



CITY OF OREGON CITY PLANNING COMMISSION AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Monday, May 23, 2022 at 7:00 PM

This meeting will be held in person and online via Zoom; please contact ocplanning@orc.org BEFORE 3PM for the meeting link.

CALL TO ORDER

PUBLIC COMMENT

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

PUBLIC HEARING

1. GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan.

This is a continued hearing. The hearing will begin with testimony from people who filled out comment sheets for May 9th but were unable to comment, then from new individuals and organizations who have not already testified. The applicant will then be allotted 20 minutes for rebuttal before Planning Commission closes the record to deliberate.

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 WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

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

To: Planning Commission
From: Planner Kelly Reid

Agenda Date: 05/23/2022

SUBJECT:

GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan

STAFF RECOMMENDATION:

Staff recommends approval with conditions.

EXECUTIVE SUMMARY:

The Planning Commission opened the public hearing for this item on April 25th, took public testimony, and continued the hearing with the record open. On May 9th, the Planning Commission heard the staff recommendation, applicant's presentation, and additional public comment. Public testimony was put on hold due to the late hour, and the record was kept open to allow testimony to continue on May 23rd.

The May 23rd hearing will begin with testimony from people who filled out comment sheets for May 9th but were unable to comment, then from new individuals and organizations who have not already testified. The applicant will then be allotted 20 minutes for rebuttal before Planning Commission closes the record to deliberate.

In addition to the materials already provided in the May 9th agenda packet, staff has provided a set of revised conditions of approval with a memorandum explaining the revisions. These revisions are responsive to public comments and concerns from the Planning Commission.

The proposal is generally consistent with the adopted Park Place Concept Plan with some notable exceptions, and staff has provided conditions of approval to address the areas where the proposal is not consistent with the Concept Plan or Comprehensive Plan. Recommended conditions are related to the proposed park and open space, street design and connectivity, transportation analysis, and additional review of Natural Resource and Geologic Hazard overlay districts.

It is important to note that proposed Phase 1 of 59 units in the northeast corner of the subject site appears to be able to meet transportation standards. It appears this Phase is feasible with some minimal conditions of approval. After Phase 1, however, the recommended conditions of approval will require significant actions or revisions to the plans, including a solution for intersection capacity constraints at HWY 213 and Redland Road, and revisions to the proposed layout to meet Geologic Hazard standards, street connectivity and block length standards.

See the staff report and recommendation and the revised conditions of approval for the full list of recommended conditions of approval and detailed findings explaining the reason for each condition.

BACKGROUND:

The 92-acre subject property was annexed and assigned zoning in 2018 through AN-17-04 and ZC 17-05; this application for a General Development Plan is the next step in the development of this site. One of the conditions of approval imposed by the City on the approved annexation request was that the applicant obtain General Development Plan approval for the 92-acre area prior to any urban development on the site.

This application includes requests for the following approvals:

- **General Development Plan (GDP):** The overall long-term approach to development through 2030 for up to 476 residential lots, including supporting parks, trails, and neighborhood commercial and civic spaces. Included in the request for GDP approval is:
 - A modification to street width standards for a limited segment of Holly Lane
 - Adjustments to the following development standards:
 - OCMC Chapter 17.08.040 and 17.10.040 Dimensional Standards, including up to 20% reduction of lot sizes, widths, depths, and setbacks
 - OCMC Chapter 17.21.090.A for garage placement and design
 - OCMC Chapter 17.08.050 and 17.10.050 Density Standards to exceed maximum density by approximately 4%
- **Variance:** Request to reduce the minimum lot size for attached single family lots to 1800 square feet.

The General Development Plan includes the following uses:

- 476 total housing units, including 126 attached dwellings and 350 detached dwellings
- Construction of a segment of Holly Lane, a planned collector street

- A future public park site of 4.4 acres
- Approximately 1.3 acres of commercial/civic space provided in two parcels
- An off-street trail system within protected natural areas

Phase 1 is anticipated to be constructed in 2023, with completion of Phases 2 through 6 accomplished by 2030. Detailed Development Plan applications for each Phase are anticipated to be submitted at a future date following approval of the General Development Plan. The provision of the OCMC 17.65, Master Plans, allow for detailed development plans to be reviewed through a Type II process following the Type III approval of a General Development Plan.

OPTIONS:

1. Approve the application with the recommended conditions of approval.
2. Approve the application with revised conditions. Another hearing may be needed in order to adopt revised findings and conditions, but the record would be closed.
3. Deny the application. Another hearing may be needed in order to adopt revised findings, but the record would be closed.
4. Continue the hearing to a date certain. This option may be used if the Planning Commission requires more information or more time to reach a decision.

BUDGET IMPACT: N/A

Public Testimony Summary for GLUA-21-00045: Park Place Crossing General Development Plan

A number of comments cited Statewide Planning Goals. It is important to note here that Statewide goals don't apply to this Master Plan proposal, but rather the adopted Park Place Concept Plan and Comprehensive Plan policies apply, which implement the statewide goals.

Issue Number	Issue/Comment/Concern	Staff analysis/response	Has this been addressed? How?
1	Public notice/citizen involvement – some commenters did not receive notice, or only learned about the proposal when the notice was mailed. Request to keep record open beyond May 9 th .	The City provided notice in compliance with state statute and OCMC 17.50. Notice was mailed to properties within 300 feet both inside and outside of the UGB. Notices were mailed on March 29 th , a total of 28 days before the hearing. Notice procedures beyond minimum code requirements also include posting the full application materials on the City website, emailing them to the CIC and neighborhood association officers. The applicant held a meeting with the Park Place neighborhood association in 2021 in compliance with OCMC 17.50.	No additional action needed. The Planning Commission continued the hearing to May 23rd .
2	School capacity	The School District provided a comment on May 9th indicating that enrollment has been reduced by the pandemic, that recent Park Place developments have resulted in fewer school-age children than is typical, and that capacity is expected to be available to accommodate the new development.	No additional action needed.
3	Impacts on drainage, stormwater runoff, large amount of impervious surfaces. One neighboring property has a former reservoir that collects lots of water from the site as well as other properties	The applicant's proposal addresses stormwater impacts from the greater impervious surface, by accommodating all stormwater into a system to manage and detain stormwater through planters and detention ponds on site. Stormwater management will be required to meet City Standards for treatment and flow control. Each subsequent DDP will submit detailed stormwater management plans for each phase. The Stormwater and Grading Design Standards will require hydrology to be studied as part of the analysis.	Based on the information provided, the City Engineer has concluded that the stormwater management solutions identified will be adequate. Detailed stormwater management review will be required at the Detailed Development Plan phase.
4	Protection of water wells on neighboring properties outside the UGB	As part of the geotechnical and stormwater analyses of the site, the applicant will be required to submit a hydrology report with each DDP. Per OCMC 17.44.050.A.10, the hydrology report must address <i>"...the effect upon the immediate area's stormwater drainage pattern of flow, the impact of the proposed</i>	Detailed Hydrology analysis will be required at the Detailed Development Phase.

		<i>development upon downstream areas and upon wetlands and water resources; and the effect upon the groundwater supply.”</i>	
5	Impacts of additional traffic on Winston Drive, Shartner Drive, Cattle Drive, and Journey Drive. Traffic being routed through existing neighborhood to get to Holcomb Blvd.	The staff recommendation includes a condition of approval that requires traffic volume counts be taken on these streets and street connection be made to Redland Road if volumes will exceed 2000 trips per day at any point in the development buildout. Traffic calming elements are also recommended.	See findings and conditions of approval in 17.65.050.C.5. Relevant conditions of approval: #7
6	Lack of street connection to Redland Road; all traffic will use Holcomb Blvd. This is not consistent with the Park Place Concept Plan.	The Holly Lane connection to Redland Road is a major element of the Park Place Concept Plan and a critical link in the City’s long-term transportation system plan. The applicant’s Traffic Impact Analysis indicates that the system can handle the increased traffic volumes from the development without this connection; however, it is clear that the intersection of HWY 213 and Redland Rd, will be over capacity at some point between proposed Phase 1 and Phase 2. This means that the applicant will likely not be able to demonstrate compliance with transportation mobility standards for Phase 2, as proposed, and beyond, unless action is taken to add capacity at the intersection. The staff recommendation includes a condition of approval that requires traffic volume counts be taken on these streets and street connection be made to Redland Road if volumes will exceed 2000 trips per day at any point in the development buildout. Traffic calming elements are also recommended.	See findings and conditions of approval in 17.65.050.C.3. Relevant conditions of approval: #5, 6, and 7
7	Proposed lot sizes are small, yard space is undersized, smaller lots sizes lead to more impervious surfaces; 1800 square feet does not allow for enough space for parking and privacy	The proposed variance allows the applicant to develop additional attached dwellings in the area to meet the density in the Concept Plan while also providing ample open spaces. The applicant points out that the City is proposing to amend its own code in upcoming months to revise the minimum lot size for townhomes, which are synonymous with attached single family homes. The City’s plans to change the minimum lot size to	See findings in 17.60; see condition of approval #54

		1500 square feet will comply with state law as well as provide a more practical lot size for attached homes. As the applicant points out, a lot depth of 140+ feet would be required to maintain the current minimum lot size. Decreasing the minimum lot size to 1800 square feet, which is the applicant's request, would mean that lot depth would be 90 feet for a 20-foot-wide lot. A typical townhome footprint is 20' x 45', which would mean that the yard space in front would be likely 5-20 feet in depth and in the rear, 20 to 40 feet in depth. These dimensions are in line with the typical medium density development patterns. The applicant's proposal addresses open space impacts by providing ample open space including a public park and numerous natural areas where streams and forested hillsides are maintained. The proposed adjustment to dimensional standards only applies to interior lots, meaning that lots along the perimeter of the site that share property lines with neighbors will be held to the dimensional standards in the code, and cannot be reduced by 20%. Additional mitigation is required in a new condition of approval #54	
8	Concerns about high density; population density will be even higher than unit density due to family sizes, 1800 square foot lots will be 20 units per acre	The proposed development is within the Park Place Concept Plan area; the Concept Plan requires a minimum of 937 units within the North Village area. The applicant is required to meet the density approved in the Park Place Concept Plan (which equates to a minimum of 469 units within the 92 acre area) and has proposed adjustments to standards, an NROD density transfer, and a variance for attached single family lot size in order to do so.	See findings in 17.60 and 17.65.050.C.6
9	Holly Lane street width at the "pinch point" between Taxlot 314 Tax Map 2-2E-28AD and Taxlot 400 Tax Map 2-2E-27C	The "pinch point" location for Holly Lane was identified in the Park Place Concept Plan. The applicant has proposed a cross section consistent with the City's residential collector street standard for number of travel lanes, lane widths, bicycle lanes,	The proposed constrained cross section appears to meet the intent of the City's standards for safety, accessibility for vehicles,

		and sidewalks. Street parking and the landscaping strips have been removed at the pinch point to reduce the total width of public right of way in this area. Green space is proposed on the northwest and southeast corners of the pinch point.	bicycles, and pedestrians. No exception to the proposed preliminary constrained street design is proposed or authorized at this time. Further review of the street design will occur with the Detailed Development Plans.
10	Street extensions shown into neighboring properties	These street extensions into areas of urban reserve are shown for the purposes of demonstrating the feasibility of the proposed development pattern to facilitate connections into neighboring properties that could be eventually included in the UGB. No actual extension or easement to provide such connections will be required.	N/A
11	Deforestation and loss of habitat, fractured habitats. Request for a periodic review of Goal 5 and update of the natural resources inventory.	The City's Goal 5 inventory has been acknowledged by the State Department of Land Conservation and Development including protection of the riparian corridors throughout this site, which this GDP proposal shall retain. It is expected that tree removal will need to occur to make urban development possible. The City and Metro region chose to add this land to the urban growth boundary to allow for urban development for additional housing capacity while maintaining Goal 5 natural resource protections in place. The proposal will be subject to tree removal and mitigation standards in OCMC 17.41 for each phase.	See findings in Comprehensive Plan Goal 5; see NROD review conditions #13 and #17
12	Light pollution	The City's standards for lighting on private property does not apply to residential uses (except multifamily). The City has a nuisance code to provide protection to residential areas from lighting impacts.	See findings in Comprehensive Plan Goal 6
13	Noise	Residential development proposed is typical of the region and no abnormal impacts from noise are expected. No high-traffic corridors are part of the development or adjacent to the development.	See findings in Comprehensive Plan Goal 6

14	Trespassing concerns, privacy concerns for neighboring properties	The City and Metro region chose in 2002 and earlier to add this land to the urban growth boundary to allow for development at urban densities for additional housing capacity while maintaining other farm and forest lands outside the UGB for conservation. Each phase and each lot will be required to show compliance with required setbacks, which are in place to maintain a level of separation and privacy from other properties. Neighboring owners outside the city limits can add fencing as permitted by County zoning regulations if there are trespass concerns.	
15	Traffic impact study is flawed, HWY 213 and Redland needs to be addressed before allowing additional traffic volume	The applicant's Traffic Impact Analysis indicates that the system can handle the increased traffic volumes from the development without this connection; however, it is clear that the intersection of HWY 213 and Redland Rd, will be over capacity at some point between proposed Phase 1 and Phase 2. This means that the applicant will likely not be able to demonstrate compliance with transportation mobility standards for Phase 2, as proposed, and beyond, unless action is taken to add capacity at the intersection.	See findings and conditions of approval in 17.65.050.C.3. Relevant conditions of approval: #5, 6, and 7
16	The plan is not consistent with the City's Natural Hazards mitigation plan. Tree removal will increase flooding and landslide risks. Wetland on sites absorb water; paving these will decrease ability of area to absorb water	The development shall comply with City standards for development in geologic hazard areas (landslides) and Natural Resource Overlay Areas (wetlands). Stormwater management, tree mitigation and Erosion control standards will be required at the detailed development planning level.	See findings in 17.44 and 17.49 of the attached staff report memorandum
16	Emergency evacuation in the area is concerning, traffic bottlenecks cause large backups on Holcomb and this development will add traffic to the backups	Staff has included findings addressing the concerns about the wildfire evacuations, including a discussion of upcoming efforts by the Clackamas County disaster management division. This information is carried forward from findings for a development proposal in Park Place from 2021. The County Disaster Management staff have provided additional information	See findings in attached staff memorandum.

		indicating the evacuation route planning has been delayed but is still planned to begin in 2022.	
17	Plans are difficult to read, legends are missing information. GIS maps are out of date.	Staff is available to help community members get a better understanding of the plans and next steps before development can occur. The City's and applicant maps are up to date. The City's NROD Inventory map has not been updated in many years; however, it appears the mapped streams generally match the conditions on the ground today as reflected by the applicant's NROD Study, and with the conditions of approval, the applicant will be required to verify their exact location and extent with third party review.	See conditions of approval #13 and #17.
18 - NEW	Why have the NC zone "main street" standards for Park Place not yet been adopted?	The Park Place concept plan states: "As part of the implementation measures proposed for Park Place, the City's existing Neighborhood Commercial (NC) zone will be modified to include "main street" standards for use in creating vibrant neighborhood centers in the North and South Villages. The NC zone was updated as part of L-08-01 and again in 2014 when the City adopted code for the South End Concept Plan. The amendments included OCMC 17.24, OCMC 17.62, and 17.52, with amendments to implement both the Park Place Concept Plan and South End Concept Plan; as described by language in 17.24.010 of the NC zone Chapter, which states, "This district may be applied where it is appropriate to reduce reliance on the automobile for the provision of routine retail and service amenities, and to promote walking and bicycling within comfortable distances of adjacent residential infill neighborhoods, <u>such as within the Park Place and South End Concept Plan areas.</u> Approval of a site plan and design review application pursuant to OCMC 17.62 is required."	
19 - NEW	Concerns about landslides and lack of availability of landslide insurance	Geologic Hazards within the City of Oregon City are regulated in OCMC 17.44. There is no proposed construction on the mapped landslide deposits within the development area. The proposal includes	See Findings on Chapter 17.44 on future requirements at the DDP review.

		some impacts to mapped steep slopes within the development area. The project is conditioned (condition 36) to review the impacts to the mapped geologic hazard areas within the project area at the time of detailed development plan with respect to City Code 17.44 and has been advised that adjustments to the site plan may be needed at that time. A requirement for landslide insurance is not a part of the City's regulatory requirements and is not something required of the project whether insurance is available or not. However, the City does regulate and require properties to have indemnity documents recorded on their properties where mapped geologic hazard exists. Those documents are recorded at the County and exist with the property in perpetuity and will show on a title report search to a future buyer.	
20 - NEW	A single large detention facility for stormwater does not represent good stewardship of water resources	A single regional detention facility is an allowed stormwater management strategy as shown in the Stormwater and Grading Design Standards 2.2.4. The applicant is required as conditioned (conditions 30 and 35) to meet the Stormwater and Grading Design standards. The Stormwater Management Strategies are prioritized from Level 1 thru Level 4. The applicant will be required to show why Level 1 and 2 cannot be achieved and why level 3 (regional facilities) meets the requirements of section 2.2.4 as part of reviewing the entire project during each phase and each detailed development plan submittal. Added condition of approval #54 includes a mitigation option to design the storm pond(s) as a wetland; the applicant may choose this option among the three provided.	Stormwater management to be further reviewed at the DDP.
21- NEW	Neighbors on the south side of Livesay Road have requested that any right-of-way expansion needed come from the applicant's side of Livesay Road and that the new	Livesay Road is a County Road. Road improvements to County Roads are regulated by Clackamas County. If the commenter's request is to be considered, it will occur at the DDP level and with Clackamas County staff.	

	centerline and any required street improvements not affect their existing frontages.		
22 – NEW	The adopted Wetland Inventory did not include the full development area because parts of it were outside the UGB at that time. Tributaries of Charman Creek are not included in the city's inventory.	The City added the full UGB area to its Natural Resource Overlay District in 2008, using wetland and stream inventory data from the County and Metro. A recommended condition of approval has been added for formal NROD Verification of Charman Creek before or as part of the Phase 1 DDP, with third party review required.	See revised condition #13
23 – NEW	The Trailview Heights HOA is unwilling to grant approval for any easements or construction on Lot 14 related to the Park Place Crossing development	While the applicant's plans do appear to show a portion of Holly Lane constructed on Lot 14, the City does not require that the applicant use that property. It appears there is enough width in the main development property to accommodate Holly Lane. The GDP is preliminary, and we do not currently know the exact final alignment of Holly Lane. If the final engineering plans end up requiring that the application use a portion of Lot 14, the use of Lot 14 is between the applicant and the HOA (not the City).	
24 – NEW	The City should invite Metro, DLCD, and other agencies to discuss this plan.	The City provided notice to affected agencies on March 30 th via email. The official land use transmittal email and distribution list is now included in the record. Agencies included in the notice are the County, ODOT, TriMet, Metro, Clackamas River Water, Water Environment Services (Tri-City Sewer), Clackamas Fire District, and Oregon City School District. The City's standard procedures for agency notice were followed. Comments from many of the affected agencies have been received and are in the record.	It is not typical for DLCD to be sent a notice for local land use actions unless there is a proposal to amend the Comprehensive Plan. Nonetheless, the City reached out to the Department of Land Conservation and Development (DLCD) on May 12 and received confirmation that no notice or review by DLCD is required.



