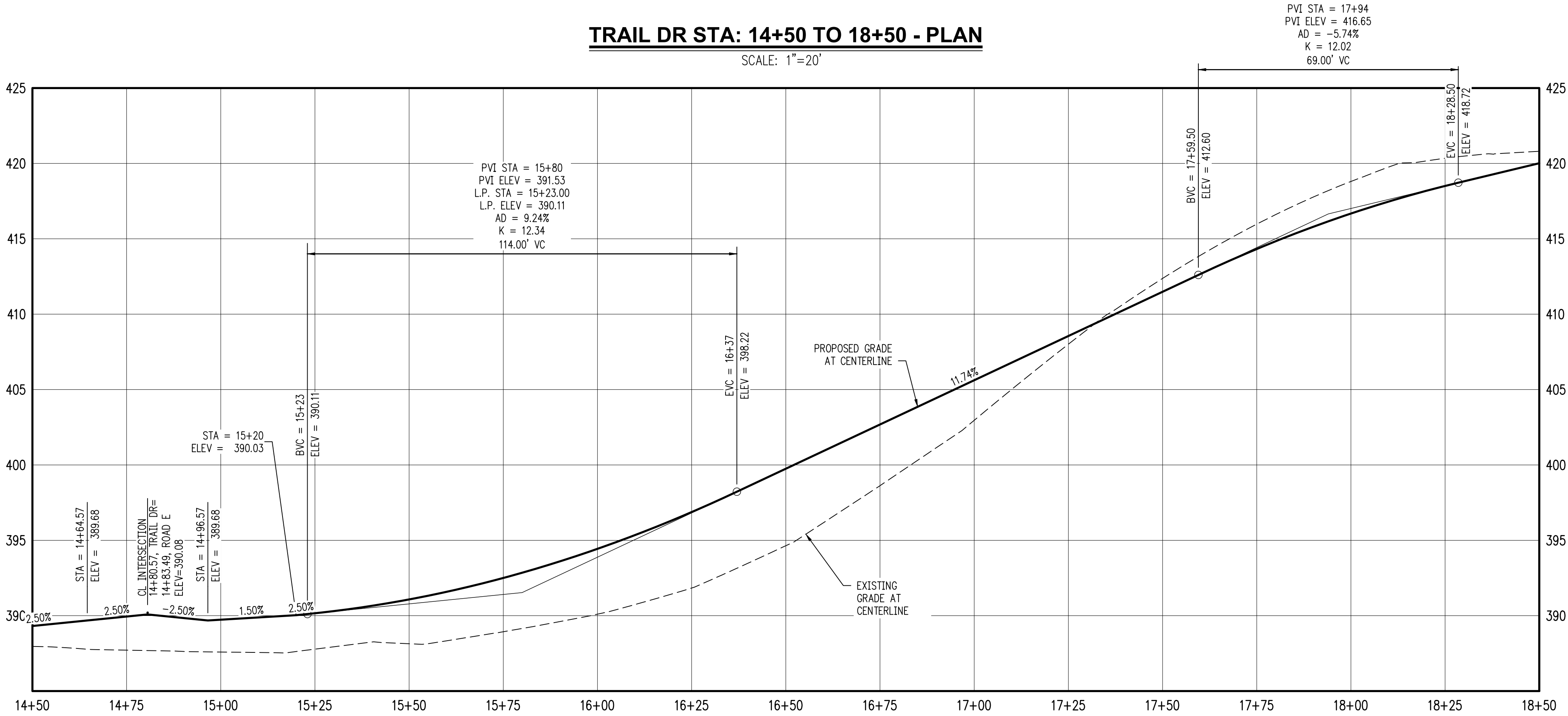
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TRAIL DR STA: 14+50 TO 18+50 - PLAN

SCALE: 1"=20'



TRAIL DR STA: 14+50 TO 18+50 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

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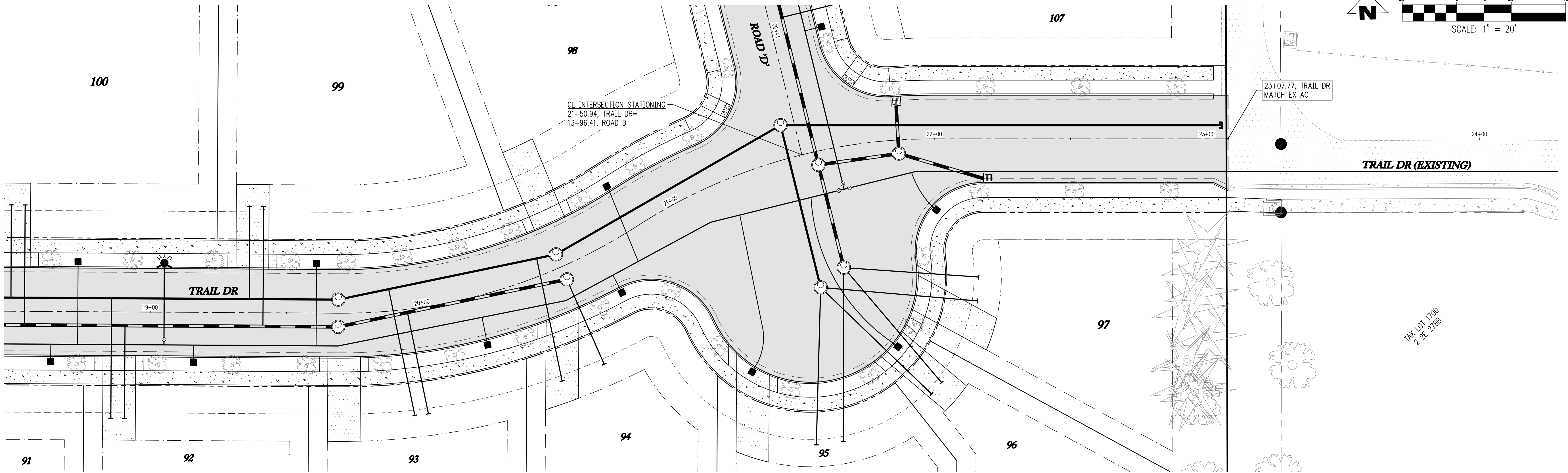
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31

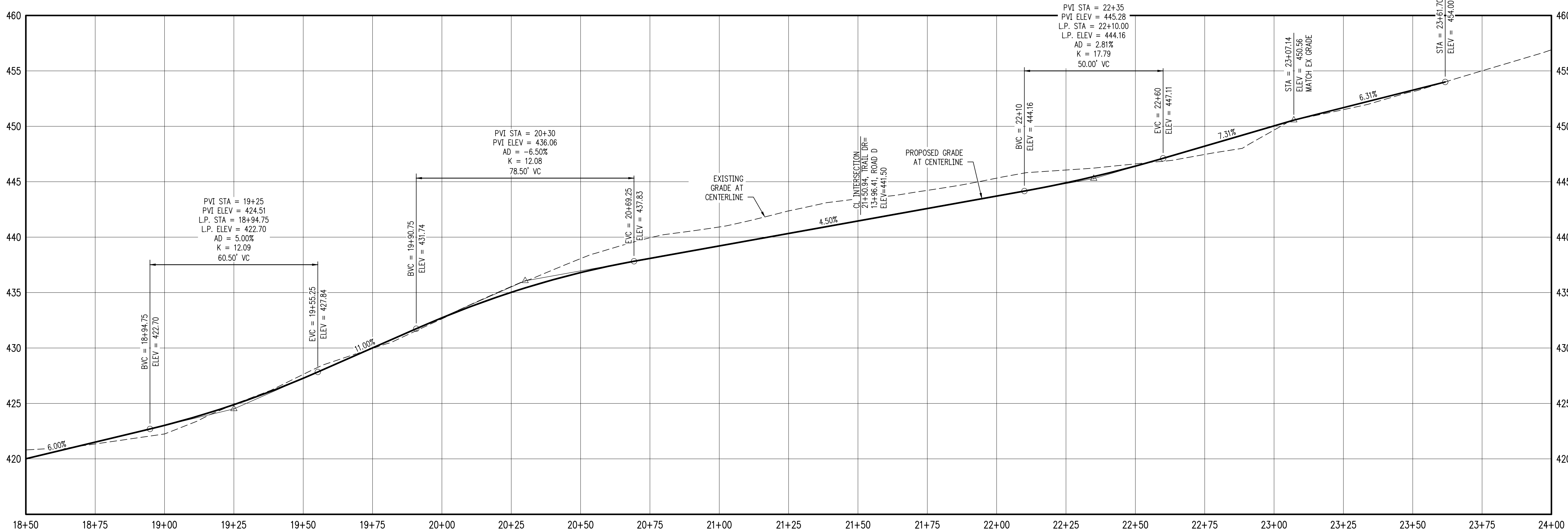
TRAIL DR STA 14+50-18+50
PLAN & PROFILE

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TRAIL DR STA: 18+50 TO 24+00 - PLAN

SCALE: 1"=20'



TRAIL DR STA: 18+50 TO 24+00 - PROFILE

SCALE: H:1"=20' V:1"=5'

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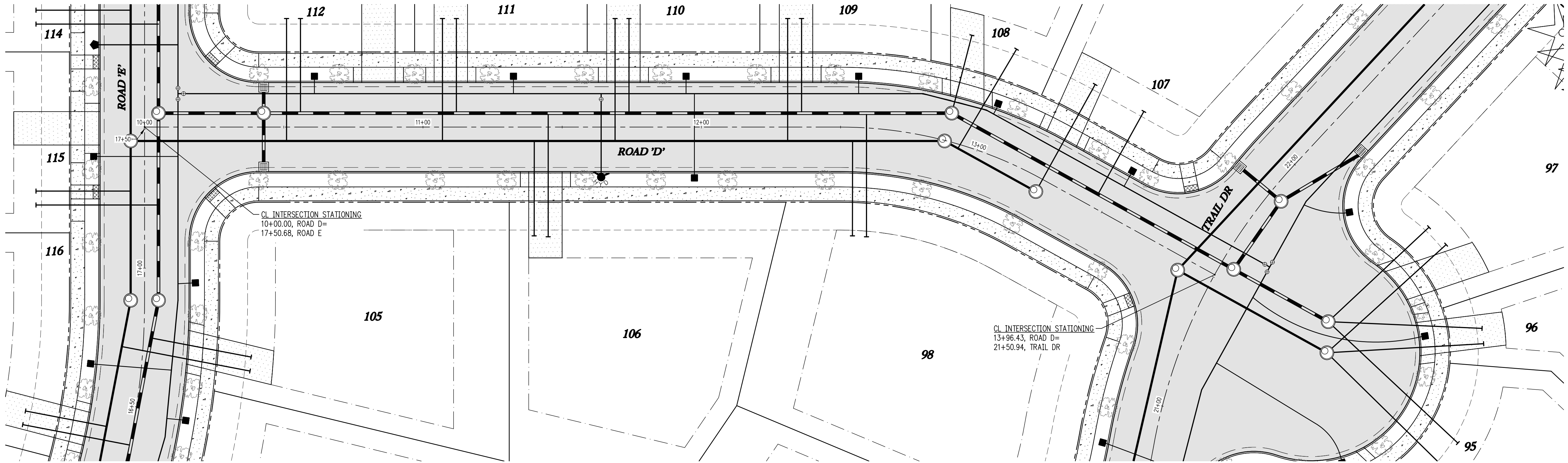
TRAIL DR STA 18+50-24+00
PLAN & PROFILE

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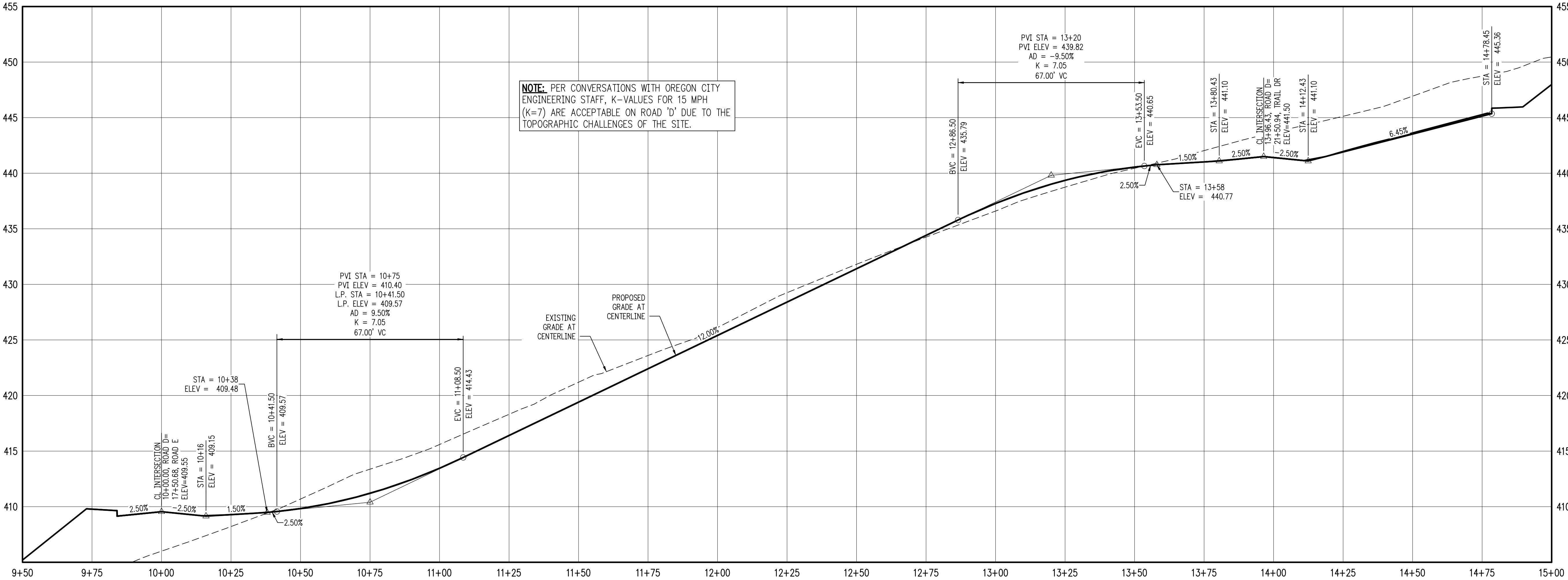


SHEET
17
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31



ROAD 'D' STA: 9+75 TO 15+00 - PLAN

SCALE: 1"=20'



ROAD 'D' STA: 9+75 TO 15+00 - PROFILE

SCALE: H:1"=20' V:1"=5'

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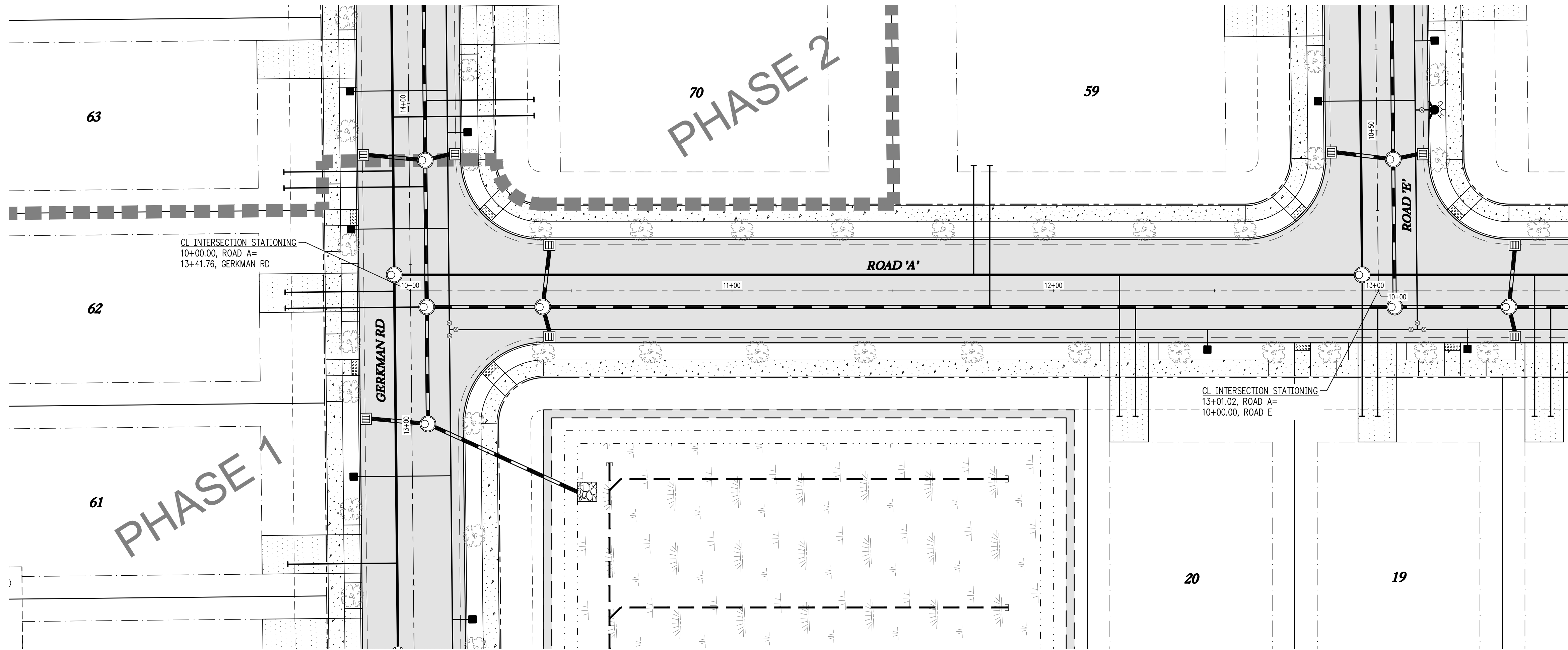
ROAD 'D' STA 9+75-15+00
PLAN & PROFILE

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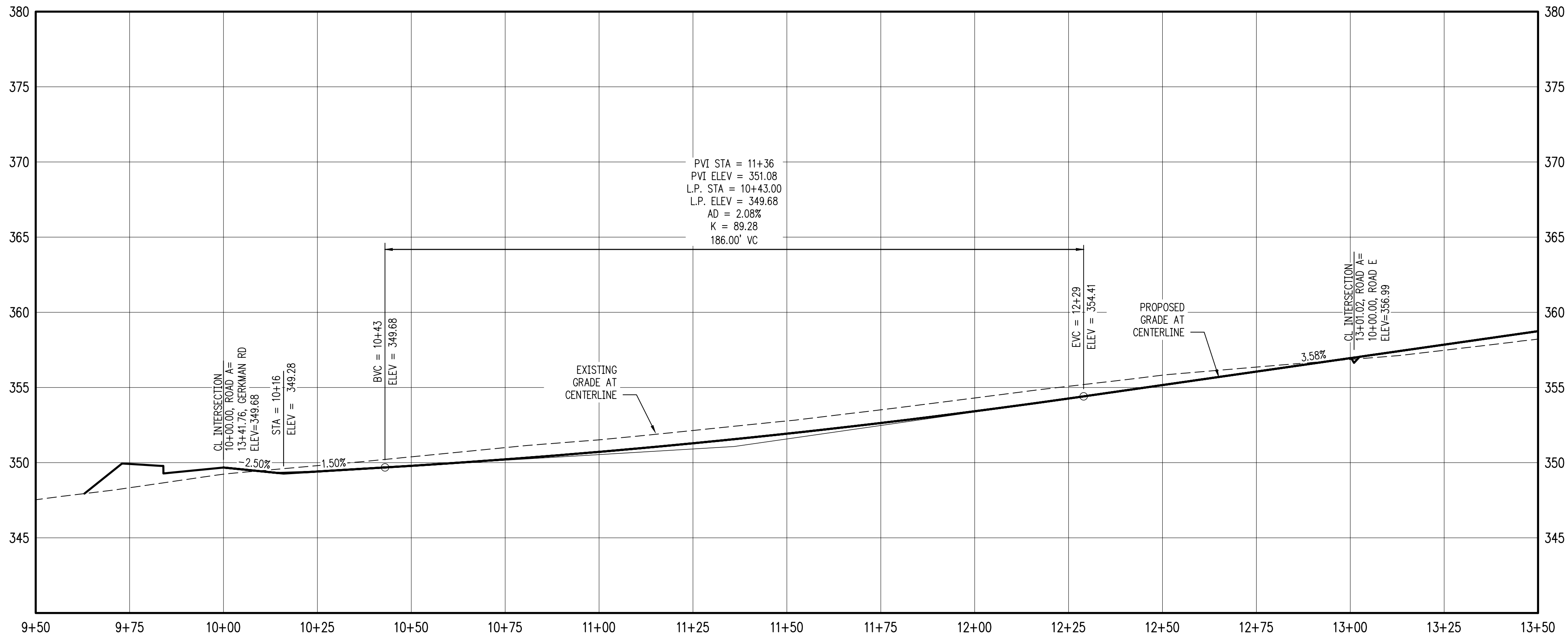
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OREGON
DANIEL EVANS
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SHEET
18
OF
31



ROAD 'A' STA: 9+50 TO 13+50 - PLAN

SCALE: 1"=20'



ROAD 'A' STA: 9+50 TO 13+50 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

Item #3

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ROAD 'A' STA 9+50-13+50
PLAN & PROFILE

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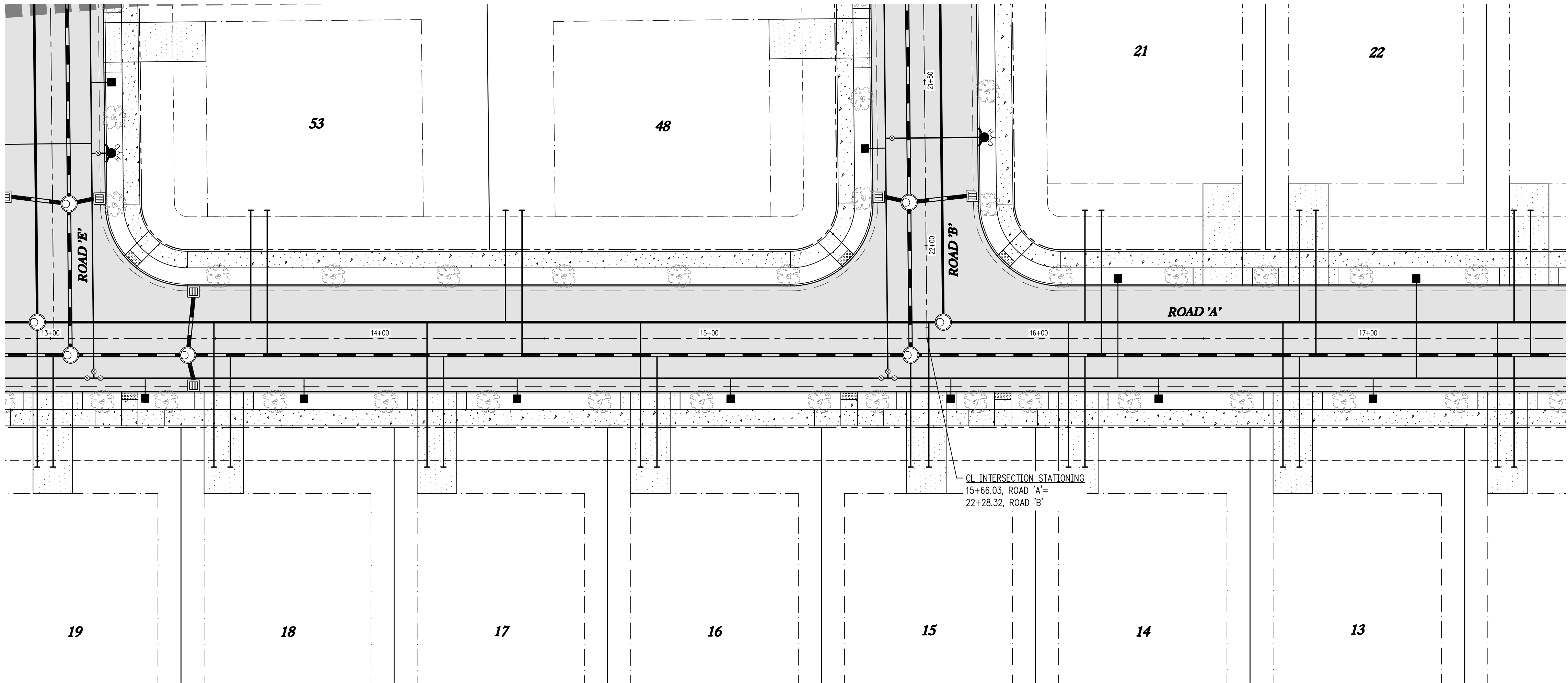
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PRELIMINARY

SHEET
19
OF
31

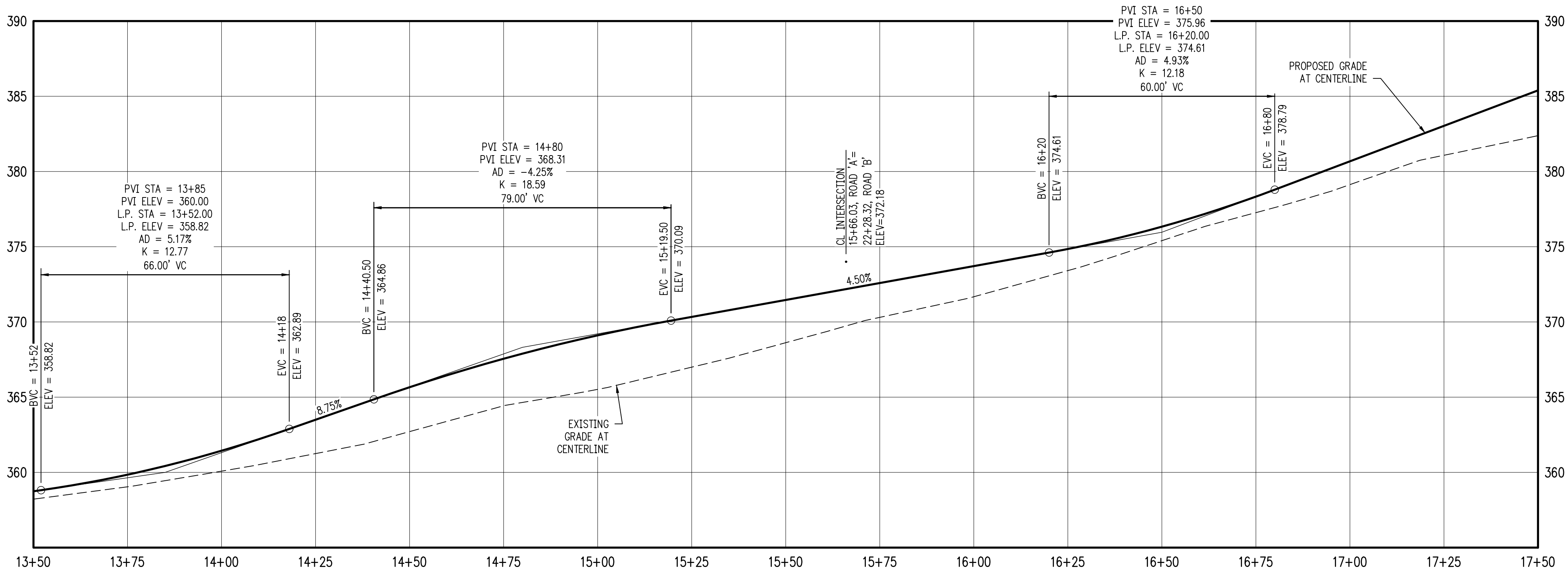
E.P. 10082-005 Serres Farms dwg plan 10082-005_18x107, Layout: 19 ROAD 'A' STA 9+50-13+50 PLAN & PROFILE, Plot Date: 5/21/2021 2:12 PM, by: Tyler Korb

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ROAD 'A' STA: 13+50 TO 17+50 - PLAN

SCALE: 1"=20'



ROAD 'A' STA: 13+50 TO 17+50 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

Item #3

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ROAD 'A' STA 13+50-17+50
PLAN & PROFILE

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ENGINEER

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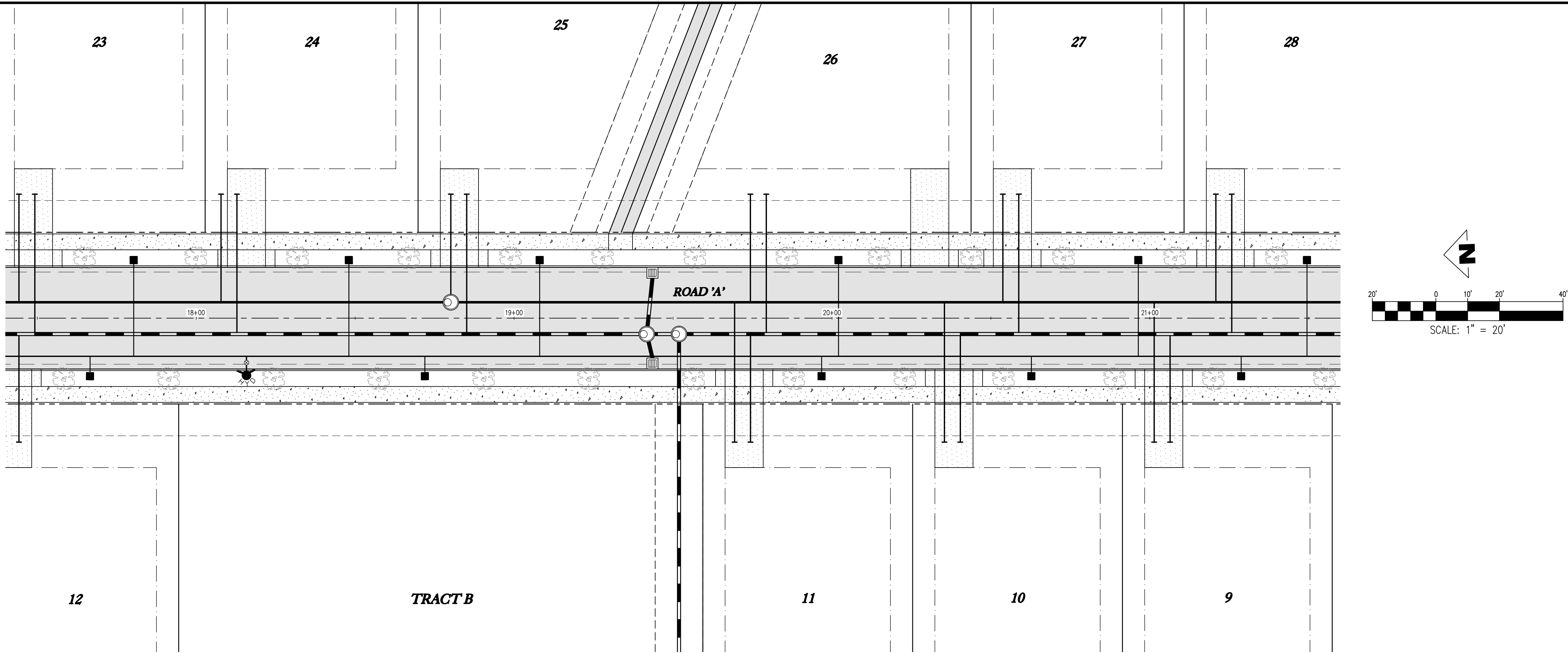
DANIEL EVANS

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20
OF
31

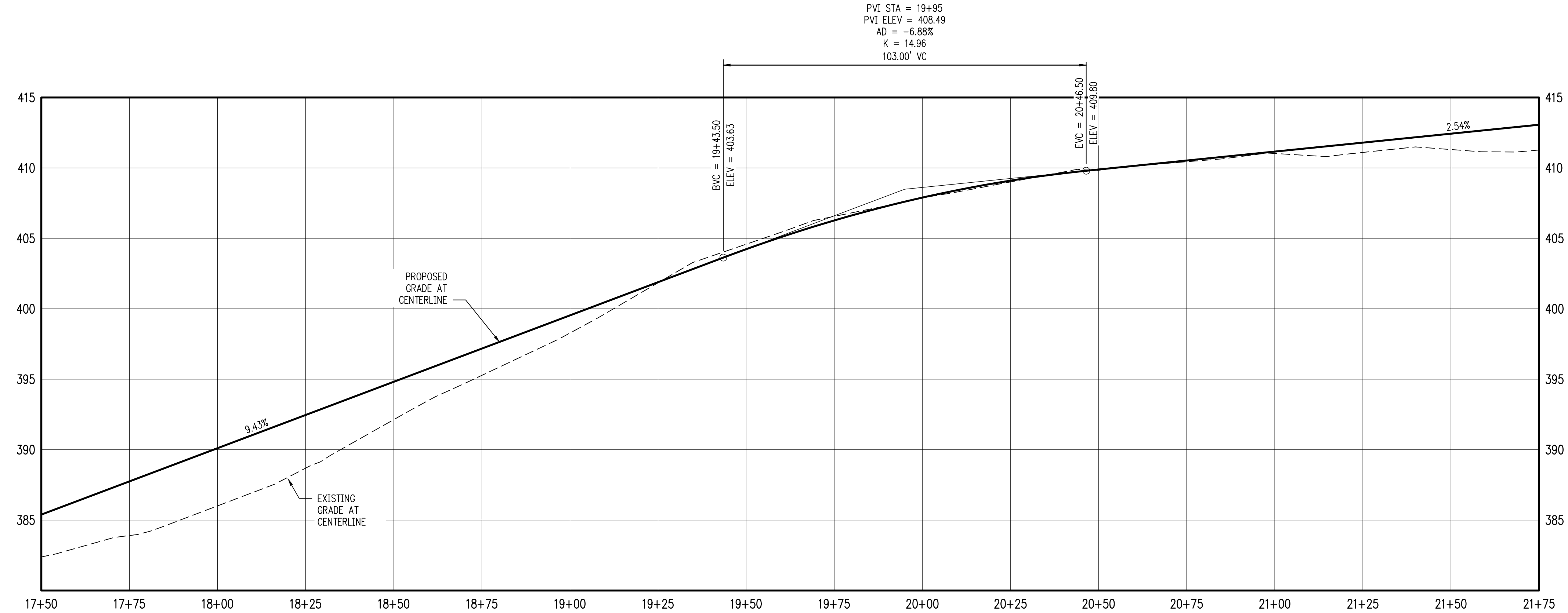
Plot Date: 5/21/2021 2:12 PM, by: Tyler Korb