May 16, 2022

To: Oregon City Planning Commission
From: Planning Division
Re: Park Place Crossing (GLUA-21-00045) supplemental conditions and options for Planning Commission consideration

Purpose

The purpose of this memo is to address comments and questions from the May 9th, 2022 Planning Commission hearing about Park Place Crossing GDP (File No. GLUA-21-00045) and to describe additional staff recommendations based on those comments. Staff had an opportunity to speak with some Planning Commissioners after the last hearing, and the recommendations below are responsive to the suggestions made and concerns raised, as well as being responsive to the public comments.

Master Plan Refinement review

While the typical Master Plan procedure calls for Detailed Development review accomplished through a Type II review following a Type III General Development Plan approval, there are a number of outstanding issues in this development proposal that involve more discretion than is intended for a Type II review. Therefore, staff proposes for consideration a condition of approval to require future Type III Master Plan refinement review to address multiple outstanding discretionary issues to be accomplished before or as part of Detailed Development Plan review. A Master Plan refinement would allow Planning Commission the opportunity to review revised plans and determine whether the revisions meet the intent of the Park Place Concept Plan. The condition proposed is:

Future Type III Master Plan refinement review to address the multiple outstanding discretionary issues listed below shall be accomplished before or as part of Detailed Development Plan (DDP) review. The Phase 1 DDP may be submitted prior to the Master Plan refinement if review of subsections b and c would not apply.

- a. *A feasibility study addressing how a street connection from the development site to Redland Road would be provided.*
- b. *How the applicant will achieve a balance between urban design and the natural topography of the site, if retaining wall heights over 3.5 feet are proposed*
- c. *Analysis of alley feasibility/practicability and mitigation where alleys are not proposed*
- d. *Local street connectivity and block lengths*
- e. *Density and increases to the total number of units*

More detailed explanations for each of the listed issues follows:

- a. A feasibility study addressing how a street connection from the development site to Redland Road would be provided.

Condition of approval #8b requires that a street connection to Redland Road be required in order to avoid trip volumes on local neighborhood streets exceeding 2,000 daily trips. There are

a few ways that a connection to Redland Road could be made: a) Extending Holly Lane to Redland as called for in the Park Place Concept Plan b) Opening up the connection to Livesay Road and widening Livesay in accordance with Clackamas County standards, (The Livesay option would also require some improvements at the Redland/Livesay intersection. The current proposal includes a gate at Livesay for emergency access only.) c) Opening up the Livesay connection and building the Swan Avenue connection to Redland Road, or d) Construction of a temporary local street to Redland Road that may or may not be widened in the future to become Holly Lane. The applicant would not have to address all of these options in a feasibility study; if there are one or two options that are more feasible than the others, the feasibility study can focus on those options only.

The feasibility study should include a comparison of high-level cost estimates including utility extensions, analysis of physical constraints like geologic hazards, natural resources, and topographic obstacles, inter-governmental coordination needs, impacts to adjacent properties, and any applicable property ownership limitation. The Planning Commission would then be able to decide whether the applicant has demonstrated that it is feasible to meet condition of approval #8b.



Figure 1. Four potential conceptual options for street connection to Redland Rd

a – Holly Lane extension

b – Livesay Rd

c – Swan Avenue extension

d – new local street

- b. How the applicant will achieve a balance between urban design and the natural topography of the site, if retaining wall heights over 3.5 feet are proposed

The natural topography of the site includes a large grade change between Holcomb Blvd and Livesay Road. Consequently, parts of Holly Lane and new local streets will have fairly steep grades. In an effort to provide flatter development sites for residential units, it is possible that large retaining walls may be utilized. Furthermore, the applicant indicates that if the streets are

to be placed and developed to avoid grading down the slopes, then it would create view tunnels and streetscapes inconsistent with the Park Place Master Plan, with impacts on walkability, aesthetics, and costs. The applicant has not included any further detail on exactly what sorts of view tunnels and streetscape concerns would be present.

The City's standards for retaining walls and fences in front yards limit heights to 3.5 feet. With such steep grades, it is possible that retaining walls taller than 3.5 feet in height will be proposed. Staff recommends that the applicant be required to address this issue in a Type III Master Plan refinement application if any proposed retaining wall along a street frontage is proposed of 3.5 feet in height or greater, or if a combined height of a terraced wall system is greater than 7 feet. This condition applies whether the wall is on a private property or in the right-of-way.

c. Analysis of alley feasibility/practicability and mitigation where alleys are not proposed

The Park Place Concept Plan and the development code that applies within the area requires that residential areas be constructed with alleys in the medium and high density zones (see OCMC 16.12.026), unless *"other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker."* The applicant has proposed alleys for a large portion of the residential lots, but there remain areas in the R-5 Medium Density zone where alleys are not proposed. Instead, the applicant proposes driveways and front-facing garages.

The applicant has not provided an analysis of why alleys are not feasible or practicable for the areas in the R-5 zone where driveways are proposed. If the applicant does not propose alleys for every unit within the R-5 zone, the Master Plan refinement application should include an analysis demonstrating why alleys are not feasible or practicable in each specific location where they are not proposed and includes some mitigation to off-set the impact. The Planning Commission can then determine if the proposal meets the intent of the Park Place Concept Plan.

d. Local street connectivity and block lengths

The staff recommendation includes conditions of approval requiring the applicant meet the maximum block lengths and provide an additional local street connection to the east of Holly Lane. The applicant has indicated that topography and proposed stormwater detention pond location make a street connection highly challenging in this location.

It is likely that the inclusion of a local street connection in this area would result in major revisions to the layout of the development. There may be tradeoffs associated with providing the street connection, and the level of discretion to assess the tradeoffs is high. Therefore, staff recommends that the Planning Commission be the arbiter of this issue via the Type III Master Plan refinement.

e. Density and increases to the total number of units

The applicant has proposed 477 total possible units, although it is possible that through middle housing code provisions that are expected to be in place before development occurs, final development plans could legally include additional units beyond the proposed 477. The findings in the staff report establish that at least 469 units are needed to fulfill the Park Place Concept Plan minimum densities; however, there is no obligation that the applicant go beyond that minimum. In order to allow the Planning Commission to review additional impacts that may

result from increases in the number of units beyond what has been proposed, staff recommends that a Type III Master Plan refinement be required for any proposal that would increase the total number of units beyond 477.

This condition for Master Plan refinement is added as condition #53 in the revised list of conditions of approval.

Natural Resources Overlay District & Stream and Wetlands Protection

Natural Resource Overlay District Verification

One of the public comments from the May 9th hearing related to a map of the 1999 Local Wetland Inventory area, upon which the City's Natural Resources Overlay District (NROD) is based. The 1999 inventory did not include parts of the Park Place Crossing development site. However, after adoption of the Park Place Concept Plan in 2008, the City also adopted Legislative file L-08-01, part of which was a revised NROD map which included the entirety of the Park Place Concept Plan area (see Exhibit A). This map was based on stream and wetland data from the County and Metro. This data included parts of Charman Creek and Tour Creek, as well as another tributary of Abernethy Creek, but did not identify any additional streams or locally significant wetlands on the property.

That said, the adopted NROD buffer area for Charman Creek is partially located on subject property. Staff recommends that Charman Creek be specifically delineated as part of a future NROD Verification application. If any headwaters of this creek or associated wetlands are found to extend onto the development site extending beyond the portion of the site where NROD is mapped, the Verification may result in an extension of the NROD boundary. It is possible that the actual stream location and buffer may be larger than what is mapped and may even go up to the Phase 1 area, which has been suggested by public comments. Staff recommends that the City require third-party review, at the applicant's expense, for all NROD verifications submitted for the overall project.

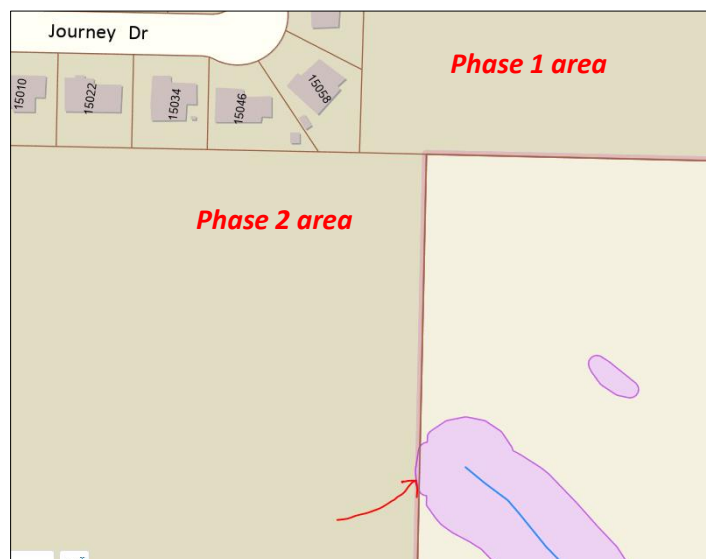


Figure 2. Charman Creek mapped NROD

The recommended conditions of approval to be added are as follows:

- Formal NROD Verification of Charman Creek shall be required before or as part of the Phase 1 DDP, with third party review required. The NROD study should include field analysis along the entire shared property line with taxlot 400 near the mapped Charman Creek headwaters, as depicted in Exhibit B. (This is reflected in revised condition #13)
- Third party NROD verification review shall be required for all NROD areas, at the applicant's expense. The Planning Division will manage the third party review from an outside consultant during NROD application review. (This is reflected in revised condition #17)

Wetlands

A number of concerns about wetland infill were raised at the hearing. Public testimony has also focused on wildlife impacts, preservation of habitats, and water quality, especially as it relates to the proposed density of the development. The proposed variance for 1800 square-foot lots along with the requested density adjustment will create impacts from more impervious surfaces and less private open space. Given the concerns that have been raised that the proposed open space does not adequately mitigate for the impervious surface and habitat impacts, staff recommends additional mitigation, discussed further below.

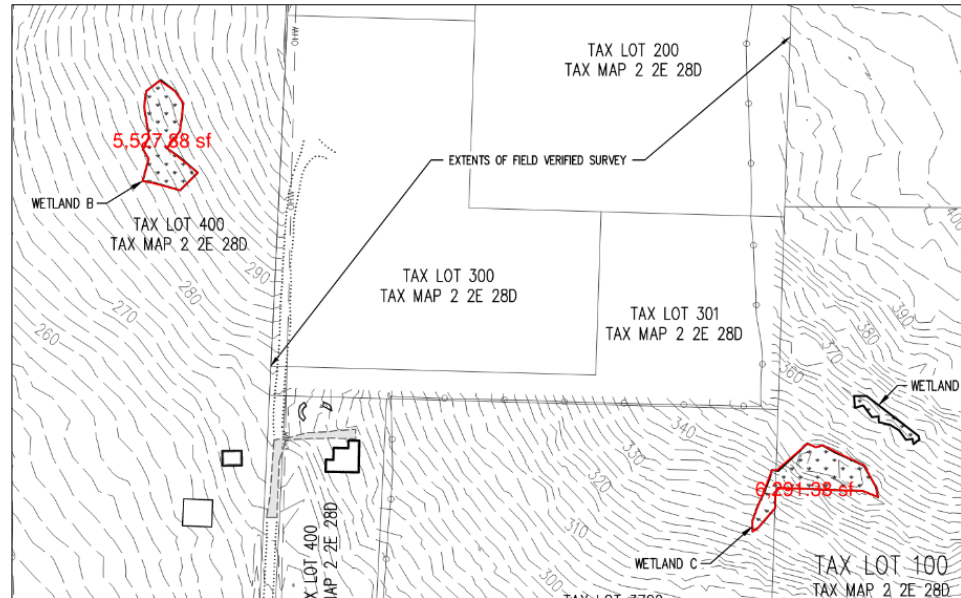


Figure 3. Wetlands B and C as delineated by the applicant.

The applicant's NROD study indicated the presence of a few wetlands on the site. These wetlands are not identified in the City's inventory as locally significant wetlands, and because they are not within the existing mapped NROD boundary, the City's code does not provide any mechanism for them to be regulated through the NROD. Instead, wetland impacts are the purview of the Department of State Lands. The largest of the wetlands is approximately 6,300 square feet, which is well below the ½ acre wetland size that is generally considered locally significant. In addition to being fairly small in size, the wetlands are fairly disjointed, and preservation of them would have significant impacts on the layout of the development, including the alignment of Holly Lane. Therefore, while wetland preservation is one way that the applicant could mitigate for the impacts of the development, it is not necessarily the best option. Staff recommends that the Planning Commission give the applicant a few options for additional mitigation:

- Preserve one or more of the wetlands as open space (sized at least 7,000 square feet)
- Expand the dedicated land for the public park site to at least 5 acres, from the currently-proposed 4.4 acres, and include wildlife habitat features such as ponds or native plant zones within that additional acreage
- Design the proposed stormwater detention facility(ies) as a wetland, rather than a traditional fenced storm pond. At least half of the proposed water quantity proposed to be detained shall be detained in a wetland-style facility.

This new condition is provided in the revised list of conditions as condition #54.

Explanation of other raised concerns and proposed revisions

Lot size concerns and Housing Variety

As number of comments focused on the fact that lot size adjustments would result in smaller and narrower lots as well as reduced setbacks. The application has requested an adjustment to dimensional standards that would allow for 20% reductions in all dimensional standards. However, the code only allows such an adjustment for lots that are not adjacent to another residentially-zoned property, and this adjustment, if approved, would not apply to lots along the perimeter of the development site that directly abut neighboring properties.

Condition #14 has been revised to require analysis of how the proposal provides a variety of residential unit types and sizes integrated throughout the development, which is required by the Park Place Concept Plan.

Park Dedication Timing

Staff has proposed a revision to the timing of park dedication in response to concerns raised by the applicant. See memorandum with explanations in Exhibit C (this memo was provided to the Planning Commission on the afternoon of May 9th and no revisions have been made to the document since that time).

Traffic Volumes on Local Streets

A number of concerns were raised about traffic volumes on local streets. The staff recommendation includes a condition for another street connection South to Redland Road if trips on local streets will exceed 2,000 trips per day (see condition of approval #8b). In order to provide clarity that the connection to Redland must be completed BEFORE the trigger number of 2,000 vehicles per day is reached, the condition has been re-worded to say "The street connection to Redland Road shall be open and available before the units that would increase local street volumes beyond 2000 trips per day are occupied."

Also, the data provided in future traffic studies to determine what the trip volume will be will include existing actual volume counts plus projected new traffic from the development, as determined by ITE Manual. For consistency, staff has also added proposed Street A to the list of local streets to be studied. See revised condition of approval #8.

The number 2,000 was based on the description of local street volumes in the Regional Transportation Plan, which describes local streets as streets that serve between 200 and 2,000 trips per day.

Traffic Studies

Condition #6 has been revised to clarify that any new traffic studies shall provide new counts for existing traffic volumes and not rely on old data.

Timing of Infrastructure Improvements

In order to provide consistency and clarity about when certain infrastructure improvements would be required, Conditions #22 and #24 have been revised to require infrastructure improvements before or

as part of the detailed development plan application that includes the 286th dwelling unit in the development (representing 60% of the total proposed units), and require construction as part of public

improvements for that phase. Public improvements are constructed before a final plat is approved and before the occupancy of the homes is permitted.