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ROAD 'A' STA: 17+50 TO 21+50 - PLAN

SCALE: 1"=20'



ROAD 'A' STA: 17+50 TO 21+50 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

Item #3

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ROAD 'A' STA 17+50-21+50
PLAN & PROFILE

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OREGON
DANIEL EVANS
EXPIRES: 12/31/2021

PRELIMINARY

SHEET
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OF
31

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Plot Date: 5/21/2021 2:12 PM, by: Tyler Korb

5-P: 0082-005 Serres Farms dwg plan\0082-005_21s109_Layout: 21 ROAD 'A' STA 17+50-21+50 PLAN & PROFILE

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ROAD 'A' STA 21+50-26+00
PLAN & PROFILE

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITTAL

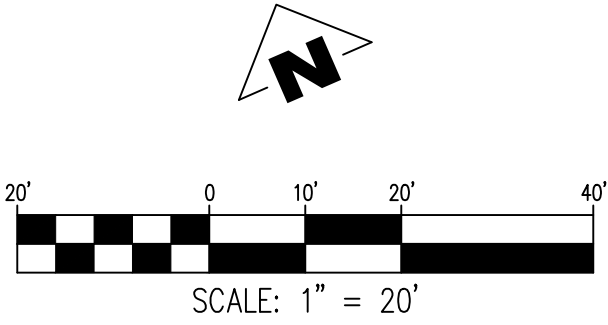
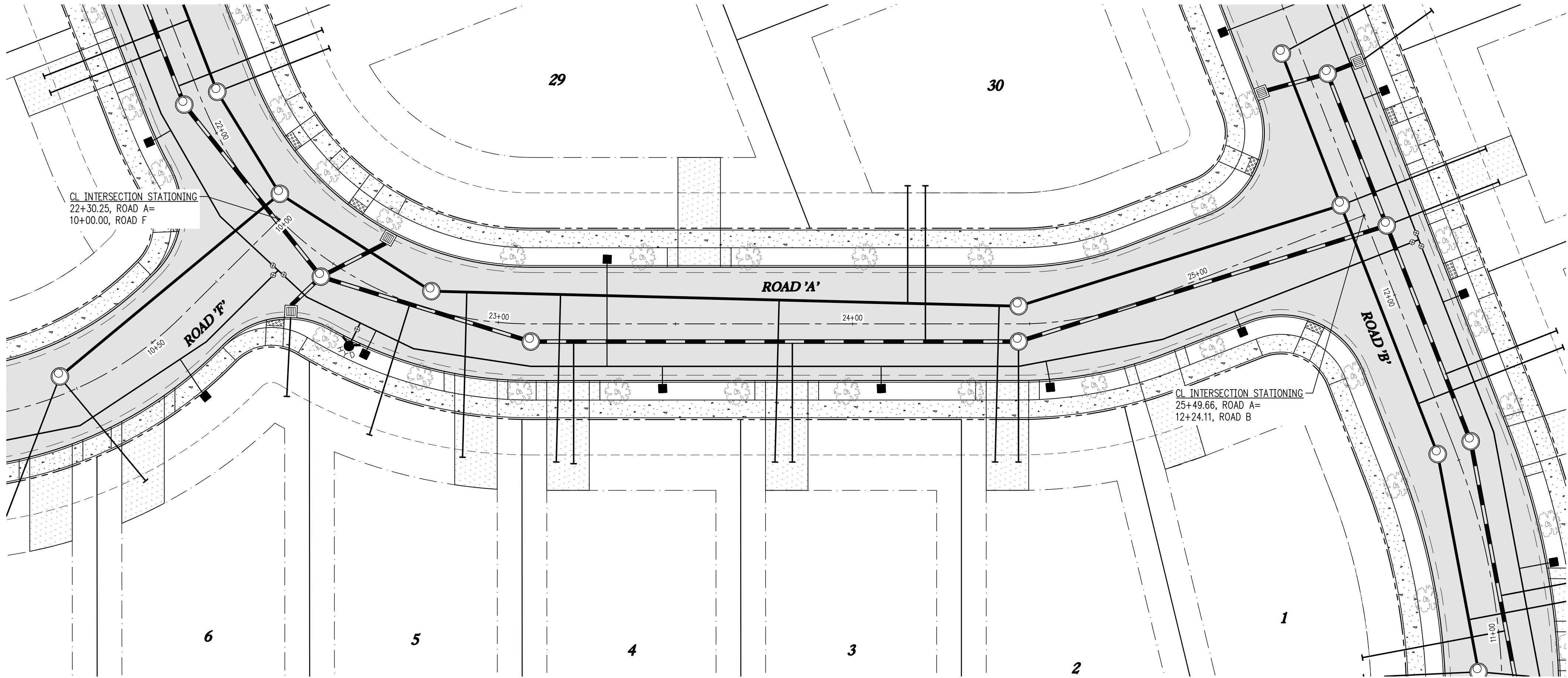
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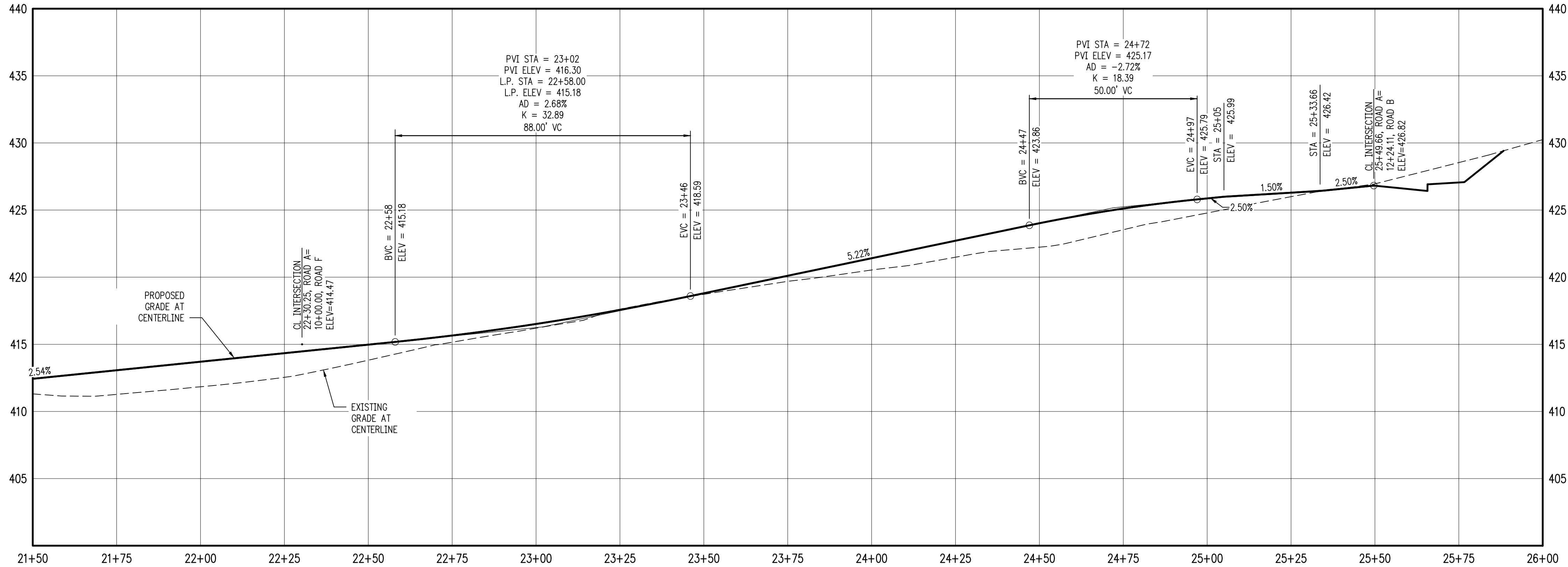
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DANIEL EVANS
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SHEET
22
OF
31



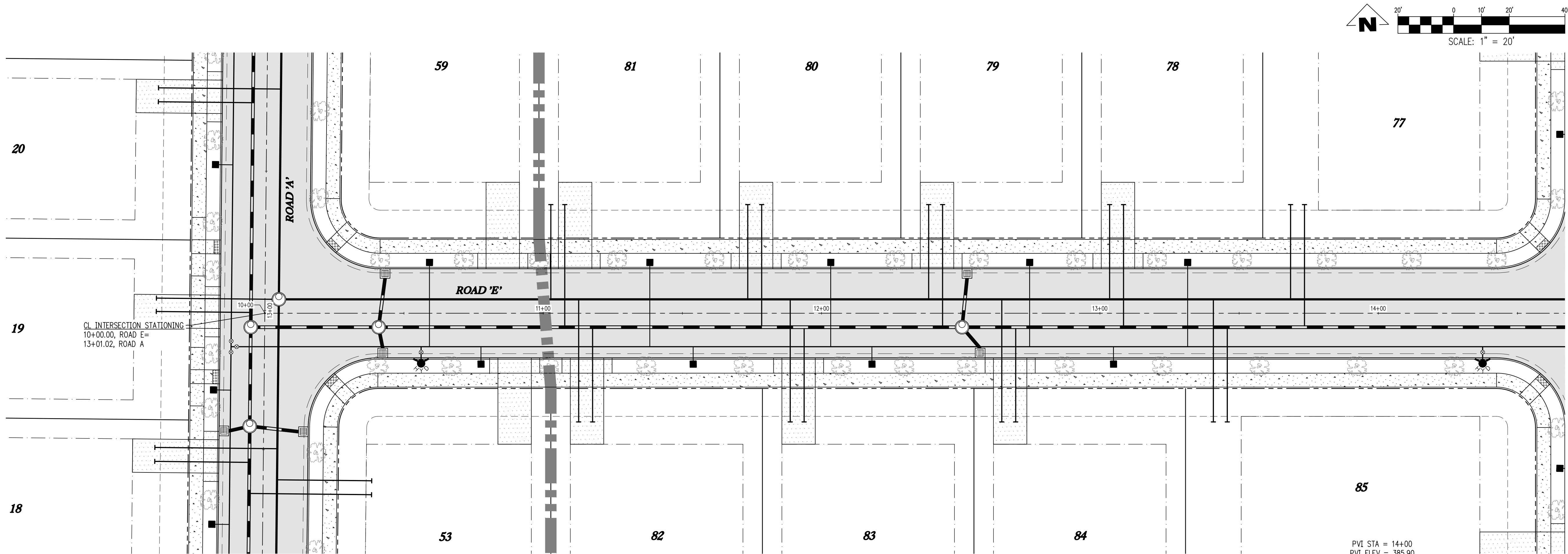
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SCALE: 1"=20'

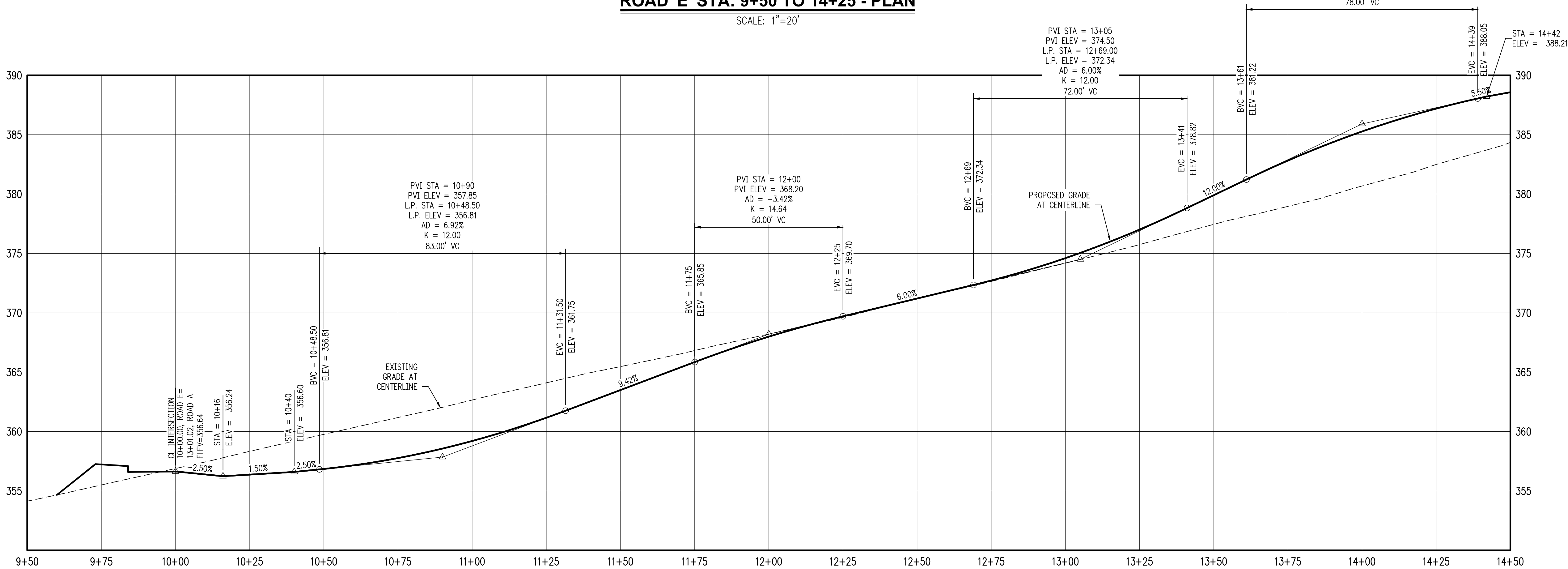


ROAD 'A' STA: 21+50 TO 26+00 - PROFILE

SCALE: H: 1"=20' V: 1"=5'



ROAD 'E' STA: 9+50 TO 14+25 - PLAN
SCALE: 1"=20'



ROAD 'E' STA: 9+50 TO 14+25 - PROFILE
SCALE: H:1"=20' V:1"=5'

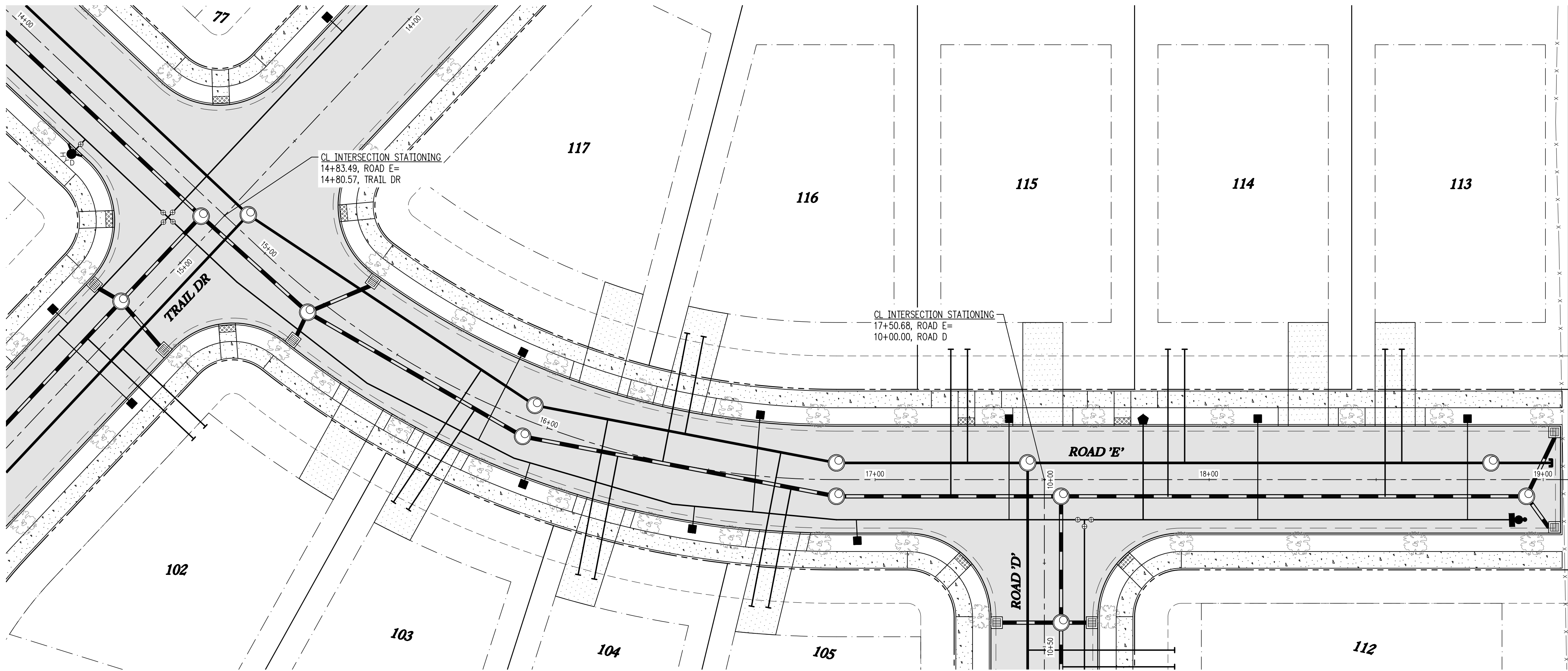
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ROAD 'E' STA 9+50-14+25
PLAN & PROFILE

REVISIONS		NO.	DATE	DESCRIPTION
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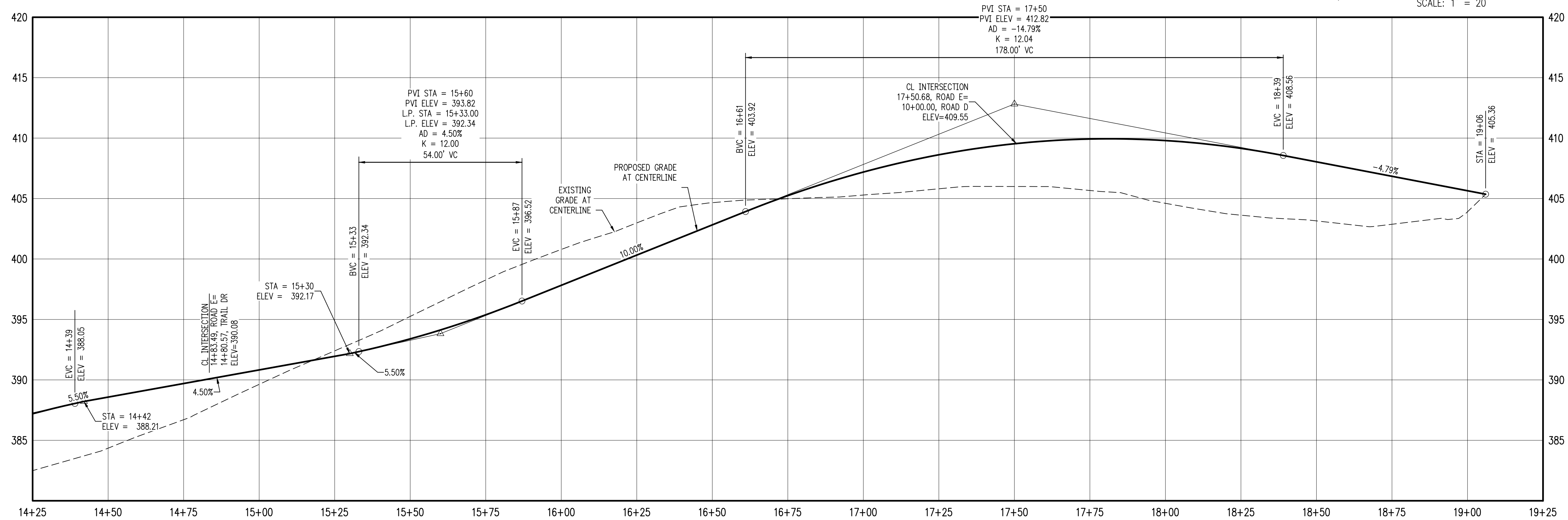
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DANIEL EVANS
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ROAD 'E' STA: 14+25 TO 19+25 - PLAN

SCALE: 1"=20'



ROAD 'E' STA: 14+25 TO 19+25 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

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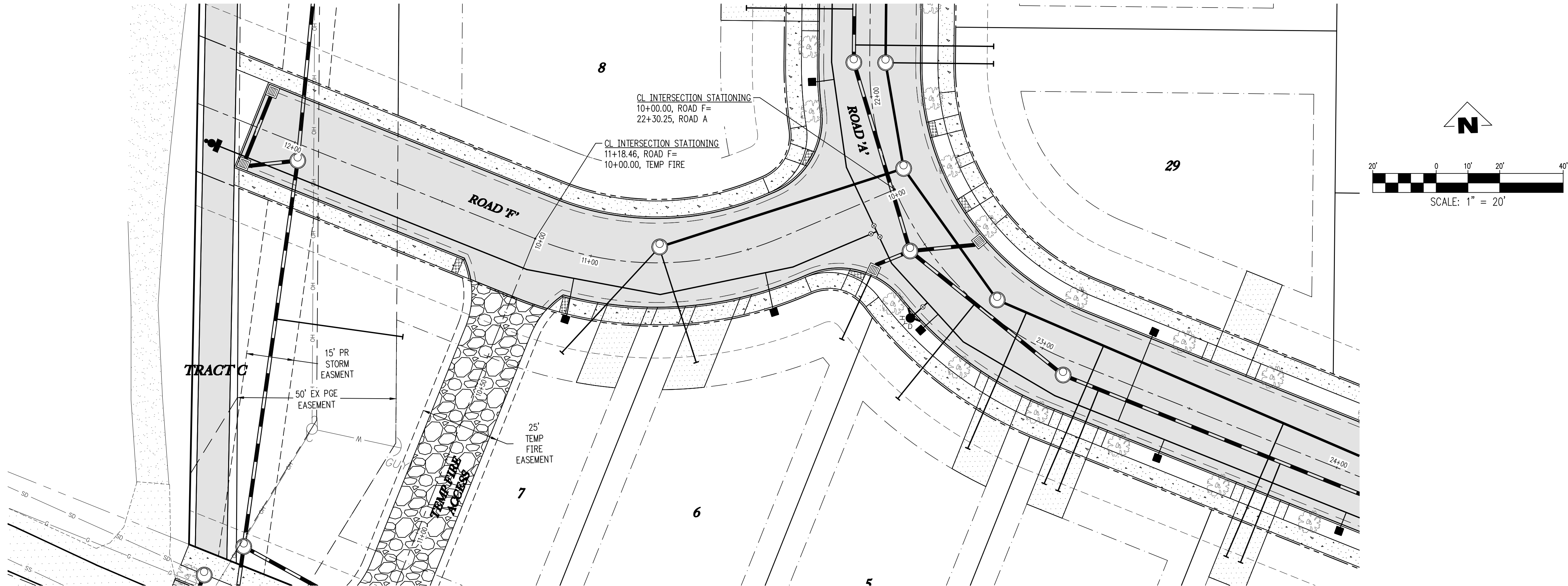
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PLAN & PROFILE

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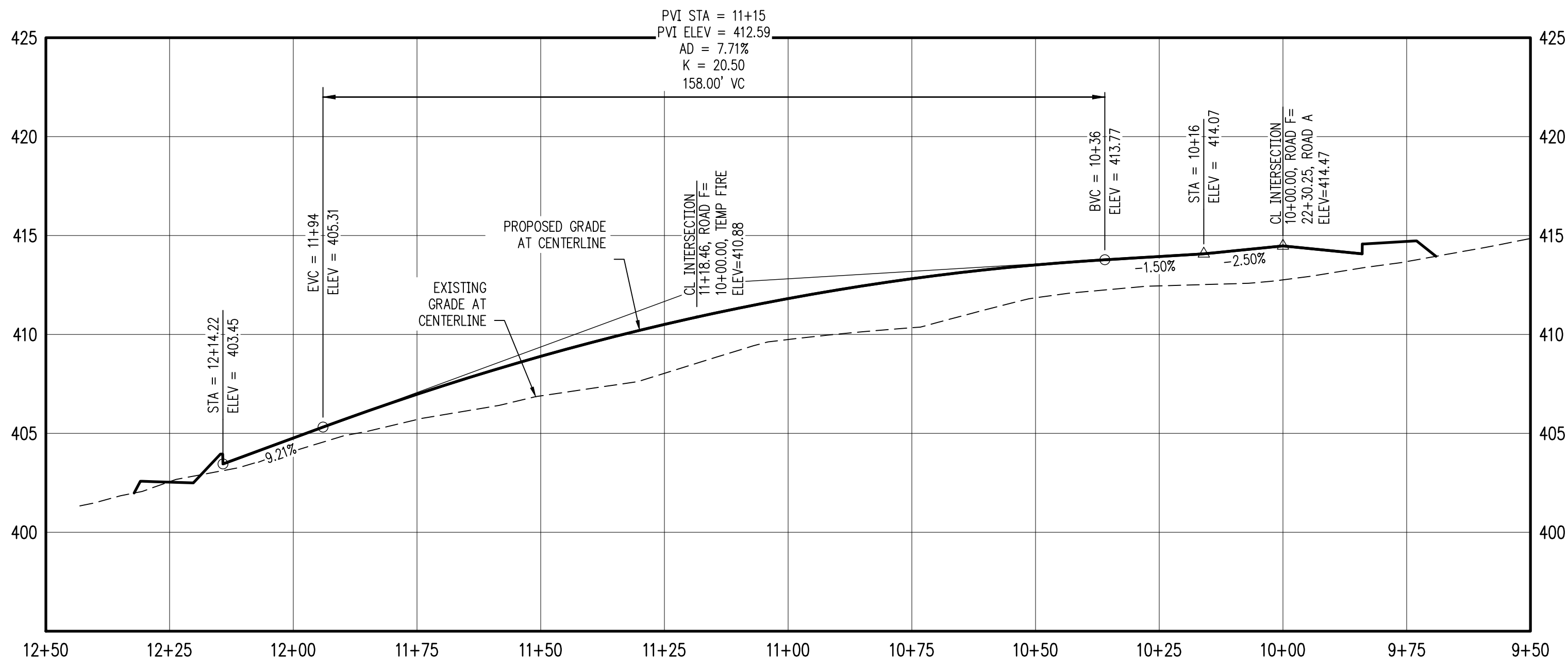


SHEET
24
OF
31



ROAD 'F' - PLAN

SCALE: 1"=20'



ROAD 'F' - PROFILE

SCALE: H:1"=20' V:1"=5'

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PLAN & PROFILE

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31

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TEMP FIRE ACCESS PLAN
& PROFILE

REVISIONS	
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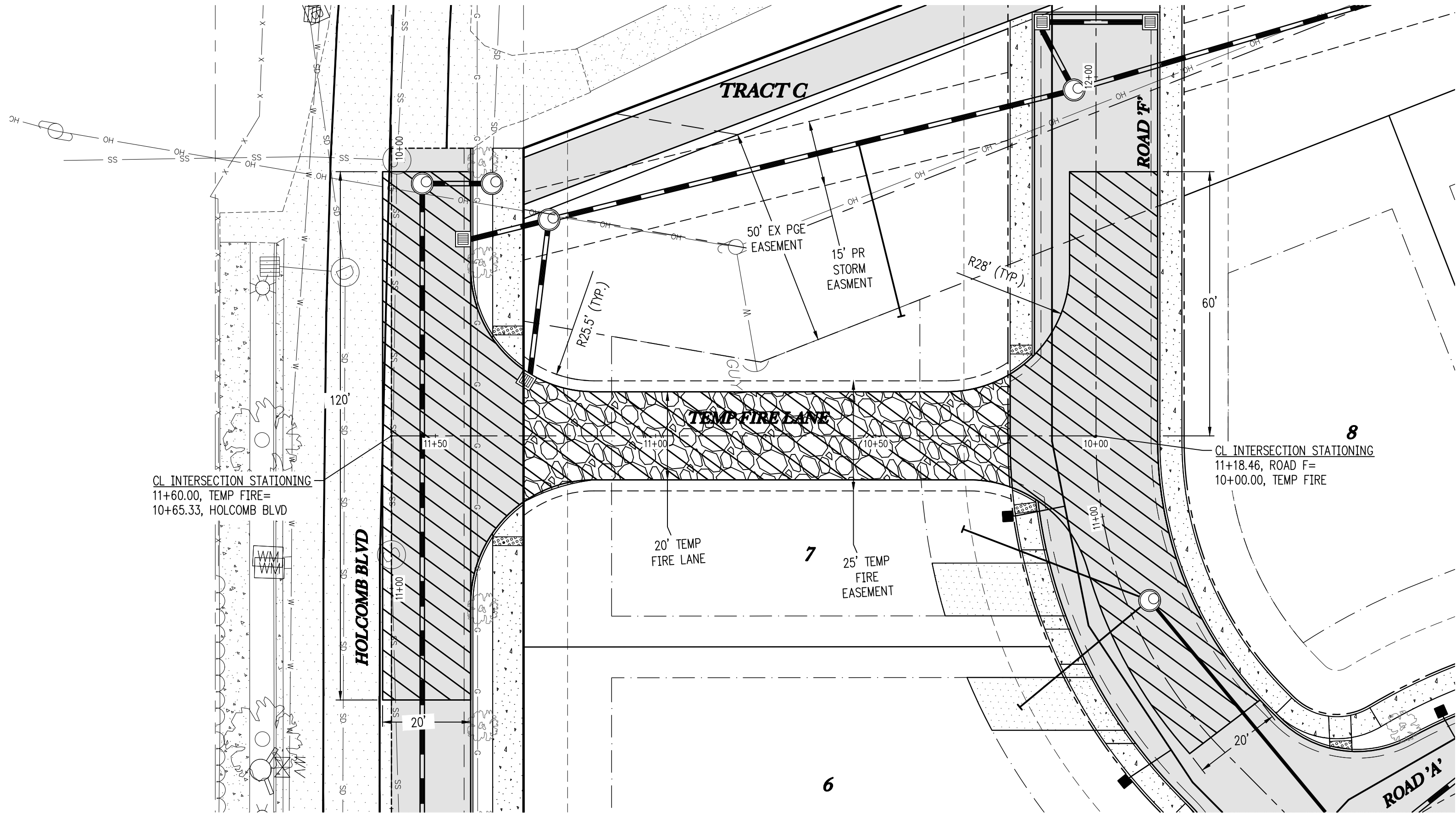
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FAX: (503) 639-9592
www.emeriodesign.com

REGISTERED PROFESSIONAL ENGINEER
OREGON
54666
DANIEL EVANS
EXPIRES: 12/31/2021

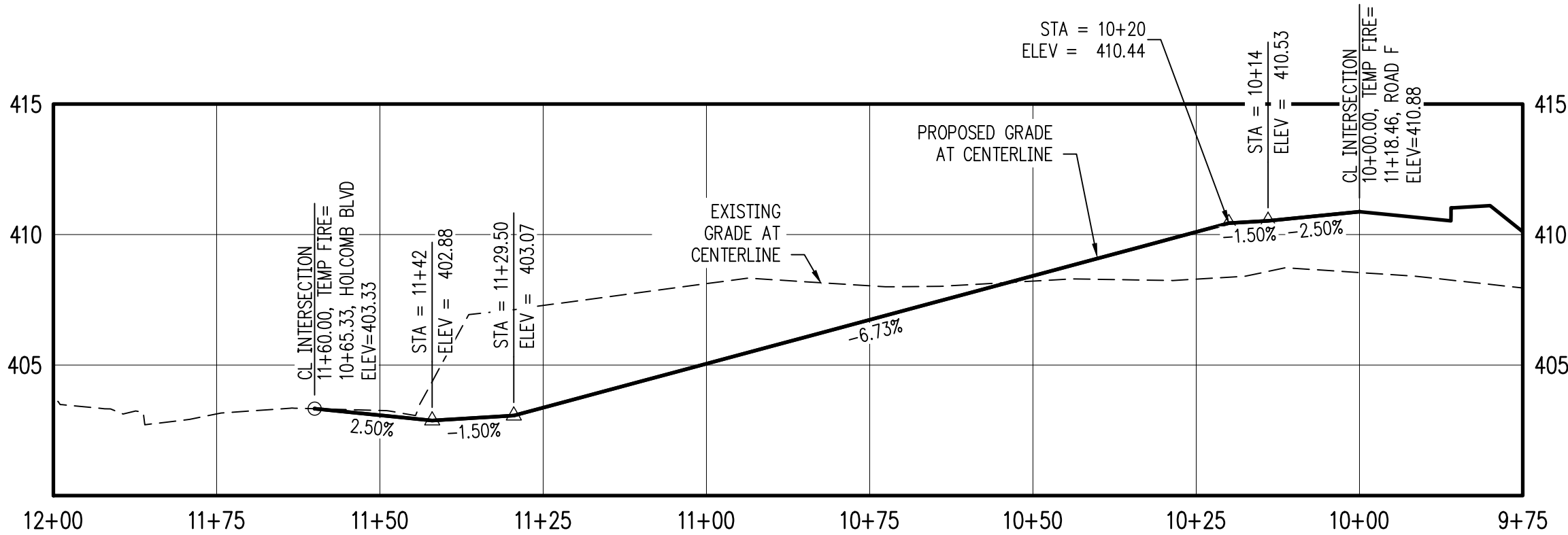
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26
OF
31