Emergency Access Gate at Livesay Road

The applicant has proposed emergency access only from Livesay Road to Holly Lane. Clackamas County submitted a comment which supports the gate and requires "The intersection of Holly Lane with S Livesay Road shall be limited to gated emergency vehicle access only, with the gate approved by the Clackamas Fire District." Condition #55 has been added to clarify that paved bike and pedestrian access from Holly Lane to Livesay Road shall be provided.

EXHIBITS

Exhibit A: NROD map adopted through L-08-01

Exhibit B: NROD Study area for Charman Creek

Exhibit C: Staff Memo re: Park Dedication

RELATED DOCUMENTS

Revised Conditions of Approval

Revised Public Comment Summary

Natural Resource Overlay District (NROD) Map

In Compliance with Metro Title 3 and 13

Legend

- Water Quality exemptions
- UGB
- City Limits
- Taxlots
- Intermittent - Buffer of 15 ft (50 ft if in Steep Slope)
- Perennial - Buffer of 50 ft (200 ft if on Steep Slope)
- Rivers
- Title 13 Regulatory Boundary
- Title 3 Water Quality Overlay District
- NROD Regulatory Boundary
- Wetlands
- HCA High Classification
- HCA Moderate Classification

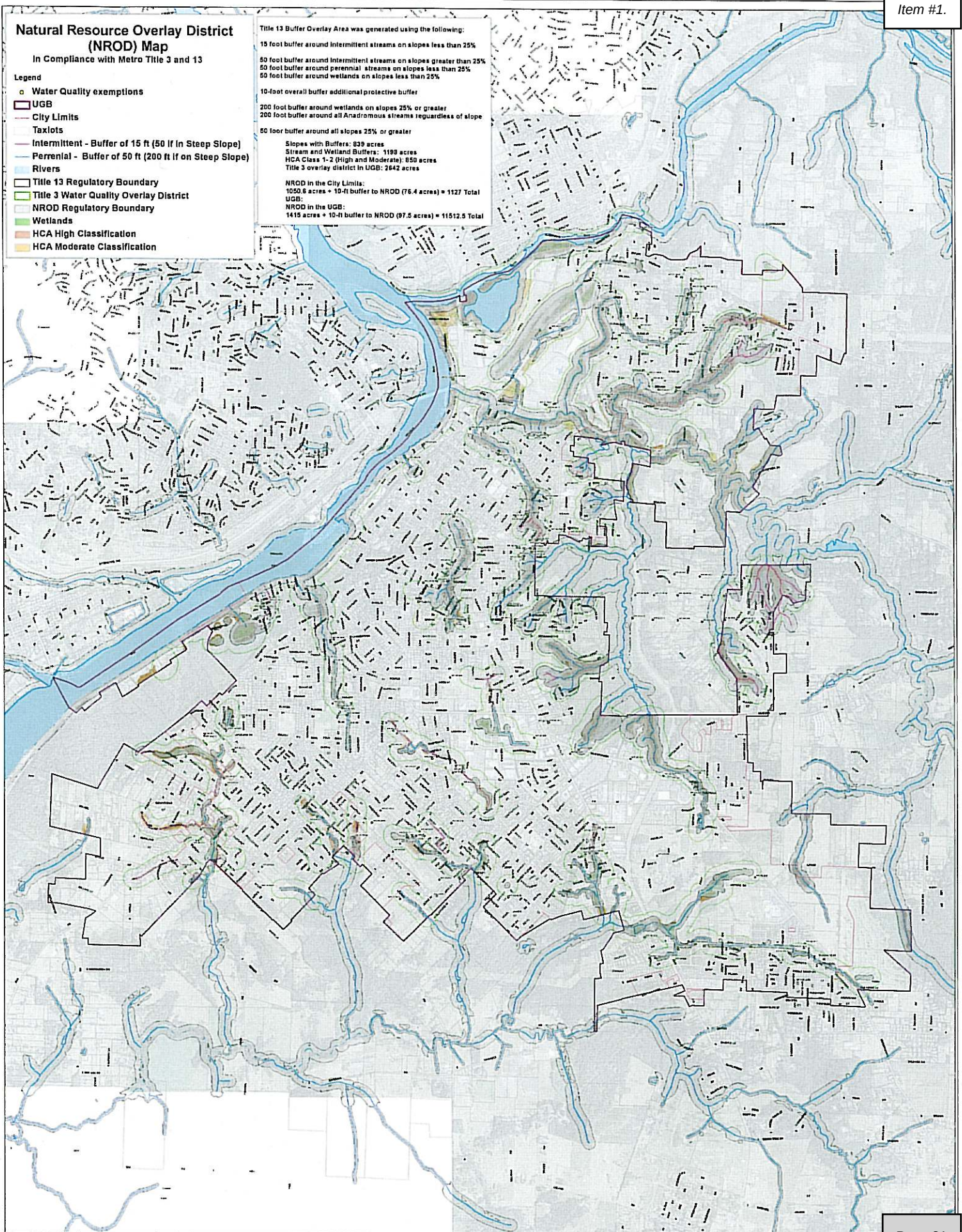
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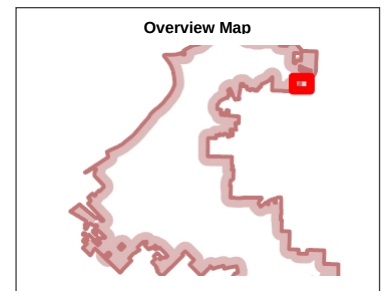
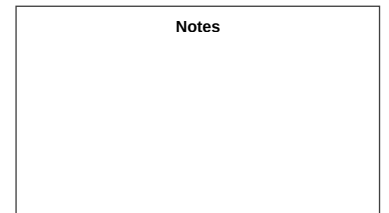
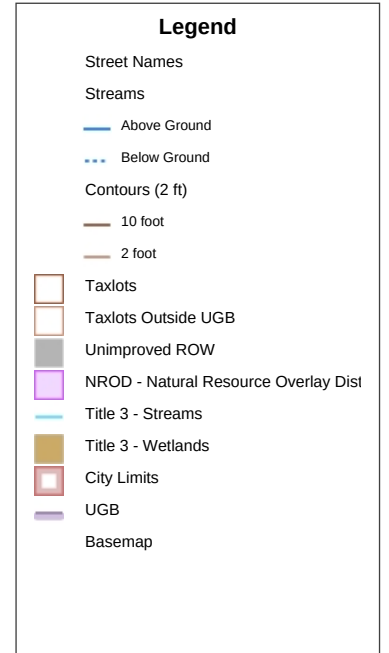
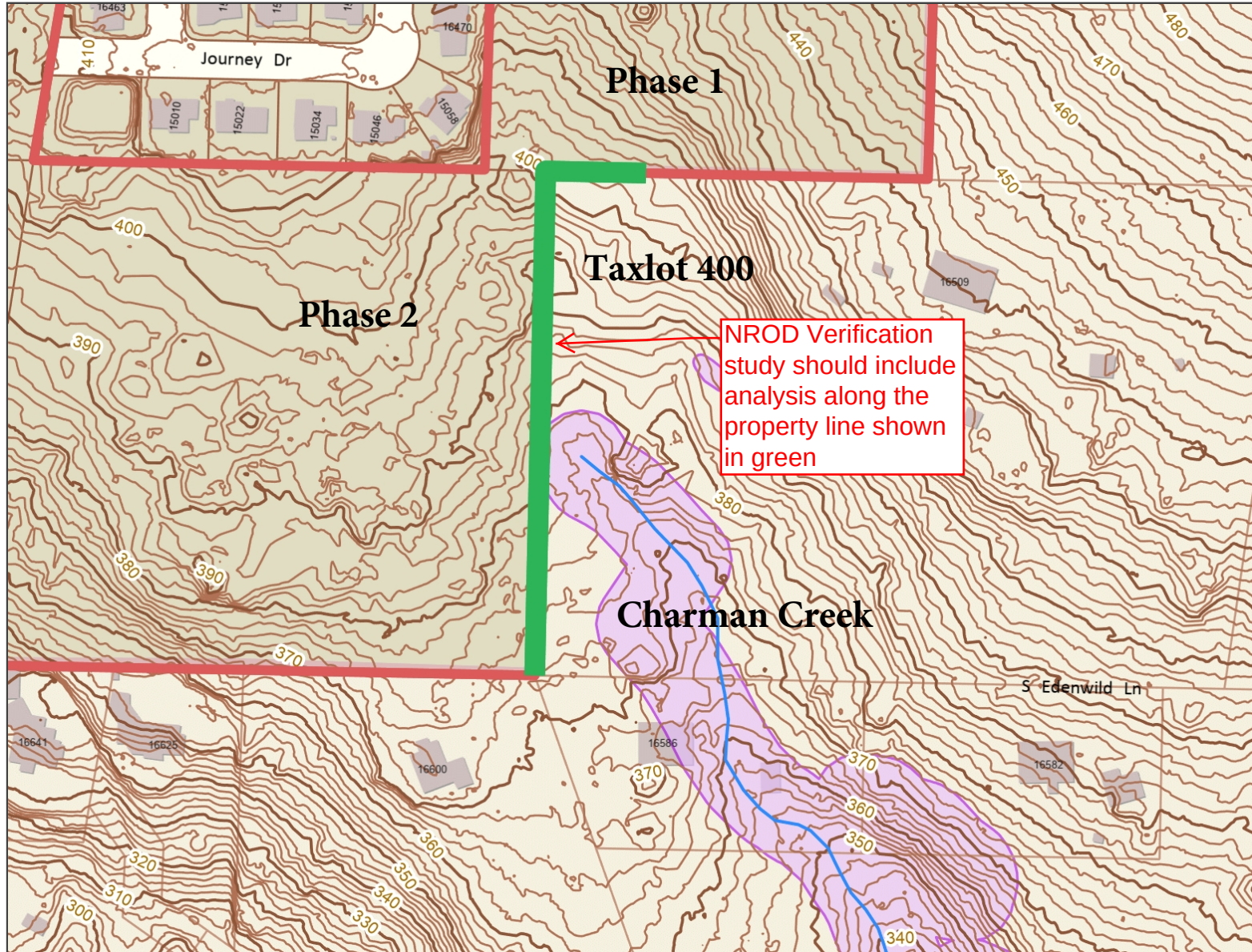
- 15 foot buffer around intermittent streams on slopes less than 25%
- 50 foot buffer around intermittent streams on slopes greater than 25%
- 50 foot buffer around perennial streams on slopes less than 25%
- 50 foot buffer around wetlands on slopes less than 25%
- 10-foot overall buffer additional protective buffer
- 200 foot buffer around wetlands on slopes 25% or greater
- 200 foot buffer around all Anadromous streams regardless of slope
- 50 foot buffer around all slopes 25% or greater

Slopes with Buffers: 839 acres
Stream and Wetland Buffers: 1198 acres
HCA Class 1-2 (High and Moderate): 850 acres
Title 3 overlay district in UGB: 2642 acres

NROD in the City Limits:
1050.8 acres + 10-ft buffer to NROD (76.4 acres) = 1127 Total

UGB:
NROD in the UGB:
1415 acres + 10-ft buffer to NROD (97.5 acres) = 1512.5 Total





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



0 200 400 Feet

1: 2,400

Map created 5/14/2022

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**May 9, 2022****MEMORANDUM**

To: Oregon City Planning Commission
From: Planning Division
Re: Park dedication for GLUA-21-00045 Park Place Crossing - response to letter from applicant dated 5.6.22

Regarding Land Use file GLUA-21-00045 for Park Place Crossing General Development Plan: The applicant has objected to Condition 10 related to the provision of park land, arguing that it is more land than is necessary to serve the development and that the rough proportionality obligations imposed under the 5th Amendment of the Us Constitution prohibits the City from requiring dedication of all 4.4 acres as part of the Phase I development when this is the amount of land needed to serve all 6 Phases of development.

First, it is important to point out that it was the applicant who identified 4.4 acres as the appropriate amount of park land for dedication. As noted in the staff report, the Park Place Concept Plan calls for a community park to serve the North Village that is 8-10 acres in size. The applicant proposes to build 51% of the proposed North Village residences and commercial village area, creating a demand for approximately half of the park land necessary to serve this area. Half of the park land acreage would require parkland sized at between 4-5 acres. A 4.4 acre dedication is roughly proportional to the impacts from constructing roughly half of the North Village area as set forth in the Concept Plan.

As for the timing for improvement, allowing for deferred dedication of 4.4 acres as the applicant proposes would not acknowledge the park demand created by the Phase I development or the 59 single-family homes. If the applicant seeks to defer the provision of necessary park improvements, it must be required to pay a fee-in-lieu, in the form of a surety, to ensure that Phase 2 park development will occur and if not, the City has funds in reserve necessary to provide park land for Phase I. Therefore, in order to calculate the appropriate fee, the City offers the following:

Land Value Calculation:**Comparables**

Location	Sale Date	Acreage	Sale Price	Price per acre
16433 Front Ave	4/22/2020	0.41	\$ 195,000	\$ 475,610
13930 Forsythe	for sale	0.94	\$ 529,000	\$ 562,766
16175 Apperson	10/31/2021	0.74	\$ 420,000	\$ 567,568
16294 Hunter	10/30/2020	0.29	\$ 137,000	\$ 472,414
				\$ 519,589 AVG

Based on the forgoing average price per acre of recently sold undeveloped properties in the Park Place neighborhood, the City assumes that the price per acre for land in this area is \$519,589 or \$11.90 per square foot. The 4.4 acres of parkland necessary to serve 476 housing units can be converted into 402 square feet per dwelling unit. Multiplied by \$11.90 per square foot results in an overall park land cost of \$4,783.80 per unit. Phase I development is estimated to include 59 units triggering a land cost of \$282,244.20 in today's dollars.

As for the cost of improving park land, the City has recently incurred development costs for the 3.5 acre Hazelnut Grove Park in the amount of \$1.35 million. This means that parkland development cost per acre is \$397,059 or \$9.12 per square foot. Again, assuming 4.4 acres of land to serve 476 housing units would be converted into 402 square feet per dwelling unit multiplied by \$9.12 per square foot of improvement cost results in an overall improvement cost of \$3,664 per dwelling unit. Phase I development estimates to include 59 units will trigger improvement costs in the amount of \$216,194. The Mortenson Construction Cost Index for the Portland area reflects an annual construction cost increase in the amount of 18% per year which should be added to these costs depending on when the Phase I development occurs.

Again, assuming that the Phase I development includes 59 units as currently proposed, the total deposit amount would be \$498,439 plus an additional 18% per annum in the overall construction cost.

Therefore, based on the foregoing rough proportionality analysis, staff recommends replacement of Condition of Approval #10 with the following:

"The applicant shall contribute a fee-in-lieu for parks to be calculated based on \$4,783.80 per unit for park land cost plus \$3,664 per unit for park improvement costs increased at 18% per annum, to be paid at the time of final plat recording of Phase I of the project. This amount shall be held by the City in the form of a surety until at least 4.4 acres of parkland in the location identified in the GDP exhibit is dedicated to the City. The 4.4 acres of park land shall be dedicated to the City at the time of final plat recording of Phase 2."

Revised Recommended Conditions of Approval for Planning Commission Consideration at the May 23, 2022 continued public hearing

Planning File GLUA-21-00045

May 16, 2022

Note : DDP is short for Detailed Development Plan.

Note: Revisions shown in **red text**.

Planning Conditions:

1. Unless subsequently amended by the Planning Commission, this Master Plan shall control development on the site for 20 years from the date of the initial adoption of this General Development Plan. All land within the Master Plan boundaries is subject to compliance despite any future lot line adjustments or land divisions.
2. For each Detailed Development Plan application, the applicant may choose to utilize the July 20, 2021 Oregon City Municipal Development Code as adopted at the time of the Master Plan submittal or the Development Code that is applicable at the time a Detailed Development Plan (DDP) is applied for.
3. All permitted uses in each of the three zones (R-10, R-5, and NC) are allowed within the area subject to the Master Plan. Additions to or removal of uses listed in the Applicant's submittal shall not in themselves constitute a need for an amendment to the Master Plan unless the addition or revision triggers a need for an amendment through a Condition of Approval or OCMC 17.65.080 Amendments to Plans.
4. The following adjustments to the Municipal Code are approved and subject to the conditions found in the Notice of Decision.
 - a. OCMC 17.08.040 and 17.10.040 Dimensional Standards, including up to 20% reduction of lot sizes, widths, depths, and setbacks
 - b. OCMC 17.08.050 and 17.10.050 Density Standards to exceed maximum density by approximately 4%

The requested adjustment to OCMC 17.21.090.A is not approved.

5. The recommended proportional share amounts in Exhibit 4 for Phase 1 shall be required at the time of final plat for Phase 1, unless amended by an updated transportation study provided by the applicant and reviewed by the City as part of the Phase I DDP review.