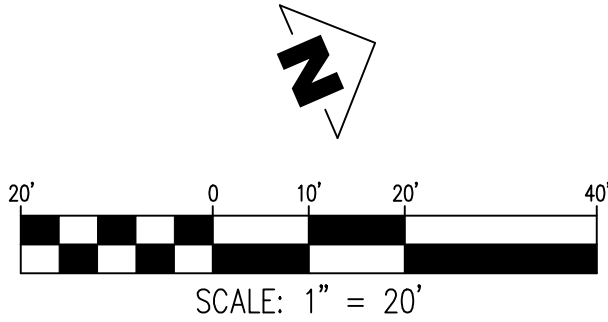
TEMP FIRE ACCESS - PLAN

SCALE: 1"=20'



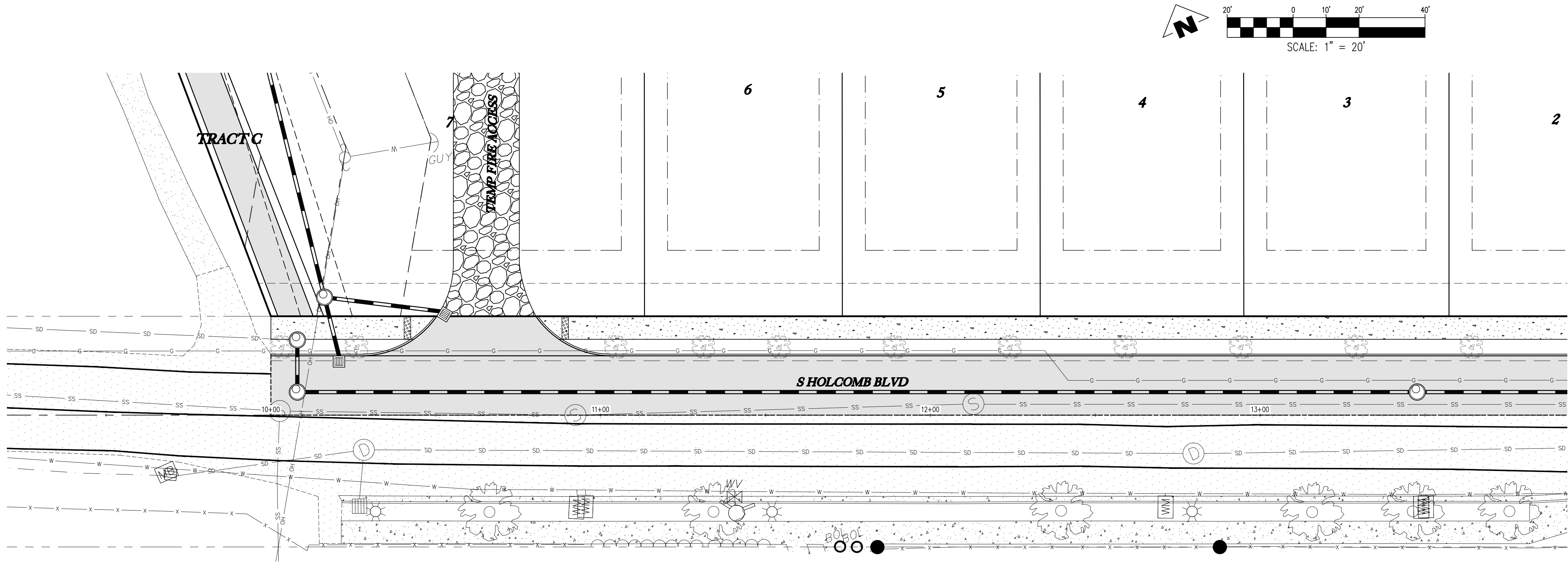
TEMP FIRE ACCESS - PROFILE

SCALE: H:1"=20' V:1"=5'



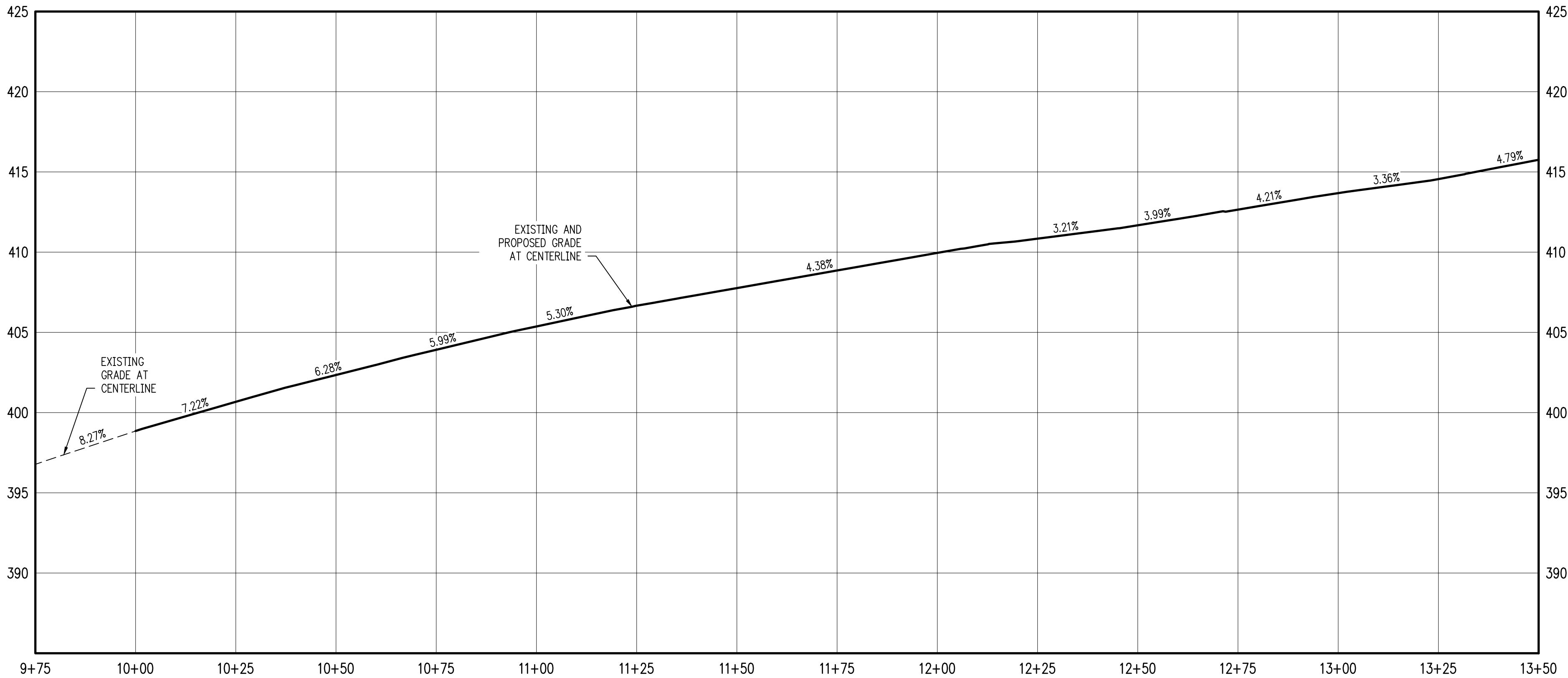
SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

S HOLCOMB BLVD STA
9+75-13+50 PLAN &
PROFILE



S HOLCOMB BLVD STA: 9+75 TO 13+50 - PLAN

SCALE: 1"=20'



S HOLCOMB BLVD STA: 9+75 TO 13+50 - PROFILE

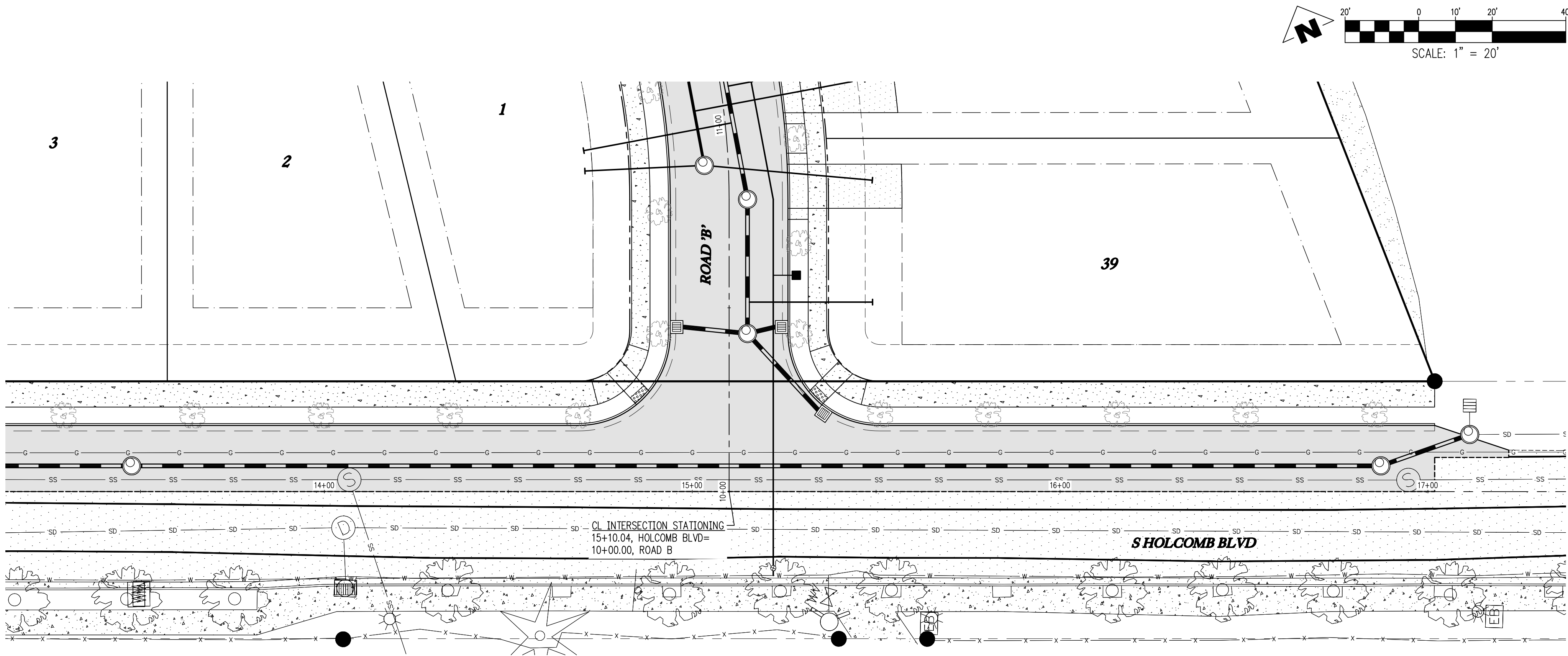
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REVISIONS	
NO.	DESCRIPTION
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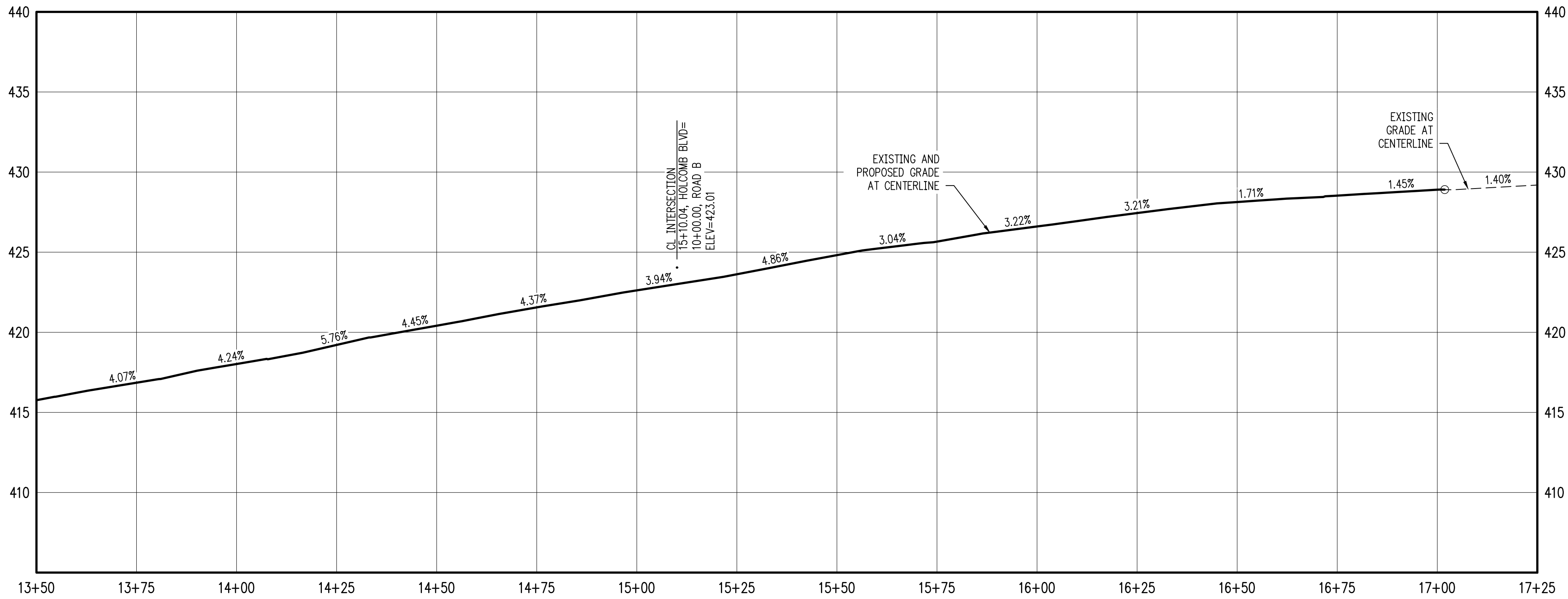
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OREGON
DANIEL EVANS
EXPIRES: 12/31/2021

SHEET
27
OF
31



S HOLCOMB BLVD STA: 13+50 TO 17+25 - PLAN
SCALE: 1"=20'



S HOLCOMB BLVD STA: 13+50 TO 17+25 - PROFILE
SCALE: H:1"=20' V:1"=5'

Item #3

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

S HOLCOMB BLVD STA
13+50-17+25 PLAN &
PROFILE
PROFILE

REVISIONS	
NO.	DATE
1	05/2021
DESCRIPTION	
1ST LAND USE SUBMITTAL	

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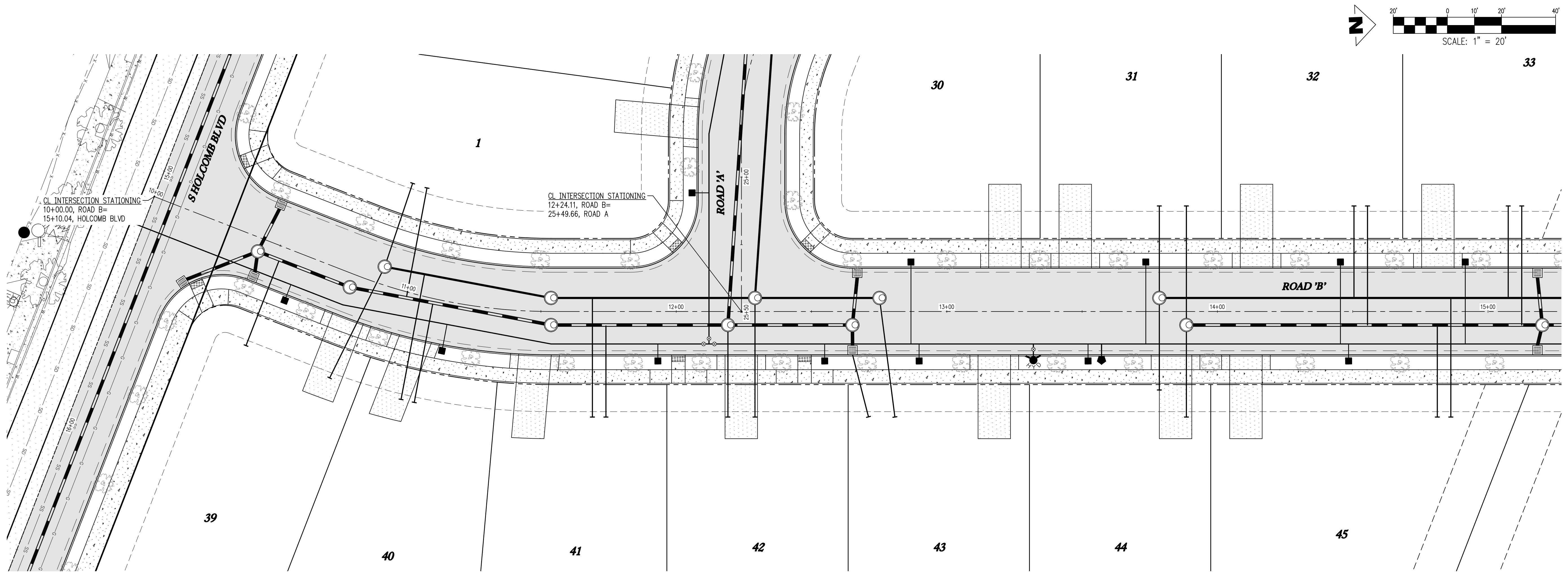
REGISTERED PROFESSIONAL ENGINEER
54666
OREGON
DANIEL EVANS
EXPIRES: 12/31/2021