TSP Project	Estimated TSP Project Cost (\$000)	Total PM Peak Entering Volume (2035)	\$/trip	Phase 1 Trips	Phase 1 Share \$
Redland/Holly D36	\$1,040	688	\$545	1	\$545
Holcomb/Holly D43	\$1,040	1899	\$1512	61	\$92,232
I-205 SB Ramps/ OR 99E D75	\$2,990	5690	\$525	5	\$2,625
I-205 NB Ramps/ OR 99E D76	\$1,970	6155	\$320	5	\$1,600
Hwy213/Redland D97	\$10,105	6540	\$1545	22	\$33,990
Redland/ Holcomb/ Abernethy	na	2273	na	35	na
Hwy213/Beavercreek D94	\$2,800	6935	\$404	5	\$2,020
Holcomb Blvd Sidewalk Infill W11, W12, W13	\$3,035	1135*	\$2674	50	\$133,700
Holcomb Blvd Bike Lanes B12	\$560	1135*	\$493	50	\$24,650
Holcomb Blvd Pedestrian Crossings C3, C4, C5, C6	\$140	1135*	\$123	50	\$6,150
* Two-way PM peak volume on Holcomb Boulevard east of Redland Road/Holcomb Blvd/Abernethy Road intersection					

6. Any proposed development beyond Phase 1 or 60 units, whichever occurs first, shall provide an updated transportation study that measures impacts at HWY 213 and Redland Road as well as any other affected intersections as defined by the City's adopted Guidelines for Traffic Impact Analysis. Any new traffic studies shall provide new counts for existing traffic volumes and not rely on old data.
7. Detailed development plans for any phase beyond Phase 1, or 60 residential units, will require additional analysis and implementation of mitigation measures that demonstrate that the transportation system is "capable of serving the proposed development, or will be made capable by the time each phase of the development is completed" in accordance with OCMC 17.65.050.C.3. Specifically, the applicant shall show that improvements have been made to OR-213 and Redland Road and at the intersection of Redland Road/Abernethy Road/Holcomb Boulevard such that v/c standards are met and adequate queue storage is provided before development can be approved.
8. Mitigation for livability impacts to existing residential streets (Cattle Drive, Winston Drive, etc) and proposed Street A shall be as follows:
 - a. At the time street connections are made to Cattle Drive and Shartner Drive, the applicant shall add traffic calming elements within the new streets near the connecting points to Cattle Drive, Shartner Drive, Journey Drive, Smithfield Drive and Winston Drive including speed humps, traffic circles, or chicanes, to promote safe speeds. The applicant shall also provide traffic volume and speed data at up to three selected

locations to the City to enable the City to evaluate the potential for a traffic calming and/or a speed limit change to 20 mph on the existing local streets. The data shall be provided with any DDP application that includes street connections to Cattle Drive, Shartner Drive, or Journey Drive.

- b. The applicant shall measure average daily trip volume on Winston Drive, Cattle Drive and Shartner Drive and proposed Street A at the time of each DDP application that would route trips on these streets. If trips (total existing plus new) are projected to exceed 2,000 per day on any of these streets, the applicant shall ensure a secondary street connection is provided to the south connecting to Redland Road, reducing northbound congestion and so that drivers have multiple route choices. The street connection to Redland Road shall be open and available before the units that would increase local street volumes beyond 2000 trips per day are occupied.
9. Detailed development plan phase boundaries are understood to be approximate and are subject to change in the future. Thus, mitigation shall be defined by the number of residential units proposed, coupled with those developed in previously approved phases, rather than by master plan phase boundary.
10. The applicant shall contribute a fee-in-lieu for parks to be calculated based on \$4,783.80 per unit for park land cost plus \$3,664 per unit for park improvement costs increased at 18% per annum, to be paid at the time of final plat recording of Phase I of the project. This amount shall be held by the City in the form of a surety until at least 4.4 acres of parkland in the location identified in the GDP exhibit is dedicated to the City. The 4.4 acres of park land shall be dedicated to the City at the time of final plat recording of Phase 2.
11. The open space provided in Tract C of the Phase 1 development area shall be sized at a minimum of 100 square feet per unit proposed in the Phase 1 DDP.
12. The applicant shall provide at least two of the following amenities or features in Open Space Tract C of Phase 1 as part of the detailed development plan: benches, picnic tables, playgrounds, nature play elements, wildlife habitat installations, or other similar elements approved by the Community Development Director. For future phases, the applicant shall provide amenities consistent with this condition in the proposed open space tracts if the public park remains undeveloped. Once the public park is developed, the open space amenities for the entire development will be considered met, and additional amenities on private land will be optional.
13. Any development phases that include mapped Natural Resources Overlay District areas shall be reviewed for compliance with criteria in OCMC 17.49 either before or at the time of first DDP application. Development within areas not included in the applicant's preliminary NROD report are required to be delineated in accordance with standards in OCMC 17.49 and reviewed as part of DDP review. Formal NROD Verification of Charman Creek shall be required before or as part of the Phase 1 DDP, with third party review required. The NROD study should include field analysis along the entire shared property line with taxlot 400 near the mapped Charman Creek headwaters, as depicted in Exhibit 8.

14. For each individual DDP application, the applicant shall submit documentation demonstrating the following:
 - a. how the overall development will achieve a density of 9.1 units per acre and/or result in a total of 469 units over the 92-acre plan area
 - b. how the overall development will achieve a ratio that provides for a mix of residential types such that no single residential use exceeds 75 percent of the total proposed units.
 - c. How the development is achieving a 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.
15. The applicant shall ensure that lots in the R-10 zone are 5,000 square feet or more in area for future detailed development plan applications that show compliance with OCMC 17.49.240 for NROD density transfer. If density transfer standards cannot be met in future detailed development plan applications, the minimum size for lots within the R-10 zone will be 8,000 square feet (assuming the requested 20% adjustment is approved).
16. The applicant may include additional areas in the NROD to be counted in the density transfer calculations if future DDP applications can demonstrate in a professional report that the land consists of one or more of the following:
 - NROD overlay as verified through 17.49.250
 - Upland habitat directly adjacent to the NROD boundary
 - Other land that provides ecological benefits or wildlife habitats and is directly adjacent to the NROD boundary
17. All NROD Verifications required for detailed development plan review shall be reviewed through the Type II process described in OCMC 17.49.250. Third party NROD verification review shall be required for all NROD areas, at the applicant's expense. The Planning Division will manage the third party review from an outside consultant during NROD application review.
18. Future development proposals for the commercial parcels in the GDP area may be reviewed through Type II DDP process unless a Type III review is otherwise required.
19. Flag lots will be reviewed against the criteria in OCMC 16.08.050 for each detailed development plan proposal and will not be permitted if the criteria are not met.
20. The proposed commercial/civic sites within the Neighborhood Commercial Zone shall be identified as parcels and not as "Tracts," in future DDP proposals and applications for development.
21. The applicant shall ensure that future detailed development plans maintain the residential lots outside of the NC-zoned area, unless the residential use is part of a mix of uses that are authorized within the NC zone.

22. Public infrastructure including, water, sewer, storm, and street improvements shall be brought to and through the public right-of-way frontage of the proposed public park and the proposed commercial/civic tracts before or as part of the detailed development plan application that includes the 286th dwelling unit in the development (representing 60% of the total proposed units) and shall be constructed as part of public improvements for that phase.
23. To provide street connectivity and walkability to meet the intent of the Park Place Concept Plan, the applicant shall provide for the following in future DDP applications:
 - a. Wherever feasible, utilize traffic calming measures, low speed limits, and tight curb radii to promote slow vehicle speeds.
 - b. Marked crosswalks with curb extensions shall be provided at all Holly Lane intersections.
 - c. Provide an additional local street connection to the east of Holly Lane and South of Street E.
 - d. Meet the maximum block spacing of 530 feet throughout the development, except where topographic constraints prevent practicability.
24. In order to ensure connectivity is provided at a reasonable stage in the development, the Tour Creek pedestrian bridge connection shall be included in the detailed development plan application that includes the 286th dwelling unit in the development (representing 60% of the total proposed units) and shall be constructed as part of public improvements for that phase.
25. The applicant shall describe how scenic views and viewsheds are protected and enhanced by the proposed layout as a part of future DDP applications, with the exception of the Phase 1 area, which does not contain views or viewsheds.
26. In future detailed development plan applications, the applicant shall include adequate space within the public right of way for a transit stop along Holly Lane near the park and commercial parcels.
27. The applicant shall annex taxlot 2-2E-28D -00190 to the Metro boundary prior to a final plat involving all or part of that taxlot.
28. Driveways shall be limited to provide for the following on all local streets:
 - a. No driveway approach, including wings, shall be more than 50% of the width of the lot.
 - b. Curb space for on-street parking shall be present on 50% or greater of the total block face. For example, for a block that is 400 feet long, 200 feet of curb space shall be available for on-street parking, with minimum on-street parking space measured at 22 feet of curb length.
 - c. Shared driveways may be utilized to meet these conditions
 - d. Alleys may be utilized as an alternative to driveways to meet these conditions
 - e. Alley width may be reduced to 12-foot one-way circulation, to reduce amount of impervious surface needed, if approved by the City Engineer.

Development Services conditions:

29. The development plans shall comply with all current Oregon City Public Works design standards, specifications, codes, and policies prior to receiving a permit and beginning construction for each DDP. (DS)
30. Each DDP will further refine the stormwater management plans and reports of each phase and can be met by meeting approval criteria outlined in section 13.12.090 of this report. (DS)
31. The development plans shall comply with all Oregon City Public Works design standards, specifications, codes, and policies prior to receiving a permit and beginning construction. (DS)
32. At such time, a phase of development envelops the stream area (e.g. Phases 2, 4, and 5), the applicant shall obtain an appropriate DSL or USACE permit or provide evidence that one is not required. (DS)
33. With each phase of development, the applicant shall obtain an appropriate ODFW permit or provide evidence that one is not required. (DS)
34. The City of Oregon City has jurisdiction over Holcomb Boulevard where this development ties in as well as the proposed new streets within this development; however, Livesay Road and future connections to neighboring properties outside of the Urban Growth Boundary are under the jurisdiction of Clackamas County. Coordination and approval with Clackamas County for connections to Livesay Road and properties under their jurisdiction shall be evaluated as part of each DDP review.
35. The developer shall provide an engineered grading plan prepared by a professional engineer in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards with each DDP. (DS)
36. Street layouts and public improvements shall be re-reviewed with each phase of development during DDP review and shall follow the standards of OCMC 16.12 and 17.44 avoiding Geologic Hazard areas where necessary, creating a grid system, provide future connection points to neighboring properties, and providing a street layout acceptable to the City Engineer. (DS)
37. All public improvements along the Holcomb Boulevard frontage (e.g. right of way dedication, sidewalk construction, street trees, etc.) shall be designed and constructed in Phase 1 and reviewed as part of that DDP (DS)
38. The street proposed to serve development within Phase 6 is proposed to be a private street. It shall be further reviewed as part of the corresponding DDP review to determine construction feasibility, ownership and potential future connectivity to neighboring properties. (DS)
39. Any temporary (or permanent) dead-end streets created as part of the phased development approval shall include sufficient space and improvements necessary to accommodate a vehicular turnaround. (DS)
40. The City and Clackamas Fire District No. 1 shall review each DDP proposal to ensure that life safety requirements, including pavement widths, slope and grading requirements for the proposed streets, are met.
41. With Holly Lane designated as collector street, new driveways there are to be avoided as much as possible and instead driveway access should be off of local streets or alleys. Holcomb Boulevard as a minor arterial will have no new driveways. Instead access to properties shall be from rear alleys. Each phase shall identify proposed driveway locations for review of each DDP.
42. Each DDP shall provide updated plans with off street and bicycle accessway locations shall be spaced at intervals not exceeding 330 feet of frontage. (DS)
43. With the street layouts and number of buildable lots subject to change, the locations of the pedestrian crossing points shall be further reviewed with each DDP per OCMC 16.12.032. (DS)
44. If it is determined through individual DDP review that additional transit improvements are needed, accommodation for such transit or alternative transportation facilities within each phase shall be proposed. (DS)

45. Clackamas County has provided conditions of approval to be implemented with different phases of the development. Because the proposed layout is preliminary and subject to change with future DDPs, the applicant shall coordinate these conditions with the City and County with each DDP. The public improvements on Livesay Road shall be further reviewed in more detail with each DDP but at a minimum, the Applicant shall address the following:
- A. All frontage improvements in, or adjacent to Clackamas County right-of-way, shall be in compliance with *Clackamas County Roadway Standards*.
 - B. The applicant shall dedicate an additional approximately 15 feet of right-of-way along the entire site frontage of S Livesay Road and shall verify by survey that a 35-foot wide, one-half right-of-way width exists, or shall dedicate additional right-of-way as necessary to provide it.
 - C. The following improvements will be required along the entire site frontage of S Livesay Road at the time of development of Phase 2, in accordance with Clackamas County Roadway Standards:
 - (a) A 25-foot wide half-street improvement is required, constructed from centerline of the right-of-way. The structural section for S Livesay Road improvements shall be constructed per Clackamas County Roadway Standards Standard Drawing C100 for a collector roadway. Where widening is required, saw-cut and grind and inlay may be needed based on road condition, per Roadway Standards Section 225.5.
 - (b) Standard curb, or curb and gutter if curblane slope is less than one percent, and pavement with the face of the new curb located 25 feet from the centerline of the right-of-way. Centerline of the right-of-way shall be established by a registered survey.
 - (c) A minimum 7-foot wide unobstructed setback sidewalk shall be constructed along the frontage of the commercial sites on Tracts L and K. The remainder of the frontage a minimum 5-foot wide sidewalk shall be constructed.
 - (d) A 5-foot wide landscape strip, including street trees shall be constructed along the entire site frontage.
 - (e) Drainage facilities in conformance Tri-City regulations and Clackamas Roadway Standards, Chapter 4.
 - (f) For the proposed public street intersection with S Livesay Road, construct dual curb ramps, per Oregon Standard Drawings.
 - (g) The intersection of Holly Lane with S Livesay Road shall be limited to gated emergency vehicle access only, with the gate approve by the Clackamas Fire District.
 - D. If full access to S Livesay Road from the Master Plan site is proposed at any one of the proposed phases, a supplemental TIS will be required evaluating the adequacy of the off-site portion of S Livesay Road and the intersection with S Redland Road. At a minimum, a paved road width of 20 feet will be required from the project site to Redland Road, and the roadway deemed adequate, or a determination that it can be made adequate through improvements to support traffic from the masterplan site. Approval of a Development Permit from Clackamas County Engineering will be required for access to S Livesay Road.
46. The applicant shall provide updated downstream capacity calculations with system capacity upgrades (if needed) at each DDP to confirm that the City's sanitary sewer system can safely handle each phase of the development.
47. Like the sewer system, the water system will be built overtime. Each DDP will confirm that the existing water systems (City and CRW) have capacity and sufficient available fire flows for each

- phase of development. Coordination with CRW will be required when elevations exist at or above elevation 434.(DS)
48. All new franchise utilities shall be placed underground and all existing overhead utilities adjacent to the property frontage, including the existing service lines crossing Holcomb Boulevard for 15110 S. Holcomb Blvd, shall be relocated underground unless deemed infeasible by the City and franchise utility provider(s) prior to platting for each DDP. (DS)
 49. The applicant shall provide a hydrology report that addresses the effect of the stormwater outfall upon the local watershed with each DDP. The hydrology report must address the discharges erosion and landslide effect on the downhill slope, the stabilization of the uphill slope, and the environmental impact on the downhill slope as well as how the underground aquifers will be maintained. (DS)
 50. The final alignment of the proposed streets and the number of buildable lots located in the geological hazard areas shall be further reviewed as part each phase's DDP to ensure minimal impact to the geological hazard areas. (DS)
 51. As part the DDP review, the applicant shall further refine the number of lots proposed within the geologic hazard areas to meet the City's density requirements. This may include identifying lots as unbuildable as green space or modifying the size of the lots to reduce the density. (DS)
 52. Left turn lanes will be needed at the intersection of the future Holly Lane and Holcomb Boulevard. While that intersection is not a part of this GDP, right-of-way dedication shall be further reviewed in Phase 1 DDP to determine if the appropriate amount of right-of-way is provided for the necessary left turn lanes. (DS)
 53. Future Type III Master Plan refinement review to address the multiple outstanding discretionary issues listed below shall be accomplished before or as part of Detailed Development Plan review. The Phase 1 DDP may be submitted prior to the Master Plan refinement if review of subsections b and c would not apply.
 - a. A feasibility study addressing how a street connection from the development site to Redland Road would be provided.
 - b. How the applicant will achieve a balance between urban design and the natural topography of the site, if retaining wall heights over 3.5 feet are proposed
 - c. Analysis of alley feasibility/practicability and mitigation where alleys are not proposed
 - d. Local street connectivity and block lengths
 - e. Density and increases to the total number of units
 54. The applicant shall provide one of the following options as additional mitigation for the proposed variance and dimensional adjustments:
 - a. Preserve one or more of the wetlands as open space (sized at least 7,000 square feet)
 - b. Expand the dedicated land for the public park site to at least 5 acres, from the currently-proposed 4.4 acres, and include wildlife habitat features such as ponds or native plant zones within that additional acreage
 - c. Design the proposed stormwater detention facility(ies) as a wetland, rather than a traditional fenced storm pond. At least half of the proposed water quantity proposed to be detained shall be detained in a wetland-style facility.
 55. Although vehicular access to Livesay Road will be blocked by an emergency access gate, paved bike and pedestrian access from Holly Lane to Livesay Road shall be provided.



CITY OF OREGON CITY

LIST OF ITEMS ADDED TO RECORD

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

To: Planning Commission

Agenda Date: 05/23/2022

From: Planner Kelly Reid

SUBJECT:

GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan

The following items were added to the record after May 6th, 2022 and have not been previously published in an agenda packet. Each item is included in this document in the order listed below:

PART 1 - **CLICK EACH LINE BELOW TO NAVIGATE DIRECTLY TO THE COMMENT**

1. Comment from Karla Laws
2. Comment and attachments from Christine Kosinski
3. Letter from Jane Varley, Michael Mueller, Dan and Shannon Keller, and Shirley Humprey
4. Comment from Darin Shoup
5. Comment from Mikhail Krughkov
6. Slides from Adella and Mark Bell
7. Letter from Rivers of Life Center
8. Letter from Oregon City School District
9. Melissa Warner
10. Slides from Applicant's Presentation
11. Slides from Jed Pedersen
12. Comment from Brent and Jamie Gross
13. Comment from Jaimee Melilli

PART 2 - SEE SEPARATE DOCUMENT

14. Slides from Enoch Huang and Roya Mansouri
15. Letter from Enoch Huang and Roya Mansouri
16. Comment from Emily Lisborg
17. Comment from Ken Iverson
18. Letter from Barb Seekins
19. Letter from Trailview Heights HOA
20. Map from Sutton
21. Slides from Tom Geil
22. Letter from Stephen Ford
23. Letter from Jackie-Hammond Williams
24. Letter and attachments from Tara McElhannon
25. Comment from Sharon Neish
26. Comment from Carolyn Lu

27. Comment from Anonymous
28. Comment from Lynette Basiou
29. Department of State Lands Wetland Report approval letter
30. Photos from Planning Commission Chair's site visit
31. Copy of Public Records Request from Clackamas County Disaster Management
32. Copy of Facebook Posts from Tom Geil and Dirk Schlagenhauser
33. Comment from Jackie Dalseme
34. Copy of Opinion Piece from Oregon City News authored by Tom Geil dated May 12, 2022
35. Email from Department of Land Conservation and Development (DLCD)
36. Comment from Jane Nitschke
37. Comment from Suzanne Hammond
38. Comment from James Nicita with Attachments

May 8, 2022

419 Roosevelt St
Oregon City, OR 97045

Oregon City Planning Commission
615 Center St.
Oregon City, OR 97045

Subject: GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan

Dear Planning Commissioners:

I am extremely concerned about this development, especially concerning geographical concerns, congestion, traffic, safety, the infrastructure of stormwater/wastewater, and parking minimally. Holcomb is a bottleneck and there is no way to help improve traffic, especially in a natural disaster. Traffic issues/safety is an issue for my neighborhood as well, being the Elyville Chair, about traffic safety from families from our neighborhood traveling to Park Place Park and to Holcomb Elementary School.

My biggest concern here, like in my neighborhood as the Chair of Elyville NA, is the administrative process. We are getting results from the OC 2040 that many residents are concerned about wetlands, geological overlay, and trees. This development seems to not honor overall the feedback city staff is getting from the residents, us who pay taxes and city staff salaries. What is the point of implementing the OC 2040 if the staff are not already concerned with what we the residents want, the people who live here and not just work here? The original "Park Place Concept Plan" has been altered dramatically. A process and commitment were made with Park Place NA, city staff is the gatekeeper to the plan. The city staff is responsible for following through with the neighborhood. How can this neighborhood or any neighborhood trust that our city will care for residents' needs, their feedback, or their best interests? Paperwork is posted inconsistently and at the last minute, similar to Elyville NA concerning Holmes Condominiums. We the residents are not professional lawyers or land use attorneys. Current conduct is not helpful or supportive of Oregon City residents. Overall, this new concept and land use application are not good for Oregon City.

I appreciate your time and thank you for listening!

Sincerely,

Karla Laws
Volunteer, Elyville NA
Volunteer, Citizen Involvement Committee
Volunteer, OC 2040

Oregon City Planning Commission Meeting of May 9th, 2022

e-mailed on 5/9/22

RE: Testimony of Christine Kosinski, Unincorporated Clackamas County
Agenda Item 1 – GLUA 21-00045/MAS-21-00006/VAR 22-00001 Park Place Crossing

I request that the City keep the records open for the above Land Use Application because of the many unresolved problems that plague the Park Place/Holcomb/Redland Rd/Holly Ln area. Two of the problems are so serious, they will stop this development. You have NO roads, Holly Ln is incapable of the large traffic loads (read below) and until the City provides Landslide Insurance, they risk future litigation since new property owners are not being told this is a landslide zone and there is NO Landslide Insurance available anywhere to pay for losses due to landslides. The people need answers from the City and Traffic Engineer before this proposal can go forward as currently designed. There are at least four other additional demanding issues that must be resolved, and to date, these additional issues have not been addressed by the Planning Commission, and must be answered prior to any consideration for approval or disapproval. These issues are as follows.....

- 1) **HOLLY LANE – Is it really safe to use?** - I am providing you with information about Holly Ln, I transcribed from the tape of two City Commission meetings, where strong concerns were brought forward by City Commissioners regarding any use, by the City, of Holly Ln, and whether it should be considered for removal of the Oregon City TSP. Here is what was said,

First Meeting transcribed =Oregon City Planning Commission, meeting of January 25th, 2016

(Bottom of Pg 6) **Commissioner McGriff** – “Pete, I appreciate this, but I do not see how in any universe that we could ever get this on Holly Lane – EVER! - Its just not – this could never happen on Holly Lane. I have to say that for the record”.

(Pg 7, 3rd paragraph) **Commissioner McGriff** – States to Pete Walter, “I wish there was a way we could recommend that the TSP be amended to take substantial portions of Holly Ln out, because I think it's a (fool's errand) to think we're going to do anything. I mean, I don't see it ever happening, and why, we've got geologic hazards, we've got, there are just so many impediments to Holly Lane tht is not funny, I would never buy property on Holly Ln.”

(Pg 7, 3rd paragraph) **Pete Walter, city planner** – States “Well, there are No other South/North alignments except for I-205 and Molalla Avenue identified in any of our TSP's. There's nothing further East plus our UGB doesn't go that far, so in terms of North/South connectors and what we have to work with within regulatory boundaries.”

(Pg 8, lines 7-14) (Mabee) Yes, we recognize **Holly Ln is an impossible dream**, um, (Espe) it needs a little more help than that, (Kidwell) I think what we're suggesting is that the status of Holly Ln in the TSP be reconsidered based on the reality of (Mahoney/McGriff/Kidwell) unrealistic limitations and in fact the City of Oregon City has no jurisdiction over that road, nor do we want jurisdiction unless it gets, (Mahoney) yet for some reason we've adopted tht responsibility. (McGriff) Guys, we brought this up when we were reviewing the TSP about Holly Ln, we said “what's the likelihood”, and the City Staff person said the likelihood that that's ever going to happen is “slim to slim”.

(Pg 9, last para.) – Denyse McGriff stated “go ahead Damon Mabee and say it, the impossible dream.

Second Meeting transcribed = Oregon City, City Commission meeting, of March 02, 2016

(Pg 3, lines 6-15) The biggest issue that I think we heard about all of this, with regard to traffic and transportation was Holly Lane, and I know many of you have been on Holly Lane, but maybe not lately, but we are very concerned about Holly Lane, it is severely constrained and it is very unlikely that in any near future of our lifetimes that the County's going to have any money or that we would have sufficient money to make it a Minor Arterial. We would like to see, at the very least, that we look at putting either amending the TSP to remove a portion of Holly Lane or at least putting an Asterisk so that we know it is a constrained facility and that it is going to take a lot more than what we currently have right now to try to deal with that situation. We kind of feel that, we cannot in good conscious, recommend that we add more trips to that in its current configuration and construction”.

GOAL 1 - A program that insures the opportunity for citizens to be involved in all phases of the planning process. The staff of the City of Oregon City, have purposefully and neglectfully, not sent notices to any of the homeowners living on Holly Ln, outside of the UGB, even though, since the inception of the Park Place Concept Plan, I have requested the City to send notices to these homeowners since the City decided in 2013, against the will of these people, to put Holly Ln into the Oregon City Transportation System Plan. I am assuming city staff does not notice Holly Ln, outside the UGB, because staff thinks they are more than 300 feet from the boundaries of the Park Place Concept Plan. Because the City has openly planned, since 2013, to place all of Holly Ln, including the part outside the UGB, into their plan for The Park Place Concept Plan, the homeowners living on Holly Ln, outside the UGB, are within 20-30 feet of the street. In other words, the City is making a decision, on their own, to grab Holly Ln for itself. Therefore, since the people are only 20 feet away from Holly Ln, a major street planned for the Park Place Crossing development, this puts these citizens in the center of the Park Place Crossing plan, and by law, they should be noticed. Actually, the peoples of Holly Ln could ask Oregon City to begin hearings all over again on both the Park Place Concept Plan as well as the Beaver Creek Concept Plan, they could ask the City to begin at 2004, since the City has unlawfully kept them out of all of the planning process for both of these large developments. Oregon City has been neglectful in leaving these people out of the planning process and must now go back to as far as 2004, if that's what it takes, to help these homeowners understand the disastrous effects the Park Place Crossing, the Park Place Concept Plan, and the Beaver Creek Concept Plan, will have upon their properties, the property valuations, the huge amount of safety being lost for these homeowners, as well as the fact they live in a Landslide Zone and cannot obtain insurance for losses due to landslides. So what will it be Oregon City? For the last time, when are you going to notice the people on Holly Ln, outside the UGB, of the bulldozer coming their way. If you fail to notice the people, you will be non-compliant with GOAL 1. We are through requesting, as we have done at least 5 times in the past, to be included in these hearings, we will not request again without taking further action

LANDSLIDE INSURANCE – Where is it?.....There is NO Landslide Insurance available. Since the disastrous floods of 1996-97, insurance companies in the United States all took such catastrophic losses they could no longer offer insurance that would cover losses due to landslides. As I have testified many times to the City, the buyer's of new homes are not being told they are moving into property in a landslide zone and that there is no insurance to cover losses due to landslides. It is criminal for these citizens to purchase very expensive homes and then not be told the truth about the property they are buying, even though proof is now available through Lidar imagery. It is unconscionable that Oregon City is allowing this to happen, it is the most illegal transaction I have seen a government do. **I have testified to Oregon City hundreds of times regarding the fact that Landslide Insurance does not exist.** The City

may feel they are innocent, since they have the developer sign a waiver that is somehow to hold the City harmless. It is time for the City to end this practice, especially now, since they want to acquire Holly Ln which is filled on both sides with landslides, many are active. Oregon City proposes at least 40,000-50,000 ADT's per day down Holly Ln from the Beavercreek Concept Plan, and the City must acknowledge these numbers to the people of Park Place, as they must realize when traveling down the Holly Ln Extension, from Holcomb down to Redland Rd, they will be facing this huge amount of traffic trying to take a left turn onto Redland Rd. In essence, there will be about 40,000 ADT's per day from the Park Place Plans and 40,000 from Holly Ln. Let's be honest, SHEER GRIDLOCK! And to make matters worse **NO LANDSLIDE INSURANCE!**

2) **CITY OF OREGON CITY TO PAY FOR LANDSLIDE INSURANCE** – This is correct, the people of Holly Ln have literally begged the City to acknowledge the fact that landslide insurance does not exist, that the City should not be heavily developing in these hazardous lands. If you are going to continue to allow buyers to purchase property in landslide areas and withhold this valuable information from them, as well as not notifying them that Landslide Insurance does not exist, then the City should be liable. After all, the City is breaking it's own Comprehensive Plan, it's agreement with FEMA, the DLCD Landslide Guidelines, as well as all requirements of State land use Goal 7, each time they allow this important information to be withheld from the buyer. They also want to heavily use Holly Ln, a street that just a few years ago suffered six landslides, a street where landslides remain active. The heavy traffic you propose, the widening of Holly Ln to three lanes, bike lanes and etc, any of these could easily reactivate these slides and these homeowners have **no landslide insurance**. If the City takes over the street, then they take over ALL LIABILITY, not only for Holly Ln, but for Holly Ln east and west extensions, as well as the new homes in Park Place, because you, the City are withholding information from these people that could financially ruin them for life. If the City does not want to pay for the landslide insurance, then they should get themselves down to the State Capital and hammer out a plan with the administration that would cover all homeowners in the State of Oregon. Again, something I have asked the City to do on numerous occasions. If the City wants Holly Ln, **they pay for it**, because when they take over, it will be assumed all future landslides are caused by actions of the City.

3) **STATE LAND USE GOALS I, 5, 6, 7, 12** – The City is non-compliant with these land use goals for the Park Place Crossing Plan.

- 4) **THE TRAFFIC ENGINEER'S REPORT FOR PARK PLACE CROSSING** – Report is incorrect in many ways and must be corrected. In 2008, the ITE Manual called for 10 trips per day, per car, for every single family home. I don't think the ITE manual has changed that much since 2008, for the Traffic Engineer to give such dramatically low ADT's per day from the 476 homes in Park Place Crossing. The actual figure for 476 homes, with two cars for each home, would be 9,520 added trips per day. The ADT's per day must be corrected, and also, a corrected TSP must be addressed by the Traffic Engineer and the City. **THE KITTLESON REPORT FROM 2007 shows the Park Place Concept Plan to generate 22,990 new weekday daily trips, they additionally state “Redland Road, Holcomb Blvd, and Holly Lane are also forecast to experience significant increases in travel demands. Each corridor is constrained by narrow rights-of-way and difficult topography.** All of this being proposed down roads that can barely handle to amount of trips per day they currently are experiencing. Holly Ln, Holcomb, Redland, Maplelane, Thayer.....all of these roads are in no condition to take on this type of heavy traffic. A new traffic plan must be addressed, one that connects Park Place directly into the I-205.
- 5) The Planning Commission should not consider approval at this time until the difficult transportation issues can be resolved, there are NO roads in this area to support this type of large development. The fact there is NO Landslide Insurance for any of these homeowners must be addressed. The density being proposed is way too dense for a hazardous landslide area where the Bolton, Oatfield and part of the Portland earthquake faults lie. The City must meet with the State regarding a program for homeowners living in these hazardous areas. Yes, FEMA will pay somewhat, however they pay poorly for landslide damages which are usually very high and catastrophic. If we get a bad earthquake in the Holly Ln/Park Place area, some of these homes will come down like dominoes. This is nothing to take lightly, the DLCD and DOGAMI Guidelines must be part of the Park Place Crossing Plan and all future plans for both Park Place and Holly Ln. The homeowners must know they are moving into a landslide area and that there is no insurance available to pay for losses due to landslides. With the huge amount of large development Oregon City has been undertaking in the hazardous and challenging landslide areas, they could be placing themselves in a high liability situation and this must be considered.

Oregon City - City Commission meeting of March 02, 2016

Mayor, Dan Holladay Commissioner Brian Shaw Commissioner Rocky Smith
 Commissioner Carol Pauli Commissioner Renate Mengelberg

Agenda Item 6C: PC 16-037 Re-adoption of the Beavercreek Road Concept Plan

RE: Transcription of Video Tape showing strong concerns from the Planning Commission, to the City Commission, that either part of Holly Lane be taken out of the Oregon City TSP or that the street be labeled as “Constrained.” This was in a Memo delivered from the Planning Commission to the City Commission, which included these three additional strong concerns, a specific response from Tri-Met, Mobility Standards, and clarification for Cottage manufacturing. The Planning Commission stated in their meeting of January 25th, 2016 that they would pass along these very large concerns to the City Commission as they felt strongly these needed further deliberation and action at the City Commission level.

At 2:49:00 the Video Tape, the hearing begins with the Mayor opening the hearing.

At 2:58:00 on the Video Tape Mayor Holladay begins by speaking to both Planning Commissioner Chair Charles Kidwell, and Vice-Chair Denyse McGriff. Mayor Holladay states “Before you guys start talking, I want to say that we couldn't do this job without you guys doing your job” and that while Ms. McGriff and I have been on opposite sides of many issues, I have a great amount of respect for the amount of time you have spent inside the planning community both here in Oregon City and in the City of Portland and now that you know the stuff inside out and upside down and backwards and so I'm confident that any challenges that might come up to this, I think you guys have probably already visited, so thanks again for both of your service.” Chair Kidwell responds by stating “Thank you for the compliment although as a professional land use planner, we always have things to learn and I appreciate working with our staff because we work with each other, but we were going to have some T-

shirts printed up for you that said “ We do the heavy lifting so you don't have to”, but we decided not to wear those tonight.”