PRELIMINARY

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28
OF
31

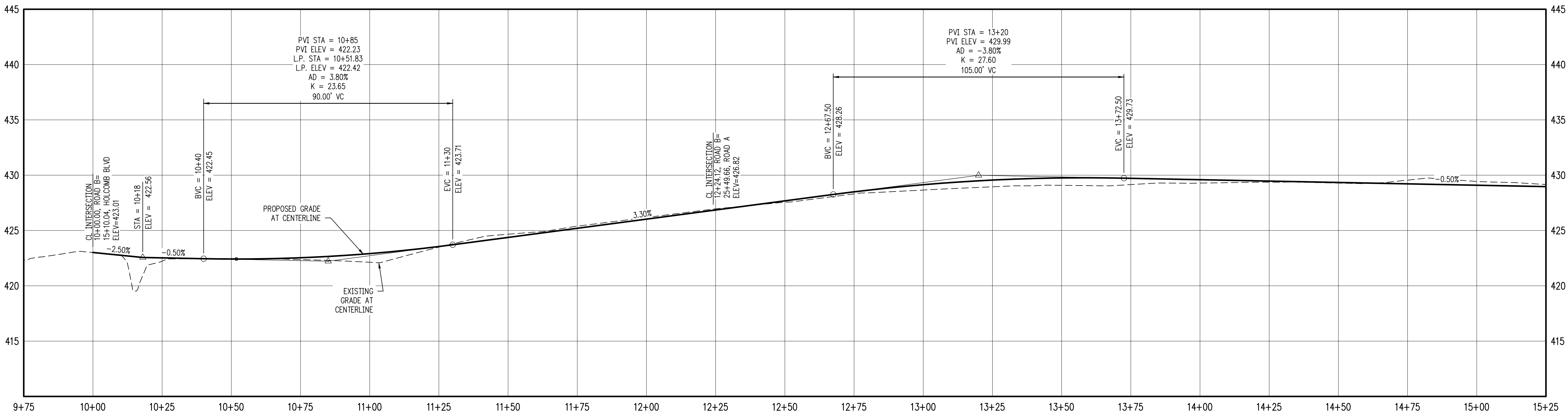
Page 165

Plot Date: 5/21/2021 2:14 PM, by: Tyler Korb



ROAD 'B' STA: 9+75 TO 15+25 - PLAN

SCALE: 1"=20'



ROAD 'B' STA: 9+75 TO 15+25 - PROFILE

SCALE: H: 1"=20' V: 1"=5'

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

ROAD 'B' STA 9+75-15+25
PLAN & PROFILE

REVISIONS	
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1	1ST LAND USE SUBMITTAL

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SEASIDE, OREGON 97138
TEL: (503) 746-8812
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REGISTERED PROFESSIONAL
ENGINEER
54666
OREGON
EXPIRES 12/31/2021
DANIEL EVANS

SHEET
29
OF
31

Page 166

Plot Date: 5/21/2021 2:14 PM, by: Tyler Korb

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

ROAD 'B' STA 15+25-19+25
PLAN & PROFILE

REVISIONS	
NO.	DESCRIPTION
1	1ST LAND USE SUBMITTAL

EMERIO

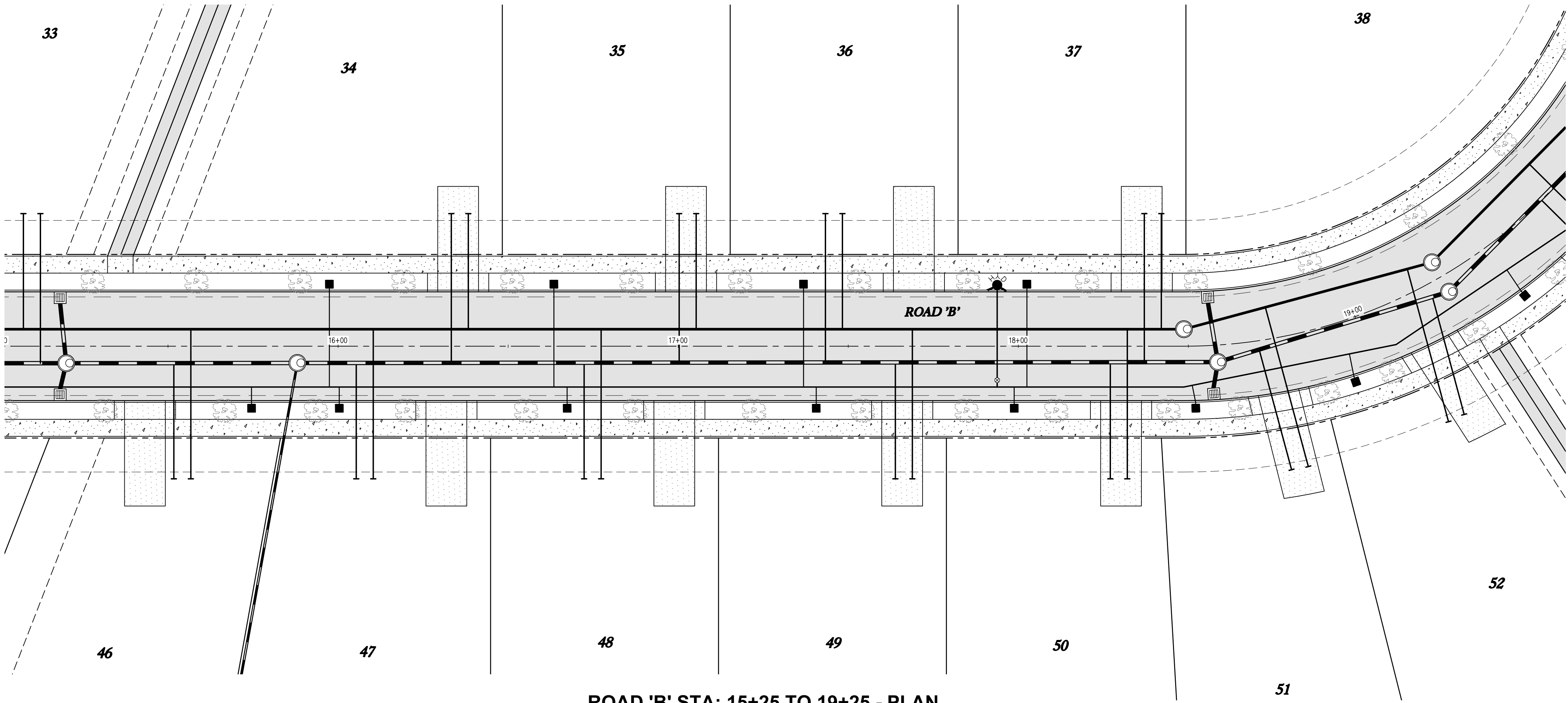
ENGINEERING • SURVEYING • DESIGN

6445 SW KALIBROCK PLACE, SUITE 100
BEAVERTON, OREGON 97008
TEL: (503) 746-9812
FAX: (503) 639-9592
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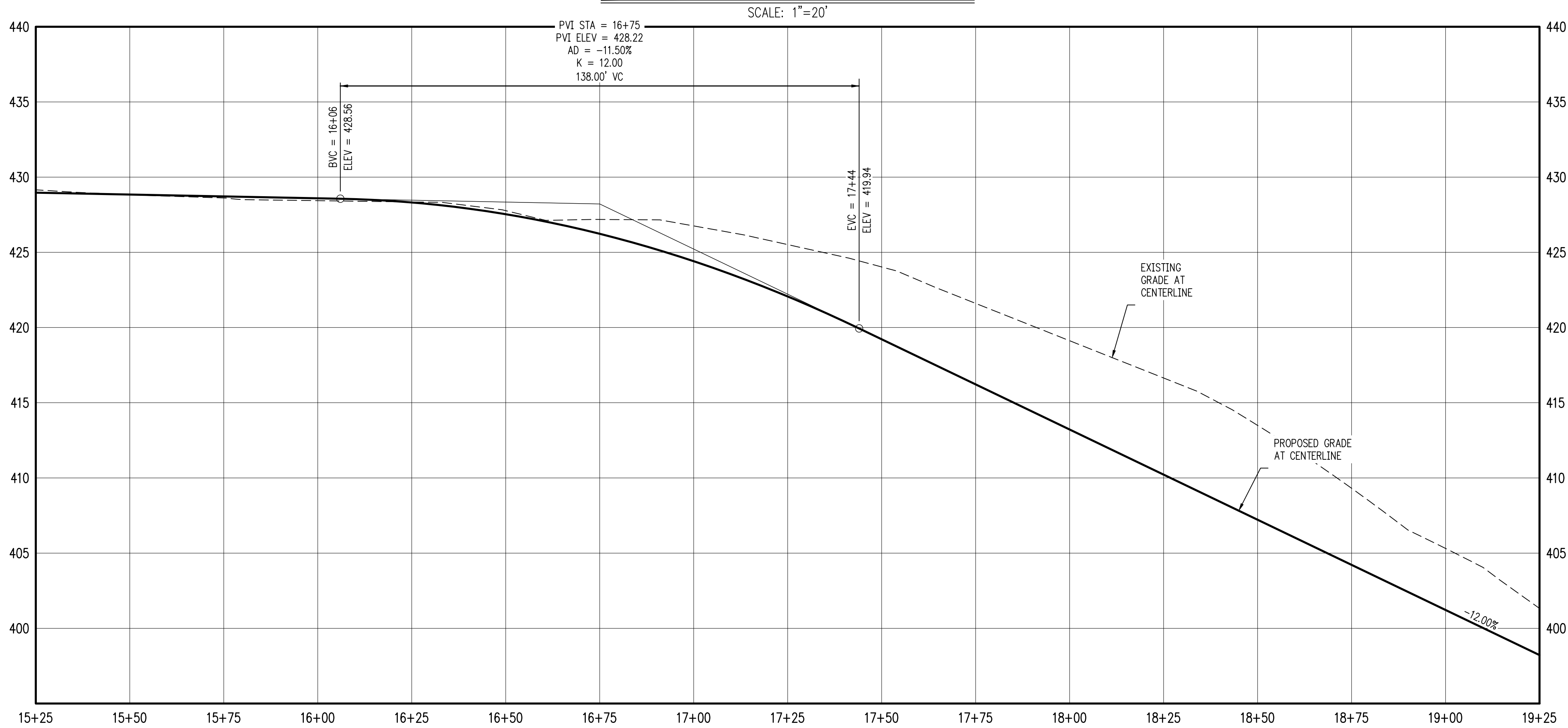
REGISTERED PROFESSIONAL ENGINEER
OREGON
54666
DANIEL EVANS
EXPIRES: 12/31/2021

PRELIMINARY

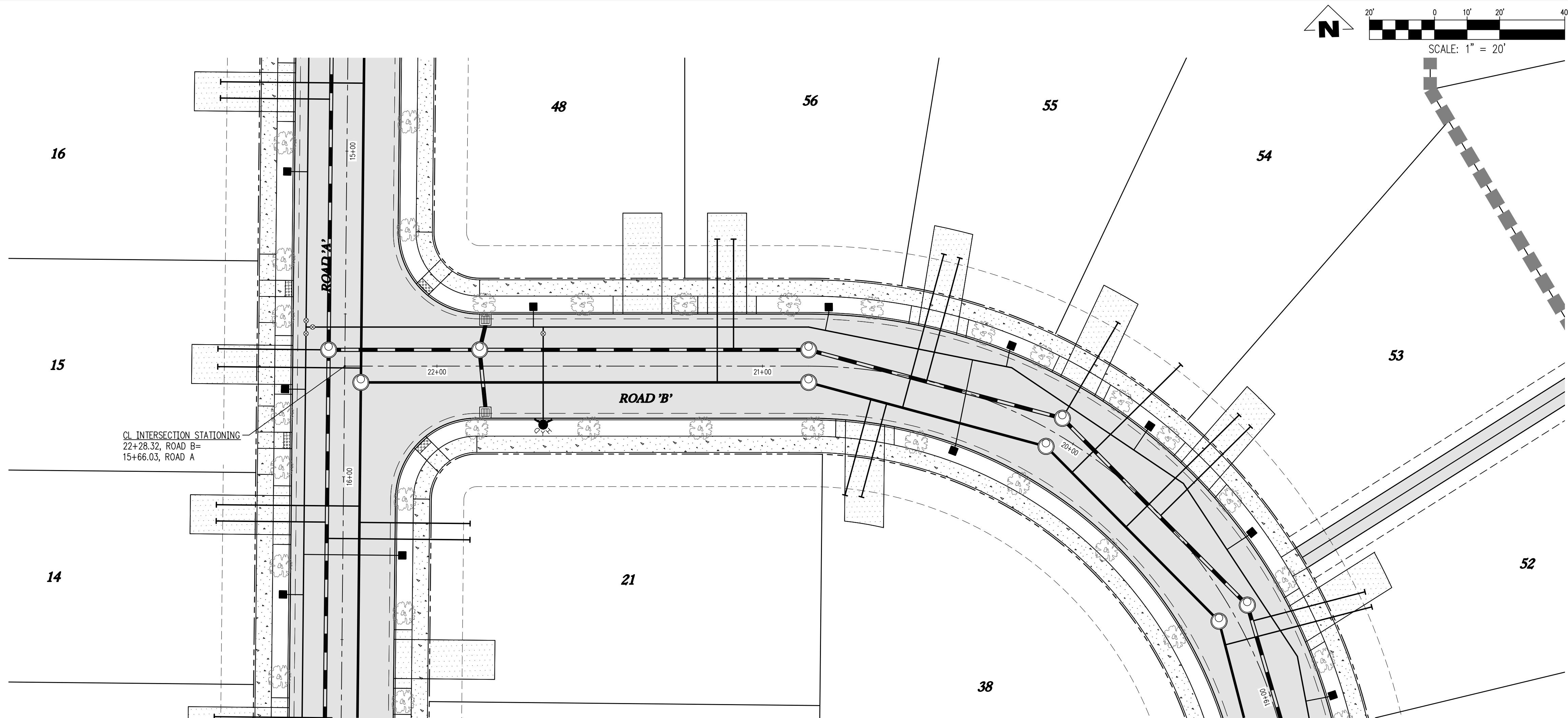
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OF
31



ROAD 'B' STA: 15+25 TO 19+25 - PLAN

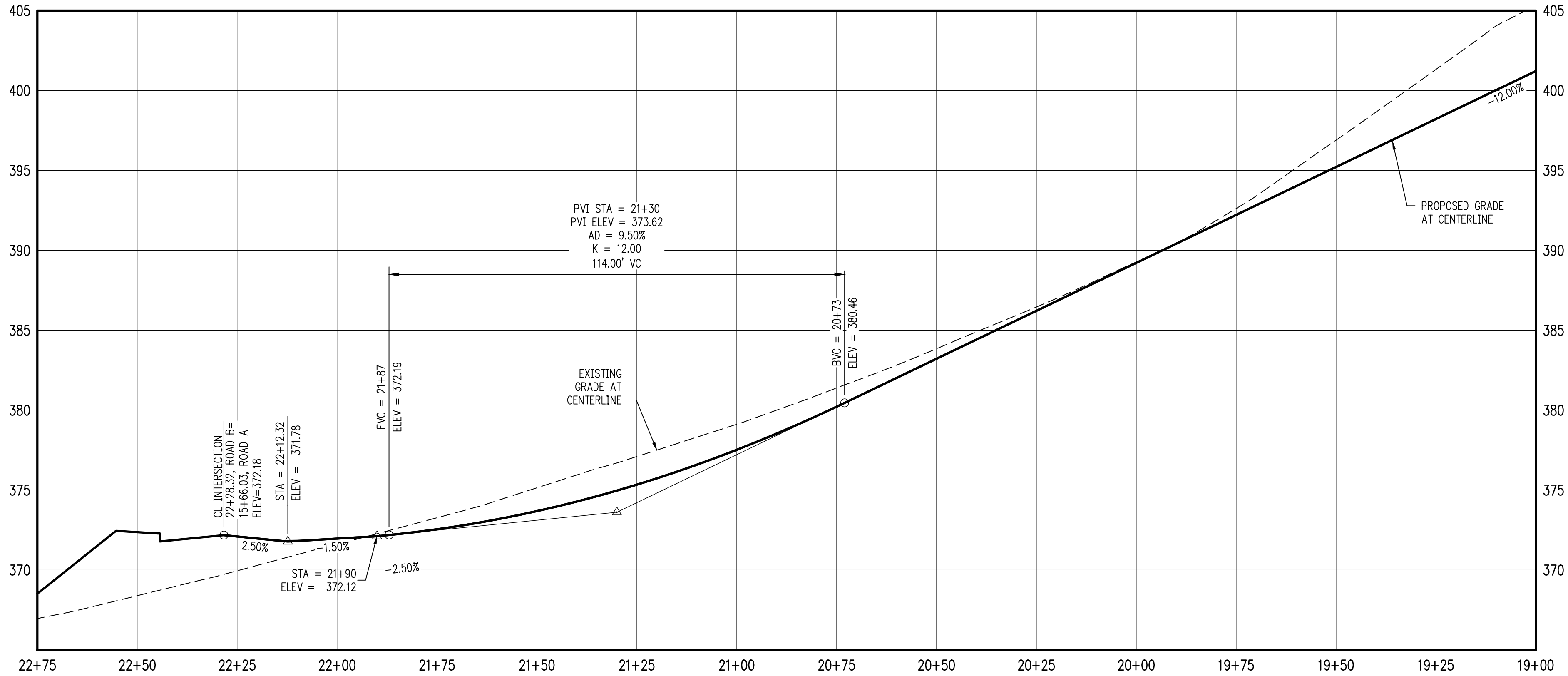


ROAD 'B' STA: 15+25 TO 19+25 - PROFILE



ROAD 'B' STA: 19+25 TO 22+75 - PLAN

SCALE: 1"=20'



ROAD 'B' STA: 19+25 TO 22+75 - PROFILE

SCALE: H:1"=20' V:1"=5'

Item #3

SERRES FARMS SUBDIVISION
123 LOT SUBDIVISION
TAX LOTS 500, 2200, 2300
2100, 2200, & 2300
OREGON CITY, OREGON

ROAD 'B' STA 19+25-22+75
PLAN & PROFILE

REVISIONS		
NO.	DATE	DESCRIPTION
1	05/2021	1ST LAND USE SUBMITTAL

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ENGINEERING • SURVEYING • DESIGN

6445 SW FALLBROOK PLACE, SUITE 100
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TEL: (503) 746-9812
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REGISTERED PROFESSIONAL
ENGINEER
54666
OREGON
JULY 11, 2020
DANIEL EVANS
EXPIRES: 12/31/2021

PRELIMINARY

SHEET
31
OF
31

31

Page 168

Plot Date: 5/21/2021 2:14 PM, by: Tyler Korb

E:\P\10082-005 Serres Farms Subdiv\plan\10082-005_31s119 Layout: 31 ROAD 'B' STA 19+25-22+75 PLAN & PROFILE

Item #3.