Charles Kidwell, Chair of the Planning Commission and Denyse McGriff, Vice-Chair Planning Commission, thank you for hearing us this evening. Mayor Holladay, City Commissioners, thank you for the kind words and we were elected by consensus of the Planning Commission to come and share just a few thoughts with you, this was a particular issue that as a Commission we didn't feel like we just wanted to pass it on to you without a little bit of commentary, so with the assistance of Mr. Walters (city planner) we have prepared a memorandum which you have in your packet and I wanted to take a few moments just to read a few of the more, what I would consider, important points and Denyse and I are going to do a little “tag team” effort, we're not talking about mud wrestling, we're talking about giving you the information. There were a few areas that we both had specific concerns about that we wanted to share with you. There was a lengthy detailed process that the Planning Commission went through in reviewing this reconsideration of the Concept Plan and the re-adoption of that and through that there was quite a bit of public testimony and we believe that the Beavercreek Road Concept Plan re-adoption strikes a balance between achieving the communities vision for complete and sustainable community with opportunities for Oregon City residents to live and work and _____ fully endorse the adoption of this plan, but we have several points that we wanted to bring to your attention that we believe warrant special on-going consideration, and one of those is the **Transportation issues** especially those related to **Alternative Mobility Targets and Tri-Met service and Holly Lane**. We heard testimony from ODOT officials in support of the planning process for the Beavercreek Road Concept Plan and urged the City Commission to follow through with the adoption of the Alternative Mobility Standards as soon as staff is able to prepare them and these targets must be adopted prior to any re-zoning of lands within the concept area. You saw the meetings, we spent quite a bit of time on this, we're really concerned basically that there is a large amount of congestion in this area, particularly

at the intersection of Hwy 213 and Beaver Creek Road, we also know that a lot of that traffic is not generated from within Oregon City, it comes in Oregon City and out Oregon City and goes to parts unknown, but we still feel really responsible about making sure we have good land use planning with regard to Oregon City's Comp Plan and the Metro Functional Regional Plan. It's really imperative that we work, whether we have to drag them kicking and screaming, with Clackamas County to get some of this work done, Clackamas County, the State and Metro. **The biggest issue that I think we heard about all of this, with regard to traffic and transportation was Holly Lane,** and I know many of you have been on Holly Lane, but maybe not lately, but we are very concerned about Holly Lane, **it is severely constrained and it is very unlikely that in any near future of our lifetimes that the County's going to have any money or that we would have sufficient money to make it a Minor Arterial.** We would like to see, at the very least, that we look at putting either amending the TSP to remove a portion of Holly Lane or at least putting an Asterisk so that we know it is a constrained facility and that it is going to take a lot more than what we currently have right now to try to deal with that situation. We kind of feel that, **we cannot in good conscience, recommend that we add more trips to that in its current configuration and construction.** Both of the Commissioners have, what I thought, almost a humorous overall, although I'm not sure it was intended to be a humorous suggestion that we institute a Toll Gate at the entrance to Oregon City at both ends to deal with the notion that Commissioner McGriff has raised that a significant portion of traffic that we are dealing with at these key intersections come from outside Oregon City. From a serious point of view I think it just emphasizes the need to expand our conversation beyond the boundaries of Oregon City, its really, we talk about Holly Lane, but its beyond Holly Lane to get the County involved in this conversation because our TSP needs to dovetail with their TSP, beyond that the Alternative Mobility Standards are the key component that is the Tri-Met component of mass transit, and without an adequate bus system there is not a realistic alternative for mobility, very few people will be able to walk from where they live to work and bicycle riding in Oregon City is not realistic for most people so the bus is really the best and most realistic option. We

had a meeting and a presentation on February 22nd where a Tri-Met representative came and we had a conversation with them and explained our concerns, what we're suggesting is that the City strongly is encouraged to pursue tangible set of surface improvements with Tri-Met and we're recommending some sort of partnership with Tri-Met be considered and possibly implemented . We recommended to Tri-Met that they consider smaller shuttle buses within the boundaries of Oregon City to help bridge the gap between people getting from home to the main transit lines. So I think that's an important component of the alternative mobility so the Planning Commission is strongly recommending two parts, to implement the alternative mobility standards let us work with the County, and the second is to work with Tri-Met and then together I believe we will help to address the transportation considerations in this Concept Plan.

At 3:08:00 on the Video Tape, Mayor Holladay addressed Goal 5 issues as a last point.

When the Mayor was done, Chair Kidwell came in and stated . The Planning Commission is in full agreement that there are some considerations that need to be addressed, primarily with the Transportation issues and some of the environmental concerns need to be looked at, but the overall view is that we feel confident that this re-adoption of the Beavercreek Plan should be considered and approved by the City Commission. We recommend that.

At 3:09:00 on the Video Tape – a short summary was given

At 3:10:00 on the Video Tape – Jon Makler from ODOT spoke. Talks about Trip Cap, congestion at 213/Beavercreek, alternate mobility standards, shows non-support of grade separated interchange.

At 3:17:30 on the Video Tape - Elizabeth Graser-Lindsey spoke about family wage jobs, about transportation plan being 10 year old studies – spoke of Goal 2. Water & Sewer being 10 year old reports and fact that there is no money for roads.

At 3:21:40 on the Video Tape – Paul Edgar spoke about all the State goals, fact that BRCP transportation plan is 10 years old and the need for a new updated TSP.

The hearing was closed here and the City Commission went into deliberations.

Commissioner Pauli talked about transportation, that all the needs will work out over time. She stated how the Planning Commission has been trying to get in touch with Tri-Met. She stated that until there is a demand for more capacity on the roads, nothing will change. She said, how can we work smarter and not more costly. Its a plan, as we work through it, everything will be worked out.

Commissioner Mengelberg stated, we've had a decade, lets move forward

Commissioner Shaw talked about the two most important projects, the Willamette Falls Legacy and the BRCP. He talked about the Meyers Rd Extension and how it will help, he says let's go.

Rocky did not deliberate

The Mayor spoke last, then Commissioner Pauli made the motion to approve, the Vote was 5 Yes 0 No.

Note: The Planning Commission had 4 very long, in depth, hearings on the re-adoption of the Beavercreek Road Concept Plan. They submitted a Memo to the City Commission regarding four large concerns they are passing along to the City Commission for action. Those concerns are, specific response from Tri-Met, mobility standards, clarification for cottage manufacturing, and the status of Holly Lane. The City Commission deliberated only **Eight Minutes** at this first hearing for the re-adoption of the Beavercreek Concept Plan, they only slightly mentioned transportation, but for the most part, all four large concerns passed along to them, from the Planning Commission, were not addressed!

Oregon City Planning Commission - Meeting of January 25th, 2016

Commissioner Charles Kidwell, Chair Commissioner Paul Espe Commissioner Tom Geil
 Commissioner Denyse McGriff Commissioner Bob Mahoney
 Commissioner Damon Mabee Commissioner Zachary Henkin

Video Tape starts at 1:40

Agenda Item: Re-adoption of the Beavercreek Road Concept Plan – PC 16-017

RE: Transcription of Video Tape showing, **(1)** strong concerns from the Planning Commission that either part of Holly Lane be taken out of the Oregon City TSP or that the street be labeled as “Constrained.” Planning Commission emphasizes here the importance of a “Memo” that the Planning Commission will both send to, and verbally give to, the City Commission regarding four major concerns that they **want to bring to the attention of the City Commission for action.** Those concerns are **(a)** specific response from Tri-Met with respect to the Southeast corridor and its requiring improved service **(b)** Mobility Standards **(c)** clarification for Cottage Manufacturing being part of the employment land **(d)** status of Holly Lane for areas outside the UGB in terms of it being reconsidered in the TSP as well as its functional classification.

Also transcribing the section of Video Tape (especially between **1:06:02 and 1:23:00**) showing **(2)**, how the Planning Commission struggled with the Alternative Mobility Studies, how information was not in the file that the Commission needed, ie, the letter from Vanessa at Tri-Met and what that letter stated. **Many of the Commissioners had strong concerns that Tri-Met has been absent in and not sensitive to the needs of our community.**

At 1:05:00 on the Video Tape – Pete Walter, City Planner, stated to the Planning Commission that Staff is recommending that the Planning Commission find for approval of the BRCP and its appendices. We have provided Findings, how it meets the Statewide Land Use Goals, Metro Title I, Metro Title 4, as well as applicable concept plan criteria based upon the record and the findings. As you know the record for this re-adoption is very large and it includes multiple sets of public comments, reports, memoranda and staff responses.

At 1:06:02 on the Video Tape – Pete Walter goes on to state to the Planning Commission “It, the plan, will be reviewed in its entirety at the City Commission level again. The Memorandum is intended to raise just the final issues raised in the Planning Commission meeting of January 11th, 2016. Let's summarize some of those concerns just as the Planning Commission deliberates, so the Memorandum I put before you addresses Tri-Met, Holly Lane, the Alternative Mobility Targets, Open Space and the issue of Cottage manufacturing industry employment and Home occupations. First, with respect to Tri-Met, I included a letter from John Lewis, our Public Works Director, which was addressed to Tri-Met official and it talks about the Southeast Enhancement Program that Tri-Met has put out there. So, John's letter is addressing the southeast enhancement plan and it includes recommendation to request further planning for the following areas, Meyers Road with service to Clackamas Community College and the BRCP concept area. This would be to increase safety and efficiency by routing Tri-Met buses through the community, the college and out Meyers Rd Extension and to spur development of industrial sites in order to foster family wage jobs and support economic growth. It also mentions Clackamette Cove as an area needing transit service in addition and also turns South Oregon City community and jobs connector shuttle. John Lewis also wanted to state that we need to coordinate our communication with Tri-Met through Public Works since they have a department that works with the Transportation Advisory Committee and he has been doing a lot of work with Tri-Met ever since this issue came up.

If you recall, it came up with the South End Concept Plan as well, That being said, this is certainly something we will carry forward to the City Commission. **Commissioner McGriff** asked Pete Walter, “Where the other half of this letter is – from Vanessa at Tri-Met. Commissioner McGriff stated that the Planning Commissioners do not have this letter.

Chair Kidwell stated “in echoing Commissioner McGriff’s concerns, I would like to see some tangible evidence that Tri-Met is being responsible to the concerns we have, maybe we can suggest that they give us a “Plan of Action”, something that is what they are intending to do and not just give us some platitudes. **Commissioner Henkin** then stated, “and just to reiterate, so your expectation is that with the approval we have before us tonight, that we would expect an up to date response from Tri-Met in time for the City Commission meeting. Well, through the public process of, at the City Commission level, we want to see something entered into the record as a response to the plan and to the Planning Commissioners and the City Commission.

Commissioner McGriff – stated, “I’d sure feel a lot more comfortable if I knew that now.” Pete Walter answered – Well, I understand that, but this is a Concept Plan and we know through experience that Tri-Met has commented on applications for development when they come in, and so I feel that at this level of planning its, the timing is right. The majority of these properties have not been developed and won't be developed until there is a zone change approved and the zone change won't be approved until the Alternative Mobility Targets and subsequent site planning are done, so its definitely not our last time to get a bite of the apple.

Commissioner Espe – stated, “when we get down the road to a project, we're going to do X,Y &Z at such and such a time and I guess that all depends on how you want to have your concept plan, but there needs to be something, some kind of acknowledgment, I can't make a decision on this tonight until I see Tri-Met do something. It doesn't have to be exactly how many bus stops, or how many bus trips they're going to do, but I think there really does have to be some kind of give and take and between the City and Tri-Met on how all of this is going to work. If we're going to do the TSP with Alternative

Modes, this is kind of a big piece of that alternative pie.”

Commissioner Mahoney – stated, “he feels there is a struggle between the cities and Tri-Met that right now is the **big elephant in the room** because they have the power and until the City Commission just says, **We Demand – and I use the word Demand**, we want some responses on what your plans are for Oregon City because we've addressed it, but you haven't addressed Routes, Manpower and Stops, we can't do that, but the City Commission has got to require that Tri-Met respond to this communities concerns about service and we haven't done that.”

Commissioner McGriff – stated, “we are trying to approve a plan that relies heavily on Alternative Mobility, she goes on to say that she thinks the Planning Commission has the power to request answers to these concerns.

Commissioner Mahoney – states, “**This has to come from Tri-Met, but how are we gonna get them to respond if they won't.**

At 1:16:47 on the Video Tape

Commissioner Mabee – I have an idea that might get Tri-Met to respond and that's that we add to this “that if Tri-Met is unable to meet the needs of the community, we withdraw from Tri-Met and an alternative means be established to meet the needs of the community, maybe we contract with City of Canby, contract with the school to run little yellow buses, maybe we should put into this Concept Plan that Tri-Met not be a part of it.”

Commissioner Mahoney – I agree and support what the Planning Commission is trying to do, **but I think we should advise the City Commission that we are unable to proceed and complete the BRCP without the input from Tri-Met.**

Commissioner McGriff – We don't kick the can to them

Commissioner Mahoney – That's right, we don't have the authority at this level to do that, if Tri-Met gets the message from our City Commission, based on our recommendation, then something's going to be done, but we're not going to write a Memo.

Chair Kidwell – What if we include something like Commissioner Mabee has suggested as leverage.

Chair McGriff – If I think I heard what you're saying, I'm not ready to move this forward unless we get a response from Tri-Met.

Laura Terway, City Planner – Can I chime in, one thing is that we don't know what the Alternative Mobility Standards will be. We don't know if they call for increased Tri-Met or if they just say – maybe we'll allow more congestion. We just don't know til the study is done.

Chair Kidwell – That is exactly the point, there are six Commissioners here that don't want to see more congestion, O.K., that's not going to be an acceptable alternative.

Carrie Richter, City Attorney – No development pursuant to this plan can happen until the Alternative Mobility Standards are adopted and for them to be adopted, there will be a process that will come before you and will come before the City Commission as an Amendment to the City TSP. So I know you would prefer to do the Alternative Mobility Studies first and that would be my preference to, but there have not been that many Alternative Mobility determinations done in the metro area, so we are sort of a guinea pig as Jon Makler, ODOT, pointed out at the last hearing.

Chair Kidwell – I don't think we're asking for that plan, I think we are asking for a commitment from Tri-Met to improve service in this area, we're not asking for the mobility plan, we're asking for a response to this letter from John Lewis saying they are committed to increasing the service.

Commissioner McGriff – This isn't a response Chair Kidwell, John Lewis wrote this letter in response to something that came from Tri-Met, that was my question, where is the letter that came from Tri-Met? We are requesting specific contact with Tri-Met saying, we are holding this up because we need to hear from you please.

At 1:23:00 on the Video Tape

Pete Walter, City Planner – The second item here is Holly Lane. Holly Lane was addressed in the TSP. It is a Minor Arterial in our TSP. One portion of Holly Lane, which is outside the UGB, between the Park Place Concept Plan and Maplelane Road, is a Rural Minor Arterial in the TSP for Clackamas County. That is the cross section I put on your desk. All projects within the City's TSP, whether they are in a geologic hazard overlay district or not include detailed surveys conducted to identify hydrologic, topographic, or other geologic constraints and all street extensions included in this plan are shown with conceptual alignments so that planning will have an illustration for street connectivity. Final street connectivity will be identified after those surveys are completed so when the TSP was adopted, we already made a finding that, based on our development standards and review processes defined in our code, that the TSP update is consistent with Statewide Planning Goal 7 Hazards.

Commissioner Mabee – Asks Pete Walter, are you saying that this is the cross section for how Holly Lane should be?

Pete Walter, city planner – That is the Functional Classification for Holly Lane as it should be, but that is subject to topographic environmental constraints, so that is the typical cross section anywhere in a Rural Arterial section, its like any TSP, a typical cross section subject to final engineering. And that closely resembles what we adopted in the Park Place Concept Plan.

Commissioner McGriff – Pete, I appreciate this, but I do not see how in any universe that we could ever get this on Holly Lane – **EVER! - its just not** – this could never happen on Holly Lane. **I HAVE TO SAY THAT FOR THE RECORD.**

Pete Walter, city planner – That's just what's on the books today, every other section of Holly Lane is either in a Concept Plan area or is within our City limit already.

Commissioner McGriff – Questioned Pete Walter, “is there a portion of Holly Lane that is in the City limits currently?” Pete Walter stopped and thought for a minute, then answered NO, but it is within the Park Place Concept Plan area. Commissioner McGriff continued, going on to state “in the best of all possible worlds, my – let's just say- Clackamas County is never going to improve Holly Lane because they don't have the money and its not their priority.

Pete Walter, city planner – Yes, and they've stated as much, until this area is brought into the UGB.

Commissioner McGriff – I'm just saying, in the best of all possible world's, we don't have enough money to do anything to Holly Lane that would work because of its instability. To be hones with you, **I wish there was a way we could recommend that the TSP be amended to take substantial portions of Holly Lane out**, because I think its a “fool's errand” to think we're going to do anything, I mean, I don't see it ever happening, and why, we've got geologic hazards, we've got, there are just so many impediments to Holly Lane that is not funny, I would never buy property on Holly Lane.