PHASE

Amel Dr

Winston Drive

Hokomb Blvd.

Serres Farms Planned Unit Development

Neighborhood Meeting Notes

The neighborhood meeting for the proposed Serres Farms Planned Unit Development was held via Zoom meeting on April 19, 2021. The meeting was held at the regularly-scheduled meeting of the Park Place Neighborhood Steering Committee. An emailed invitation to the Zoom meeting was sent out by the PPNA prior to the meeting.

The project planning consultant, Rick Givens gave an overview of the project, explaining that the proposed master plan/planned unit development would create approximately 124 lots for single-family homes. He presented a copy of the site plan and explained that the masterplan included a proposal for a ten percent density bonus. He also noted that the density bonus provisions were being used rather than requesting a zone change to R-8 and that the density of the development would be in between R-10 and R-8. He pointed out that the lots in the development would range in size from more than 10,000 square feet to a minimum of 8,000 square feet. He pointed out that the project includes about 2 acres of open space and that a pedestrian trail would be provided through the property parallel with the powerline easement. He discussed the Barlow Road view corridor and pointed out that the proposed alignment of that would be reviewed by the Historic Review Board. He mentioned that an informational kiosk relating to the Barlow Road's history would be provided within the open space.

Mr. Givens explained that the land use process would include a public hearing before the Planning Commission and that property owners in the area would be notified of the hearing date per City standards, and that they would be afforded the opportunity to offer testimony for the Planning Commission's consideration.

Comments and questions received included:

1. Concerns about traffic impacts were raised. Mr. Givens noted that a traffic study was being prepared for the project.
2. A question was raised about access to the site being limited to one entrance from Holcomb Blvd. Mr. Givens noted that access would also be provided via the half-street of Kaylyn Drive on the eastern side of the project.
3. A question was raised about school impacts. Mr. Givens noted that he would be talking with the School District about that.
4. Timing for development of the site was discussed. The first phase is anticipated to begin development in Summer of 2022, with the second phase following the next year.
5. A question was raised about home prices. Mr. Givens noted that they would likely be in the high \$500,000 range and up.

Mr. Givens gave his contact information and stated that anyone with other questions should feel free to contact him.

Though visible road remains are few, there are a number of historic houses along the route. These include one structure built in 1876 (County SHPO # 982) and at least 9 dating from the 1890s and the first decade of the twentieth century.

THE ROUTE MAP 9

11. Holcomb Route Segment

This route segment represents the last 5.5 miles of emigrant road to Oregon City. The entire route is through hilly, timbered terrain which was settled shortly after the Springwater area. Some of the segment has now been residentially developed with only a little agricultural use. Much of it remains timbered. As with the Springwater Route Segment, little description is provided of this segment in emigrant diaries and largely for similar reasons. Obviously, confusion with the early road network persisted through this segment as with the Springwater segment. On October 14, 1852 Samuel Francis wrote after crossing the Clackamas River at Feldheimers,

"Past on twelve miles or more, took the (w)rong road and arrived at the Willammett bottoms about dark a little below the City."

Joel Palmer's words written on November 1, 1845 best represent this concluding segment,

"Passing through the timber that lies to the east of the city, we beheld Oregon City and the Falls of the Willamette at the same moment."

The only other clear reference comes from Cornelia Sharp who wrote on October 13, 1853,

"This evening we camped about one mile east of Oregon City."

The ascent of Moss Hill just west of Hatton Road marks the beginnings of this route segment. Excellent road remains constitute a site section as the route follows a minor stream bed course up the hill, crossing Dick Drive, passing through a wooded lot before disappearing across a major pipeline right-of-way and a residential area on the west side of the pipeline with only a couple of short swales apparent. The site section consists of a distinct, narrow swale and compacted roadbed winding through the woods.

The route next descends Moss Hill to the south crossing a stream and turning west joining a distinct old remnant of Holcomb Road in an area recently clear-cut. According to 1852 territorial road records Barlow Road was realigned to follow this drainage downstream eastward to Hatton Road. This old and narrow road

segment remains in excellent condition and is labelled as the old Barlow Road on current county maps; however, it does not fully represent the original route used from 1846 to 1852.

As the Barlow route reaches the current east end of Holcomb Road, it diverges to the north away from Holcomb Road as the emigrant route climbs a wooded hillside, passing over the top and descending through present sheep pasture to Holcomb Valley across Bradley Road. Only a short segment of a faint, windy swale is suggestive of road remains along this ascent route. Upon entering the Holcomb Valley floor west of Bradley Road the emigrant route skirts the northern perimeter of the valley bottom which is a very wet, boggy area.

Some compacted roadbed remains are still visible for a short distance along the base of the south facing hill on the valley perimeter. More distinct road remains appear further west as the route begins an ascent out of the valley bottom. This site section is represented by a narrow, but distinct swale in a woodland setting on the valley bottom perimeter and then by a narrow, compacted roadbed ascending an east facing, wooded hillside, disappearing into a power line right-of-way. Above the right-of-way the site section reappears as a used access road from Hilltop Road to the power line.

The site section terminates near Hilltop Road with the route crossing Hilltop Road and traversing agricultural areas, including tree farms, and residential and public school developments and a housing project without visible traces still apparent. An isolated, narrow swale is evident just west of Holcomb Elementary School in a horse pasture. The Barlow route apparently converges with the current Holcomb Road alignment just west of the Swan Avenue intersection. An isolate swale section is apparent in a small field adjacent to Holcomb Road at the point of convergence. From this point the emigrant route more or less follows the Holcomb and Abernethy road alignments to near the mouth of Abernethy Creek.

Only a couple of historic buildings are located along this route segment, including a house on Swan Avenue. Also, a possible unmarked early pioneer grave site has been identified by residents in a wooded area near some faint road remains described above.

Thus ends the Barlow Road route. The feelings of the emigrants can best be summed up by two emigrant diary entries. On Sunday, August 15, 1852, Jared Fox wrote the following prayer,

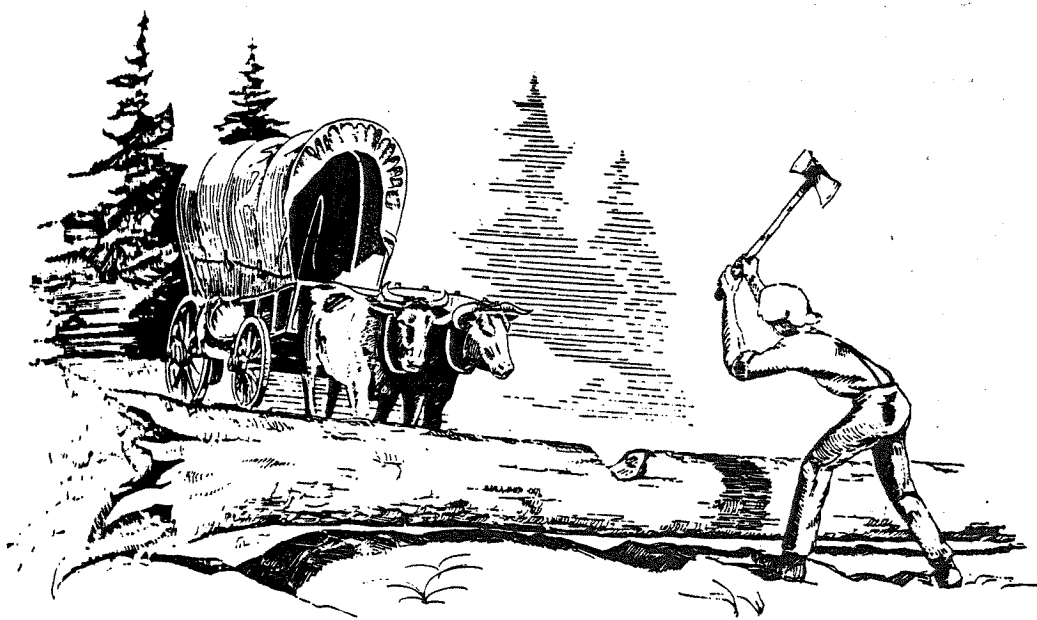
"so after 4 months & 3 days wandering we (Charles & myself) have reached settlement with our horses, 3 in number, & dog all alive, for which we ought & I trust are thankfull to kind Providence. We have not been laid up a day by sickness or lameness, either ourselves or horses. Our fellow

travellers have lost thier horses & oxen by accidents, by drowning, by sickness, by poverty, by thieves &c, and their own lives by Fevers, by Cholera, by Small pox, by measles, by Indians, by other emigrants, by drowning & various other accidents. O how thankfull ought we to be, and others now are sick & starving and have lost their teams or far from being through. Lord help us to be thankfull & bless us still."

The following month, on September 16, 1852 Esther Hanna wrote another prayer,

"My heart arose in gratitude to God` that we had been spared to reach this land! Six long months have elapsed since we left our native land, and now after having passed through dangers seen and unseen, sickness, trial and difficulty, toil and fatigue, we are safely landed on the Pacific shores! Thus far the Lord has led us on. 'Hitherto He has helped us. What shall we render unto His name for his goodness unto us?"

Though Abernethy Creek and Oregon City were not actually seen by all emigrants who survived the long trek from Missouri, it did represent a goal of reaching civilization by most emigrants in perservering the last days of difficult travel across the mountains. It represented not only settlement and its "luxuries", but protective government as well, no matter how rudimentary.



"Passing through the timber that lies to the east of the city, we beheld Oregon City and the Falls of the Willamette at the same moment."

Joel Palmer
November 1, 1845

Holcomb Valley Segment

The Barlow Road

The Westernmost Segment
Of The Oregon Trail (1845-1919)
Clackamas County, Oregon

MAP
9

Holcomb Segment

- PRISTINE ROAD SEGMENT
- HIGH PRIORITY ROAD SEGMENT
- SECOND PRIORITY ROAD SEGMENT
- THIRD PRIORITY ROAD SEGMENT

PUBLICLY OWNED POTENTIAL ACQUISITION



POTENTIAL INTERPRETIVE AREAS



VISTAS

EVALUATION OF THE ROAD REMAINS

The Barlow Road Historic Corridor was divided into 11 road segments based on ownership patterns and physical environment. The Historic Corridor was researched and surveyed beginning at Summit Meadow and working westward in the direction the emigrants traveled the road.

Once the Historic Corridor was surveyed on the ground, assessments were made by the consultants to further define the road segments to include 19 substantial sub-segments where the historical and physical integrity of the original route is intact. Within these 19 sub-segments there are 11 pristine segments of such significance that they are eligible for the National Register of Historic Places.

The following is a description of the character defining features of the Barlow Road in Clackamas County that the consultants looked for during the field survey work:

"narrow treeless corridors through woodland settings; linear areas of compacted soil often creating visible breaks in the natural contour of traversed landforms; linear swales and ruts within the soil surface; linear earthen berms along old road shoulders; and linear discontinuous boulder alignments in rocky areas where boulders were rolled aside as they surfaced and impeded traffic."

The width of the roadbed should be approximately 8 to 10 feet. The depth of swales or height of berms would be variable depending on the length of use and various soil attributes. Environmental relationships of the road in the generally mountainous western Oregon region east of Sandy are predominantly stream terraces and the top of ridges. From Sandy to Oregon City "high ground" was sought across flat terraces and through hilly areas, avoiding narrow stream bottoms and boggy areas."

Road remains were evaluated based on criteria relating to their physical integrity. Three basic categories of road remains were identified in this study as follows:. The criteria used to determine their integrity is as follows:

- 1) **Highest priority:** Segments of the Barlow Road which fall into this category are of the highest level of significance and are eligible for the National Register of Historic Places. There are 11 segments in Clackamas County west of Summit Meadows on private lands which qualify under this category. Here, wagon road remains are distinct and of a substantial nature, usually extending beyond immediate property boundaries to adjoining properties. The wagon road route remains unaltered by subsequent use or development.

- 2) **Secondary priority:** Normally these road segments are not of the quality or distinction of the high priority segments, but are a part of a larger segment with greater historic integrity. The wagon road route retains its original character and is accurately known. Usually there are no actual road remains due to subsequent weathering, erosion, or logging, but a near pristine road corridor remains with no permanent developments visible. 19 road segments were identified which fall within this category.
- 3) **Third Priority:** Road remains in this category include segments which are either an impacted wagon road or approximate wagon road route. The wagon road route has lost permanently its original physical and environmental integrity. Usually the road has been overlaid by improved light-duty or secondary roads typically in the form of bladed, graded crowned, graveled, oiled, or blacktopped roads or has been destroyed by highway, urban, agricultural, industrial, or utility corridor development. Road remains which fall within this category are within the larger 11 route segments, but no longer retain the physical integrity or the two previous categories.

The significance of this category lies within the context of the Historic Corridor, the route of the Barlow Road, western most segment of the Oregon Trail, not because remains retain their physical integrity.



B. Barlow Road Historic Corridor is defined by the Barlow Road Background Report and Management Plan maps and shown in Chapter 3, Map # III-4 of the Clackamas County Comprehensive Plan maps. Within the corridor, the following provisions shall apply:

- 1) The Barlow Road Historic Corridor is defined as a 40 foot wide historic corridor as shown on the Clackamas County assessor maps, identified through the Barlow Road Survey Project 1991-1992, and adopted through the historic corridor designation process within the provisions of this Ordinance. In the Government Camp area, north of Highway 26, the historic corridor width is 20 foot wide.
- 2) Third priority property segments shall be allowed to develop for primary uses allowed in the underlying zone. Significant development shall be reviewed as described in (3). Where physical evidence of the Barlow Road exists, property owners are encouraged to preserve the evidence.
- 3) The Historic Review Board shall review and make recommendations pertaining to proposed "significant development," within the historic corridor. "Significant development" shall include: zone change, conditional use, and subdivision application; commercial, industrial, and multifamily development application; and mining and gravel extraction.

A site analysis shall be submitted for any "significant development" by the applicant indicating potential impacts to the historic corridor. To the maximum practicable extent, the historic corridor shall be protected as open space. Where physical evidence of the Barlow Road exists, such as wagon ruts, such evidence shall not be disturbed by development unless it is shown that the property can not be developed if the historic corridor is preserved.