Pete Walter, city planner – Well, there are **No other South/North alignments** except for I-205 and **Molalla Avenue identified in any of our TSP's. There's nothing further East plus our UGB doesn't go that far, so in terms of North/South connectors and what we have to work with within regulatory boundaries.**

At 1:55:00 on the Video Tape - Planning Commissioner, Denyse McGriff states she would like the Planning Commission to put into the Memo something about the impossible dream of Holly Lane, not that we're recommending it come out of the TSP, (Mabee/McGriff) but that we recognize that this is going to be insurmountable odds to try to do this work there and we really need to have some recognition that, that particular property needs some consideration which could include taking parts of

it out of the TSP or whatever, (Espe) do you think the road classification should change? yes, or just the cross-section, (Mabee) we could specifically say that existing cross-section will never look like this theoretically or we could use it until the road the road meets its cross sectional requirements, the City will take no responsibility for Holly Ln in any sections, way or shape, (McGriff) I like that, (Mabee) that way the Counties on the stick and they maybe could throw some money at us to do a feasibility study, but until we know, its not going to happen. (Kidwell) So we have four items on the list, (Pete Walter) I'm a little unclear on the Holly Ln thing, is there consensus on the Commission , (Mabee) Yes, we recognize Holly Ln is an impossible dream, um, (Espe) it needs a little more help than that, (Kidwell) I think what we're suggesting is that the status of Holly Ln in the TSP be reconsidered based on the reality of (Mahoney/McGriff/Kidwell) unrealistic limitations and in fact the City of Oregon City has no jurisdiction over that road, nor do we want the jurisdiction unless it gets, (Mahoney) yet for some reason we've adopted that responsibility. (McGriff) Guys, we brought this up when we were reviewing the TSP about Holly Ln, we said "what's the likelihood", and the City Staff person said the likelihood that that's ever going to happen is "slim and slim." (Kidwell) So, Pete, you have 4 items on your Memo list, specific response from Tri-Met with respect to the Southeast corridor and its requiring improved service, Mobility Standards, clarification for Cottage manufacturing being part of the employment land and the status of Holly Lane for the areas outside the UGB in terms of it being reconsidered in the TSP as well as its functional classification.

(McGriff) You can say something like "we cannot strongly emphasize enough that this Mobility Standard MUST, SHALL, whatever hard word we want, be done, we cannot move this community forward unless we are able to complete that work, it has got to happen, (Mahoney/Kidwell) it has to be in cooperation with Tri-Met, (McGriff) and ODOT and the County. So can we entertain a motion of this BRCP.

(McGriff) I would so move that “we recommend approval of the Beavercreek Road Concept Plan as we have modified the documents specifically related to Goal 5 resources and the four items we have listed previously and that the Memo be brought back to us in two weeks and in the meantime please make an attempt to contact Tri-Met.

Planner, Laura Terway, of Oregon City stated they were thinking of cancelling the next meeting on February 8th and actually having the February 22nd meeting because I actually scheduled a Metro representative to come and chat with me, so if we could change the February 8th date to February 22nd, that will give us sufficient time to write the letter and do all as well. Chair Kidwell went back to the motion that was made and asked if we have a second, and yes they do. Vote was taken, the BRCP was approved unanimously by all Planning Commissioners.

At 2:00:00 on the Video Tape

Chair Kidwell asked the Commission if they want to plan to personally go to the City Commission meeting, Denyse McGriff then stated go ahead Damon Mabee and say it, the impossible dream.

There was a break here in by the City due to taping problems.

Chair Kidwell, we've approved the BRCP as amended in the findings and we're going to get a Memorandum back. I guess my question is are we going to go to the City Council meeting where its going to be presented , Commissioner McGriff stated, Yes we can go. Chair Kidwell asked Pete Walter if they could get a draft of the Memo ahead of time and then when we get here that night, its not like that's the first time we've seen it. Pete agreed.

Discussion for plan ended at 2:06:12 on the Video Tape

To OC planning commission,

Attn: Kelly Reid; kreid@orcity.org

Re: GLUA-20-00045 General Land Use Application / MAS-21-00006-Master Plan/VAR-22-0001;
Staff Recommendation Revised 5/3/22

We have been aware and involved with the Park Place concept plan since it was first mentioned to us in the late 90's. Now that it is inching closer to reality, we are writing to OC Planning to express our concerns for the residents of Livesay Rd, as well as the surrounding areas. This has been a long, expensive process for all concerned, and in the home stretch we would like Oregon City to get it right.

First of all, we appreciate the efforts on the part of the Planning Commission Staff over the nearly 2 decades of work this project has created. Their level of professionalism is commendable, especially under pressure. We are also appreciative of the public's involvement in the development process, to ensure that all aspects of the development have been reviewed to address the concerns and requirements of local residents as well as compliance to a higher standard for any large Oregon City development.

We reviewed the Planning Commission Staff Recommendations posted after May 3 and prior to the forthcoming public hearing on Monday May 9th. The document is complex and somewhat confusing to the public. It appears to have been updated several times over the past few days. Our concerns below are based on the document as of May 5th. We tried to map our comments to the numbering on the planning document, but some of the numbers that we've referenced seem to have changed.

We are most concerned about the integrity and preservation of livability for the current Livesay Rd residents and owners on properties NOT currently included in the 92-acre development under review. With specific respect to the four properties directly across from Phase 2 of the development (14630, 14604, 14580 & 14508 S Livesay Rd), in the Staff recommendation Clackamas County mentions the need to widen Livesay Rd to 50' in front of the southernmost border (14631 S. Livesay) (See item 45 A, B & C a - g) of the 92 Acre Development.

Livesay Road is approximately 15-20' wide between the south and north sides of the paved road adjacent to these four properties and the planned development at 14631 S Livesay Rd. These four residences are directly across from the bulk of the development currently happening in Phase 2 of the 6 phases. If Clackamas County uses its standard method of widening the road to two lanes of 25 feet from the center of the road, these four residences stand to lose a significant portion of their already small front yards. We would have to make significant changes at considerable expense to preserve or upgrade the privacy, safety and curb appeal of our properties.

On the north side of Livesay, the existing house at 14631 S Livesay is not included on the current plan for Phase 2. We believe there is a public park, or a stormwater retention facility where that house now sits. Assuming it will be removed prior to development, and even if it isn't, we respectfully request that Clackamas County alter their standard road widening practice to take ALL the necessary land for making this section of Livesay wider from the North side of Livesay Rd (at 14631) and leave the four properties on the south side as they currently are with minimal frontage changes. Of course, we would need

Oregon City Planning to make this a requirement of the Development. It's enough pressure that these four properties have to endure the bulk of the chaos of most of the 476 lots being developed in Phase 2 directly across from their homes. Currently we watch horses playing and grazing out across from our houses. Although we recognize the need for housing in the greater Portland area, the noise pollution, dust and impact on livability will be intense, especially to our four properties. It will be quite an adjustment. If this request is possible, it would have minimal impact to the Developer's plan.

Reading the Staff report it is difficult to determine what exactly is planned to happen to that section of Livesay Rd in Phase 2. (See item 39 A, B & C (a thru g.) and Sec 16.12.095 A, B, C (a thru g). Clarification would be greatly appreciated.

If at some point, (see 45D, also 16.12.095 B, C) as a Clackamas County Planning Staff member recently verbalized, it becomes necessary to upgrade and widen Livesay Road for additional traffic and emergency evacuation, many additional residents will also lose large portions of their lot frontage, especially in the middle stretch of Livesay where homes are built on a narrow ridge adjacent to the road on the front side and a steep canyon on the back side. The current paved road at this part of Livesay is also only @ 15-20' wide. Years ago, the residents of Livesay Road thought we had a verbal guarantee that this option was not possible for the development to utilize, but apparently this possibility still exists. Please clarify this portion of the Staff recommendations document for us.

We respect and applaud the process for addressing all these concerns, especially those concerning traffic and livability for current Livesay Rd and Park Place residents. This development along with the additional Serres development adjacent to Holcomb and the development underway across from Oregon City High School will greatly impact the Livesay, Holcomb, Redland, Abernethy, Hwy 213 & Hwy 205 travel and intersection traffic. It is difficult to believe that the Traffic studies report otherwise.

Several years ago in the process of annexing this 92-acre development the OC Planning and City Commissions verbalized their opinions that they would not allow the builder to go forward until ingress and egress between Holcomb and Redland Roads had been established. We agree and request that this requirement be reinstated as a condition prior to this project being approved. It seems counter-intuitive that the builder would go forward with Phase 1, only to be halted in or at the start of Phase 2 after failing an additional traffic study. 2000 added trips may be the required threshold, but that's an enormous number of added vehicles on the adjacent roads. We request the Developer at least do a feasibility study for the connector road from Livesay to Redland prior to this project being approved. Yes, there are slopes. Figure this out before the problem is intensified. This would address many Holcomb, Livesay, Redland and Holly Rd. residents' concerns about traffic and emergency routes out of the area, not to mention the effect added development will have on Hwy 213 and 205.

We additionally request that OC Planning reconsider their decision to allow this all to happen before they address these traffic issues. Let's not put this off.

Finally, if at all possible, we request a further continuance so the local residents may continue to review and absorb the 173-page OC Planning Staff Recommendations document as well as re-familiarize themselves with the Master plan prior to the Planning Commission making a decision on this project,

especially in light of this being a Type 3 decision that does not require an approval by the City Commission. Yes, this project has been around for a long time, but new information presented from the Developer and a long list of recommendations being posted recently just prior to the next meeting on Monday, May 9th, presents a huge amount of information for all the public concerned to understand fully.

This is one of the largest developments that Oregon City has undertaken. Please get this right and address the need for quality housing without negatively impacting the lives of the residents who already live there.

Sincerely,

Jane E. Varley and Michael H. Mueller
14630 S. Livesay Rd. OC OR

Dan and Shannon Keller
14604 S. Livesay Rd. OC OR

Shirley Humphrey
14580 S. Livesay Rd. OC OR

From: [Darin Shoup](#)
To: [Kelly Reid](#)
Subject: New Park Place Development
Date: Monday, May 9, 2022 10:27:57 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

My name is Darin Shoup and I live at 14836 Smithfield Drive, Oregon City OR 97045-8237.

I welcome affordable housing and appropriate use. I do not approve and would like to speak out on the probability of increased flooding, the probability of inadequate infrastructure, and the increased traffic. I work in healthcare and take call for the hospital. When an emergency Radiology or Cardiac (such as a heart attack) patient comes to the hospital I must be able to respond. With the increased traffic and no infrastructure improvements I believe this can impact my ability to appropriately respond for my job. Thank you for hearing my concerns.

With regards,

Darin Shoup
479-283-9574

From: [mikhail.krughkov](#)
To: [Planning](#)
Subject: Park Place Crossing -concerns with extremely small lots
Date: Monday, May 9, 2022 1:05:46 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

my name is Mikhail Krughkov, we live at the Park Place address:

16463 Willamette Valley Dr
Oregon City OR 97045

The original development plans we received two years ago stated the small lots will be 5,000sq. Now the plans say the lots will be 1,800sq. This is an extraordinary density and it brings extra traffic, noise, and wildlife issues, including our drinking water. If there is a chance to vote, I vote against small lots.

Thank you.

Mikhail.

Comments for GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Master Plan and Variance for Park Place Crossing Development

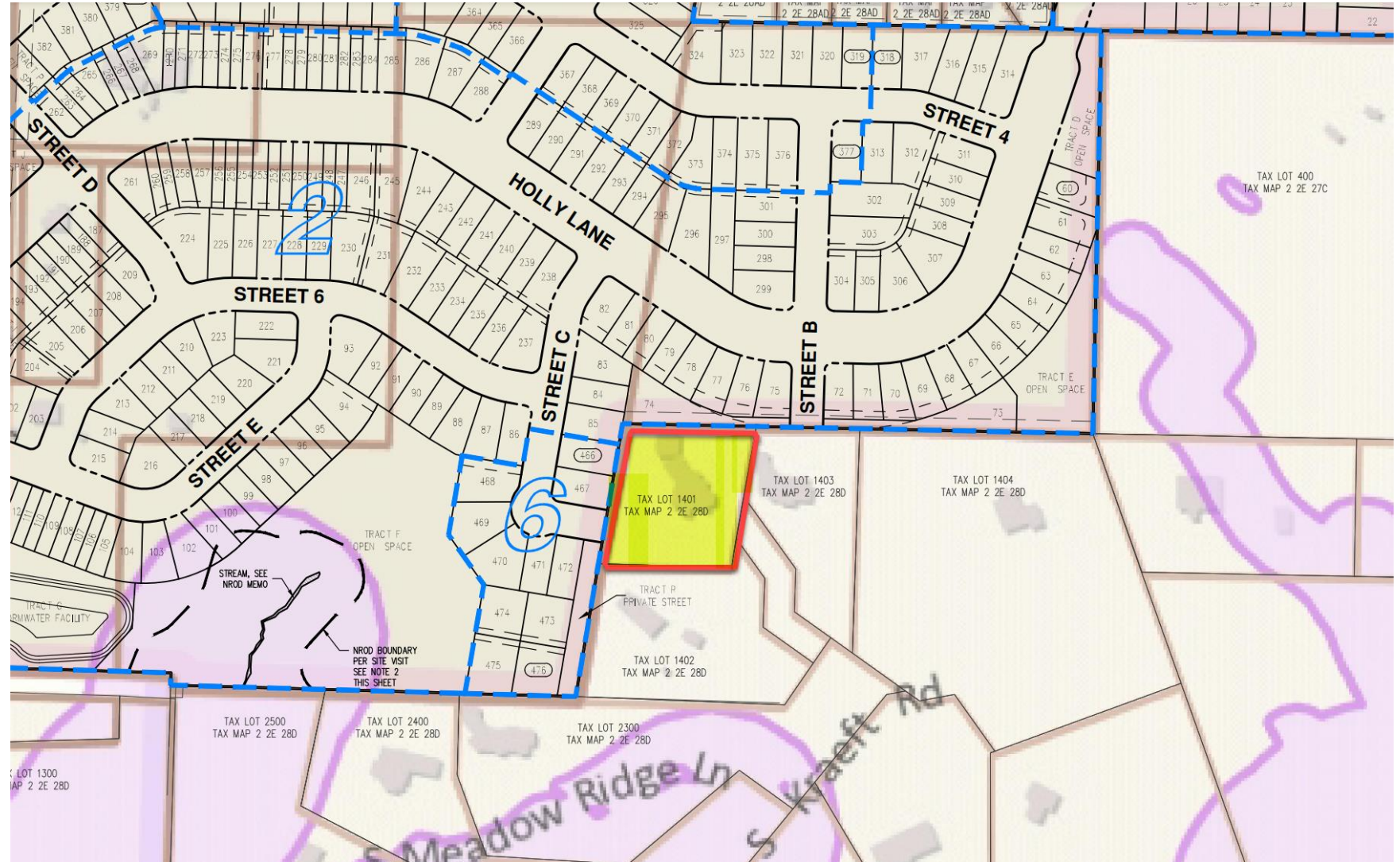
Project ID: GLUA-21-00045

Adella Bell and Mark Bell

Property

16641 S Kraeft Rd
Oregon City, Or 97045

Tax Lot 1401
Tax Map 2 2E 28D



HWY 213 & REDLAND RD INTERSECTION

Staff Report Page 22: The applicant has proposed to provide additional traffic studies at the time of Detailed Development Plan application for each Phase. The traffic study submitted for this General Development Plan Review identifies where the transportation system is expected to have adequate capacity and where improvements will be needed to provide adequate capacity for the new development. **The study identified that the intersection of HWY 213 and Redland Rd, an intersection providing connectivity for this development, is a key intersection will be over capacity at some point between proposed Phase 1 and Phase 2. This means that the applicant will likely not be able to demonstrate compliance with transportation mobility standards for Phase 2, as proposed, and beyond.**

If and when the applicant or the City is able to fund and construct an improvement to this intersection to add the requisite capacity necessary to serve subsequent development phases, additional development may occur. The City's planned improvement for the intersection of HWY 213 and Redland Road is known as the Jughandle Phase II project, which has been designed but is not currently scheduled for construction due to a lack of funding.

Questions:

- If this intersection will be at capacity between proposed Phase 1 and Phase 2, and as improvements are not currently funded and planned, will completion of improvements to solve capacity constraints for this intersection need to have been completed prior to Phase 2 being approved?

GEOLOGICAL HAZARD AREAS

Staff Report Page 23: The City notes that the proposed preliminary layout has streets (Holly Lane, Street C, Street 6 and Street 4) running through geologic hazard areas within the site (steep slopes). Per the City's code (OCMC 17.44) these geological hazard areas are to be avoided. **The applicant has provided preliminary alternatives for shifting the alignment of Holly Lane away from the geohazard areas,** but they state that these alternatives would create view tunnels, streetscapes inconsistent with the Park Place Master Plan, walkability, aesthetic, and cost concerns.

Questions:

- When will the preliminary alternatives be available to impacted neighbors?

DENSITY AND LOT SIZE

Staff Report Page 53: The applicant has proposed a density of 9.1 units per net developable acre, resulting in 476 total units. Development proposals within the Concept Plan area must show that the density envisioned in the plan is achieved. **The Park Place Concept Plan includes 1,459 total residential units, with 937 in the North Village area.** The Park Place Crossing Master Plan area encompasses approximately 50% of the acreage of the North Village area. **It is the applicant's responsibility to show that the number of units proposed will be consistent with the Park Place Concept Plan density assumptions** as well as within the **minimum and maximum densities of the zone**. The applicant has proposed 476 units, which is 50.8% of the total number of units planned in the North Village. **Based on zoning alone, applying the minimum density standard would result in 318 units in the project area. This would only provide 34% of the total 937 units required in the North Village, and would put a burden on the remaining properties in the North Village to develop at densities that may be infeasible and/or inconsistent with the Concept Plan itself. 1.**

Questions:

- Where did the proposed density from the Park Place Concept Plan originate from?
- Why is it that the Park Place Crossing Master Plan decided that there should be such a high density?