- 4) Where road segments include portions of a County road, the Historic Review Board shall review and make recommendations to the County about any proposed right of way expansion or realignment to insure that original features of the Barlow Road are retained where possible.
- 5) Where State Highways are aligned with the Barlow Road Historic Corridor, proposed right of way expansion or realignment will be reviewed as outlined under 707.07, when historic resource sites identified in the Clackamas County Cultural Resources Inventory, Barlow Road Survey Project or other identified potential sites may be impacted.
- 6) Within the Highest and Secondary Priority Barlow Road Historic Corridor as defined on the Clackamas County

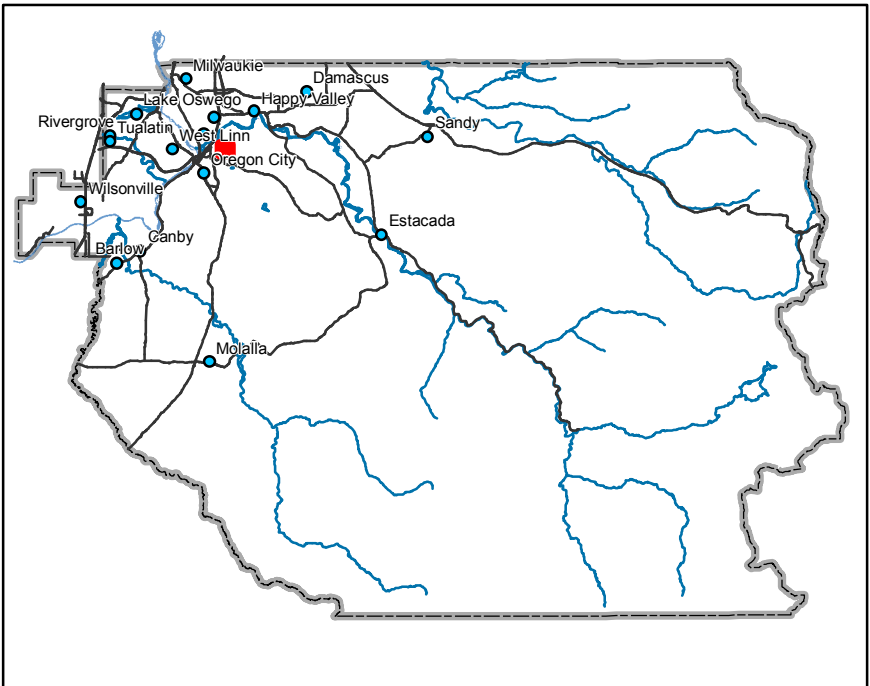
N.E. 1/4 SEC.28 T.2S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 200'

D. L. C.
JAMES WINSTON NO. 69
GEORGE ABERNETHY NO. 58

Cancelled Taxlots

- 580
- 590
- 401
- 1400
- 200
- 1710
- 100
- 1101
- 300
- 600
- 1721
- 1707
- 2000
- 2100
- 2001
- 1900
- 1901
- 1902
- 1500
- 1600
- 1700
- 601
- 602
- 700
- 800
- 801
- 900
- 1000
- 1001
- 1100
- 1200
- 1300
- 1301
- 1724
- 1718

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY



Taxlot 2200 corner from Winston

Item #3.



Holcomb Elementary to Cirridor behind propsoed Lot 12



Holcomb School view from area behind
proposed lot 12



From: [JEAN LASALLE](#)
To: [Kelly Reid](#)
Subject: Re: Historic Review Land Use Transmittals - HR-21-11, 21-12, 21-13, and 21-14
Date: Saturday, June 12, 2021 11:23:59 AM

Kelly;
 in my previous correspondence I put in the wrong numbers. I was referring to
 GLUA-21-00034/HR-21-00013.
 Bob La Salle

On 06/12/2021 11:15 AM JEAN LASALLE <jeanbob06@comcast.net> wrote:
 June 12, 2021
 To: Kelly Reid
 Hello Kelly;

I would like the following put on record for GLUA-21-00033/HR-21-00014:
 Chapter 17.40.060 of the OCMC states"----nor shall there be any new construction in an
 historic----corridor----unless a certificate of appropriateness has previously been issued by the
 historic review board. ----Further, no major public improvements shall be made in the district
 unless approved by the board and given a certificate of appropriateness." It further states ----
 "For the purpose of this section, ground disturbance is defined as the movement of native
 soils."

This means that two separate certificates are required, one for adjustment of the Barlow
 Road Corridor and the other for infrastructure construction through and within the corridor.

In the Notice of Public Hearing the applicant states----"the view corridor as mapped is
 problematic in that it passes through the Serres farm property at an angle that does not work
 well with a practical site layout.

Well, I'd like the Historic Review Board to know that I'm sorry if the pioneers didn't consider
 Icon Construction's convenience when they passed through here, but the fact is that Icon
 Construction knew the existence of the Barlow Road Corridor when they first annexed the
 property. The only reason they are asking for an adjustment to the route is to be able to fit
 more buildable lots on the property, thus more profit. They are not considering the historical
 importance of the Oregon Trail/Barlow Road and have not shown any viable reason to change
 the route. In the interest of historic preservation, the recognition of the brave pioneers who
 traveled to this new territory and the importance of preserving this trail from Independence,
 Missouri to Oregon City, I ask that this request be denied.

Most Sincerely;
 Bob La Salle
 Oregon City resident

On 06/05/2021 9:02 AM Kelly Reid <kreid@orccity.org> wrote:

Good Morning,

These application materials are referred to you for your information, study and official
 comments. Your recommendations and suggestions will be used to guide the Planning staff
 when reviewing these proposals. If you wish to have your comments considered and
 incorporated into the staff reports, please respond to this email or return the attached copy
 of these forms. The full application materials can be found at the links below.

Note that three separate projects are included in this transmittal.

COMMENTS DUE BY:	June 14, 2021
DECISION BODY:	Historic Review Board
HEARING DATE(S):	June 22, 2021
DECISION TYPE:	Type III

FILE #S:	GLUA-21-00028 / HR-21-00011/HR-21-00012		
PLANNER:	Kelly Reid, Planner	Phone (503) 496-1540	Email kreid@orccity.org
APPLICANT:	Ron Bistline		
REQUEST:	Preservation incentive and demolition request related to a new construction project that was approved by HRB in 2019 through HR 19-05. The site plan and building designs have not changed from what was approved by HRB. The applicant is formally requesting a preservation incentive for the detached garage/ADU, and formally requesting approval for the previous demolition of a non-contributing accessory structure to meet a condition of approval for HR-19-05.		
PROJECT WEBPAGE:	https://www.orccity.org/planning/project/glua-21-00028		
ADDRESS(ES):	708 4 th Avenue Oregon City, OR 97045		
TAX LOTS:	Clackamas County Map 3-1E-01AA Taxlot 02601		

COMMENTS DUE BY:	June 14, 2021		
DECISION BODY:	Historic Review Board		
HEARING DATE(s):	June 22, 2021		
DECISION TYPE:	Type III		
FILE #S:	GLUA-21-00034 / HR-21-00013		
PLANNER:	Kelly Reid, Planner	Phone (503) 496-1540	Email kreid@orccity.org
APPLICANT:	Mark Handris ICON Construction and Development LLC		
REQUEST:	Historic Review for the realignment of the Barlow Trail Corridor as part of a residential development – Serres Farm PUD.		
PROJECT WEBPAGE:	https://www.orccity.org/planning/project/glua-21-00034		
ADDRESS(ES):	N/A – Holcomb Blvd Park Place neighborhood		
TAX LOTS:	Clackamas County Map 2-2E-28A Taxlots 500, 2200, 2300 Clackamas County Map 2-2E-21D Taxlots 2100, 2200, 2300		

COMMENTS DUE BY:	June 14, 2021		
DECISION BODY:	Historic Review Board		
HEARING DATE(s):	June 22, 2021		
DECISION TYPE:	Type III		
FILE #S:	GLUA-21-00033 / HR-21-00014		
PLANNER:	Kelly Reid, Planner	Phone (503) 496-1540	Email kreid@orccity.org
APPLICANT:	Jon Anderson		
REQUEST:	Historic Review for an addition to a historic landmark structure (the Casper Weismandel residence).		
PROJECT WEBPAGE:	https://www.orccity.org/planning/project/glua-21-00033		
ADDRESS(ES):	1302 17th Street Oregon City, OR 97045		
TAX LOTS:	Clackamas County Map 2-2E-29CD Taxlot 02100		

Kelly Reid

She/her/hers

Planner

Community Development Department, City of Oregon City

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[Website](#)

[Interactive Maps and Apps](#)

[On-Line Submittal of Land Use Applications](#)

[COVID-19 \(Coronavirus\) Information](#)

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

Re HR-21-00013
Serres Farms PUD
Barlow Trail Request
June 13, 2021

Dear Historic Review Board Committee Members,

I am writing in opposition to this request. As I researched this issue, the applicant states that in the neighboring subdivision two (2) houses are already built over the trail as a reason to approve this proposal. The issue is not what happened in the past, these homes were built well before interest in preserving Oregon City's historic past is what it is today. What is important is: Where do we go from here? Is close enough good enough? I say NO! This subdivision will still happen no matter the decision made here, but when people ask why the layout of the homes in this area is a bit unusual, the neighbors will be able to say, "That's the Barlow trail, isn't that cool?"

Thank You,
Paulette Merrill
16390 Hiram Ave.
Oregon City, Or. 97045
503-656-4629



City of Oregon City

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

Meeting Minutes - Draft

Historic Review Board

Commission Chambers

Tuesday, October 27, 2020

7:00 PM

1. Convene Regular Meeting and Roll Call

Acting Chair Baysinger called the meeting to order at 7:01 PM.

Present: 3 - Board Member Ken Baysinger, Board Member Grant Blythe, and Board Member Ray Stobie

Absent: 1 - Board Member Claire Met

Staffers: 2 - Community Development Director Laura Terway and Planner Kelly Reid

2. Public Comment – None

3. Public Hearing: GLUA-20-000043 and HR 20-00009: Historic Review for a new single family home and detached garage in the Canemah National Register District at 616 4th Avenue

Acting Chair Baysinger opened the public hearing.

Laura Terway, Community Development Director, read the hearing statement.

Acting Chair Baysinger asked if the Board had any ex parte contacts, conflicts of interest, bias, or any other statements to declare. There were none. All Board members had visited the site.

Kelly Reid, Planner, presented the staff report. This was a proposal for a new home and detached garage in the Canemah District. She explained the location, 4th Avenue view, site plan, design, and elevations. She asked for HRB guidance on the front door, garage doors, windows, lot coverage, and pedestrian access. She reviewed the recommended conditions of approval.

Levy Moroshan, applicant, said he had chosen the front door to match the windows and design criteria and the garage doors were not visible from the street. He was open to any changes proposed. From previous discussions with the Board, he had implemented a detached garage and placement of the windows. Part of the approach would have to be dug up for the sewer connection and if it needed to be reconfigured, it would take place after that connection.

Ron Bistline, representing the Canemah Neighborhood Association, said the Association had not had a chance to review this application due to the fires and had no official comment. He then made personal comments. He thought no grids should be allowed for the front door, the proposed siding was smooth Cedar, and the two sets of three small windows on the main floor should be changed to longer windows to match the upper windows.

Ms. Reid read a portion of the letter from Paul Edgar regarding the windows.

Mr. Moroshan said the main floor windows were a design element the architect did, but he had no problem matching the upper windows instead.

Acting Chair Baysinger closed the public hearing.

There was consensus to add a condition that the applicant replace the two banks of three windows with one over one windows similar to those elsewhere on the side facades. Up to two one over one windows could be used to replace each bank of windows. There was also consensus to add conditions that the garage doors should be carriage style to be consistent with previous applications, the applicant would add a stone or paved path from the front porch to either the Apperson Street or 4th Avenue pavement, and the front door should be half lite.

Ms. Reid reviewed the additional findings and conditions recommended by the Board.

A motion was made by Board Member Blythe, seconded by Board Member Stobie, to approve GLUA-20-000043 and HR 20-00009: Historic Review for a new single family home and detached garage in the Canemah National Register District at 616 4th Avenue with the amended conditions of approval. The motion carried by the following vote:

Aye: 3 - Acting Chair Baysinger, Board Member Stobie, and Board Member Blythe

4. HRB Minutes

A motion was made by Board Member Blythe, seconded by Board Member Stobie, to approve the January 6, 2020 Regular Meeting minutes. The motion carried by the following vote:

Aye: 3 - Acting Chair Baysinger, Board Member Stobie, and Board Member Blythe

A motion was made by Board Member Stobie, seconded by Board Member Blythe, to approve the January 28, 2020 Regular Meeting minutes. The motion carried by the following vote:

Aye: 3 - Acting Chair Baysinger, Board Member Stobie, and Board Member Blythe

A motion was made by Board Member Blythe, seconded by Board Member Stobie, to approve the February 26, 2020 Work Session and Regular Meeting minutes. The motion carried by the following vote:

Aye: 3 - Acting Chair Baysinger, Board Member Stobie, and Board Member Blythe

5. Communications

Ms. Reid said there would be interviews for Board vacancies at the next meeting. An intern was working on a demolition project.

6. Adjournment

Acting Chair Baysinger adjourned the meeting at 7:55 PM.



City of Oregon City

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

Meeting Minutes - Draft

Historic Review Board

Thursday, December 10, 2020

7:00 PM

Commission Chambers

1. Convene Regular Meeting and Roll Call

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

Present: 4 - Board Member Ken Baysinger, Board Member Claire Met, Board Member Grant Blythe, and Board Member Ray Stobie

Staffers: 3 - Community Development Director Laura Terway, Planner Kelly Reid, and Tourism Coordinator Matthew Weintraub

2. Public Comment — None

3. Public Hearing: GLUA-20-00046 and HR 20-00010: Historic Review for a Major Public Improvement within the McLoughlin Conservation District to Install a Freestanding Laminate Sign within the McLoughlin Promenade Park

Acting Chair Baysinger opened the public hearing.

Kelly Reid, Planner, read the hearing statement. She asked if the Board had any ex parte contacts, conflicts of interest, bias, or any other statements to declare. There were none. All Board members had visited the site.

Ms. Reid presented the staff report. This was a request for approval of a major public improvement in the McLoughlin Conservation District to place a sign on the McLoughlin Promenade. She described the three potential locations for the sign. Due to the basalt, they did not know which location would be the most feasible yet. She then explained the materials, design, and style of the sign and recommended conditions of approval.

Matthew Weintraub, Tourism Coordinator, gave a background on the Oregon City Film Trail program. He discussed the proposed signage on the Promenade, examples of existing signage, budget, and outreach/public meetings. He thought the signage would be aesthetically pleasing, weather resistant, and more vandalism proof.

Karin Morey, resident of Oregon City, showed pictures of other Oregon Film Trail signs. She recommended approval of this sign which would join the others around the state with the same signage.

Acting Chair Baysinger closed the public hearing.

There was discussion regarding the locations for the sign.

A motion was made by Board Member Blythe, seconded by Board Member Stobie, to approve GLUA-20-00046 and HR 20-00010: Historic Review for a Major Public Improvement within the McLoughlin Conservation District to Install a Freestanding Laminate Sign within the McLoughlin Promenade Park with the recommended conditions. The motion carried by the following vote:

Aye: 4 - Acting Chair Baysinger, Board Member Stobie, Board Member Blythe, and Board Member Met

4. New HRB Policy for Murals on Historic Structures

Ms. Reid introduced the topic of creating a new policy for murals on historic structures.

Mr. Weintraub said they had engaged a group of tourism stakeholders to implement the Tourism Strategic Plan. One of those initiatives was public art. They were still identifying where the public art murals would be allowed in commercial zones. They planned to move forward with the draft code from 2015 for murals and guidelines for how it would be administered.

Ms. Reid reviewed the draft mural policy, explaining when murals on designated historic structures and landmarks could be approved by staff and when they would require a review by the HRB.

There was discussion regarding the definition of mural.

Thelma Haggemiller thought they should delete the requirement that the mural could not cover or obscure any architectural features of the building. She thought creative artists could incorporate the cornices, trim, windows, and other decorative features into the design. There should be a definition difference between a mural and a sign. She thought this policy should be for all structures, not just historic ones.

Mr. Weintraub explained there were clearer definitions for mural and signs in the proposed code.

Ms. Reid said the Arts Commission would review the murals, and if they were on historic structures they would also come to the HRB. This policy explained when the HRB would review murals and when they wouldn't. If the mural was going to obscure an architectural feature, it would have to come to the HRB.

Chair Baysinger thought putting a mural on a historic structure would be a significant change to the appearance and he thought it was inappropriate.

The rest of the Board did not agree, especially since the murals would be placed on secondary facades.

There was discussion regarding the fact that the City could not regulate the content of the murals.

Board Member Met recommended the murals on historic structures have a historic

theme.

There was discussion regarding getting more information before making a decision on the policy.

Acting Chair Baysinger restated his opposition to allow murals on historic structures particularly since they could not regulate the content.

There was consensus to table this decision and for staff to bring back additional information to a future meeting.

5. Design Advice for New Construction in Canemah at 616 4th Avenue

Ms. Reid said the property owner had decided not to make changes to the right-of-way and there was no reason to go through the design advice.

6. Communications

Ms. Reid discussed the work on review thresholds for non-contributing structures in the McLoughlin District. She thanked the outgoing Board members for their service.

Members Baysinger and Met thanked staff as well.

7. Adjournment

Acting Chair Baysinger adjourned the meeting at 8:27 PM.