DENSITY AND LOT SIZE

Staff Report Page 53: The overall density is not necessarily limited by the Concept Plan; **the 1,459 total units in the Park Place Concept Plan area is a floor, and the ceiling is only limited by infrastructure capacity, development standards, and maximum density standards.** Thus, if the applicant can demonstrate infrastructure capacity for additional units, and meet all other applicable standards, the properties within the Concept Plan may be developed at higher densities up to the maximum density allowed by code.

Questions:

- If the 1,459 total units is only a floor, what is the ceiling based on maximum density allowed by code, and assuming no approved variances that would allow developer to deviate from said code?
- If the developer is allowed to request lot size variances, what is to prevent the number of units from growing exponentially?
- Why allow density to increase if the area cannot support it?

Thank You!

Adella Bell

adellabell82@gmail.com

Mark Bell

Mark.bell@orecity.k12.or.us

Comments from Rivers of Life Center Regarding former Park Place Village Project now Proposed by Icon Development

File number:

GLUA-21-0045/MAS-21-00006/UAR-22-00001

Comments:

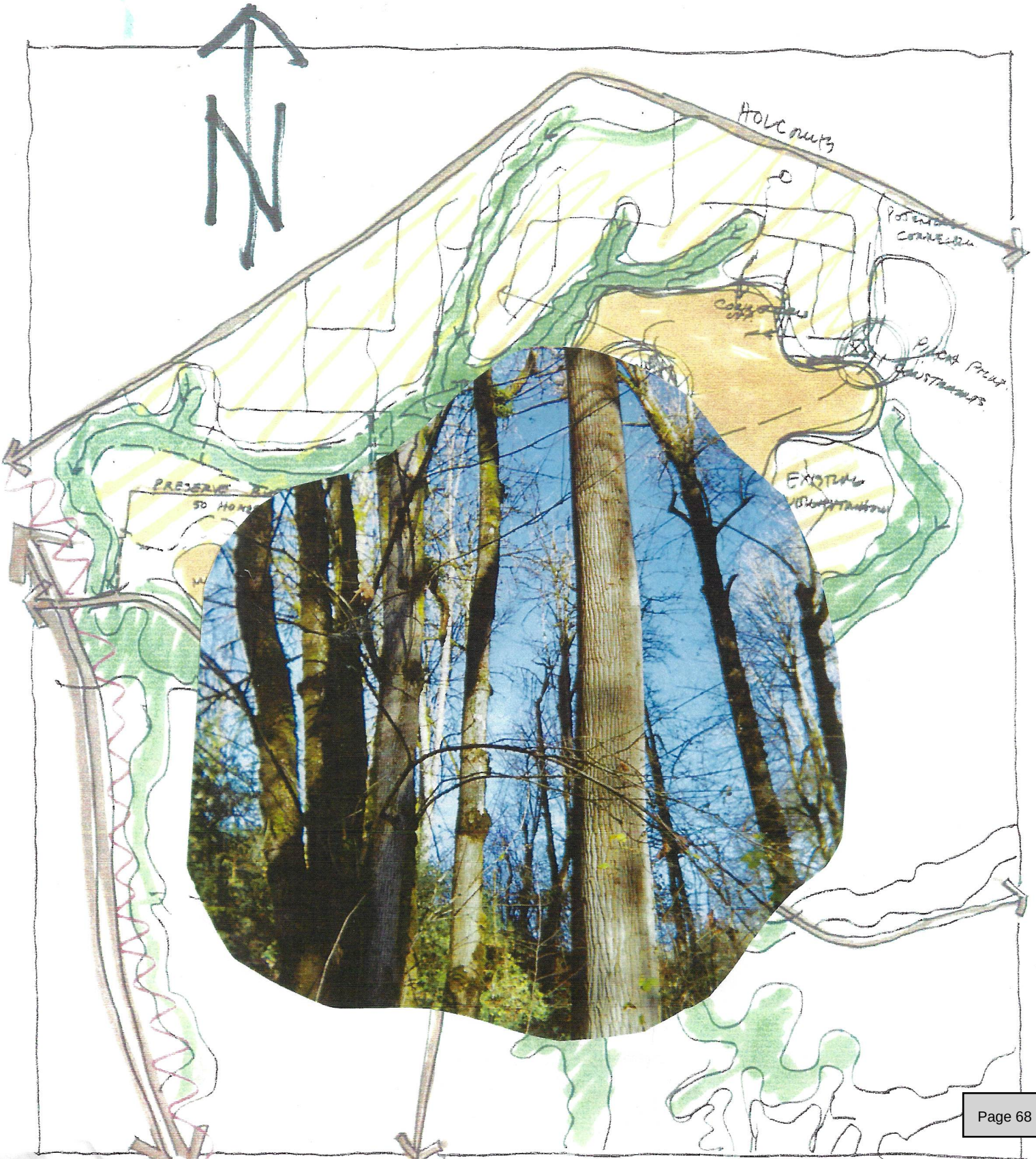
1. This project now undertaken by Icon Development needs to reflect the attitudes that were accepted by the community in the concept planning process nearly a decade ago
2. The community was adamant about trying to reduce impacts to adjoining watersheds, Urban Forests and connectivity that would need to be addressed to link the project from top at Holcomb Blvd to bottom at Redland Rd and Holly Lane.
3. Elements of Oregon City's adopted Natural Resource Overlay district ordinance 17.49 et. al. and concerns of city guidelines in 17.21 need to be given further refinement, review and acceptance through the Planning Commission and City staff processes.
4. Specifically, 2 watersheds with coho salmon and winter steelhead function need to be protected well beyond the NROD requirements because they are listed Significant Wildlife and Fishery Areas by the Oregon Department of Fish and Wildlife.
5. Livesay Creek to the north and Holcomb creek to the south have received a good deal of community involvement to protect and enhance cool water conditions that are sustaining fisheries at this time. Holcomb creek in particular was equipped with a new "fish passable culvert" a decade ago with the City of Oregon City participating in that joint agency project.

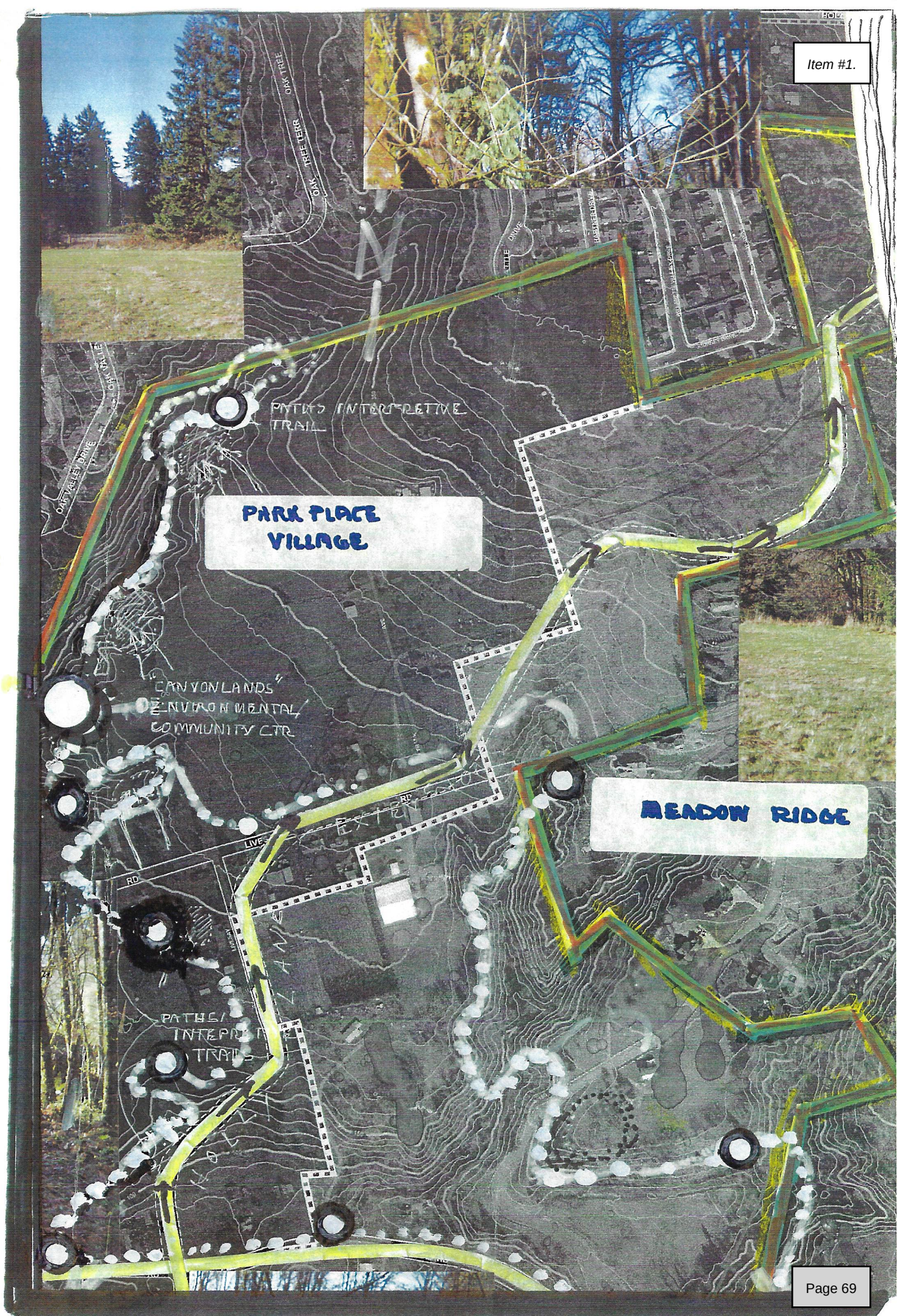
6. The entire 300+ acre area drains to both those two urban streams and the city's present desire to treat all stormwater through a highly maintained stormwater detention facility is wrong.
7. The project's road systems were originally designed to be "coved" that is multiple curves introduced with infiltration and bioswales throughout the entire network. Major stormwater impacts were to be handled from top to bottom in a series of small ponds and detention areas and not at the final bottom, where remediation would be greatly reduced.
8. The city's present 140+ bioswales and detention facilities do not represent good stewardship when it comes to maintaining installed native vegetation and we have significant concern that that would be the result of a major water quality feature instead of multiple interventions as was originally proposed in the concept plan of a decade ago.
9. Finally, a series of trails were initially established in Livesay Creek Corridor and in the Holcomb creek corridor that should be major components of any trail network in this development area. They were installed to give future residents and visitors the opportunity to see these beautiful canyon lands, experience them and importantly become participants in stewarding and enhancing these urban streams as a part of living in this project area. Attached are seven pages of graphics and designs that were integrated to the concept plan and reflect the attitudes of city ordinance areas 17.49 et. al. and 17.21 et. al. **We hope you will consider these matters from the recent past as guiding factors for what can be a major development in a fisheries and wildlife sensitive area of Oregon.**

ENVIROTEK

AT

PARK PLACE VILLAGE





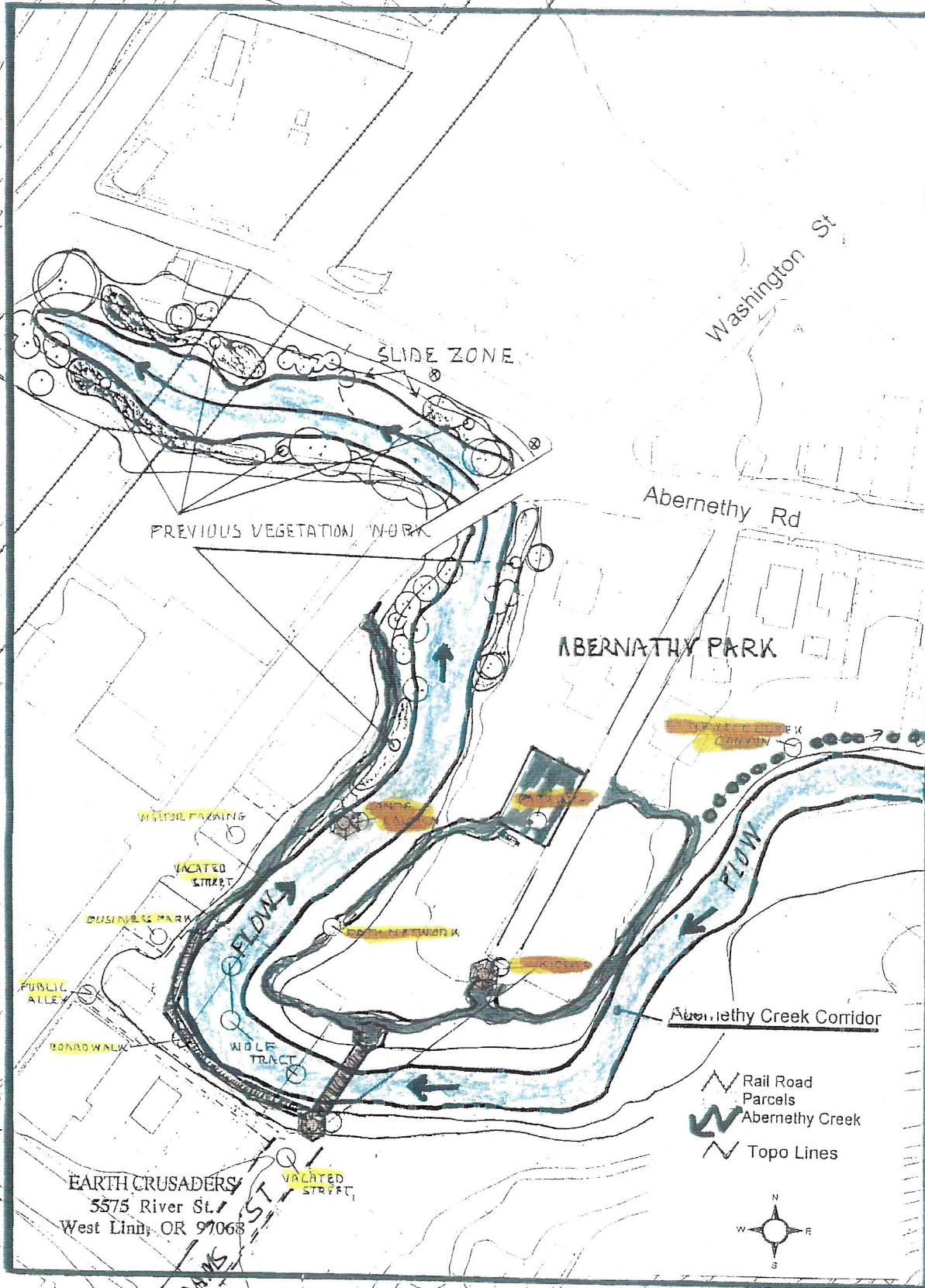
A Journey Thru Nature Time and Beauty

-
- (1) Moss Jr Hi Watershed begins
 - (2) Clackamas Community College site of Historic Beaver Marshes and Wetlands
 - (3) John Inskeep ELC Wildlife & Technologies Museum Habitat development and education
 - (4) Thayer-Beavercreek Rd Neighborhood Assoc Wildlife & fish protection
 - (5) Denil Fish Ladder Fish passage project
 - (6) Newell Creek Canyonlands Trailhead
 - (7) Wolf Tree Wildlife Snags Hawk & Owl nesting habitat
 - (8) State & Federal Fish passage culverts
 - (9) Canyon Lands Geology Active springs & landslides
 - (10) Abernethy Creek Corridor Salmon & Beaver migration
 - (11) Nesting Sanctuaries Heron in flood plains
 - (12) Abernethy Green Historic wetlands End of Oregon Trail
 - (13) Metro Center Wetlands Enhancement project
 - (14) Willamette River "River of Life"

A WATERSHED WORTH PROTECTING...

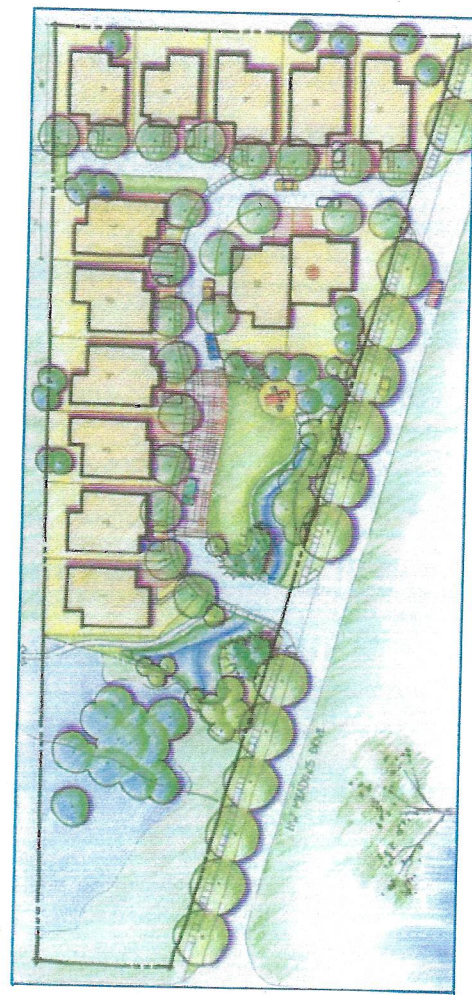
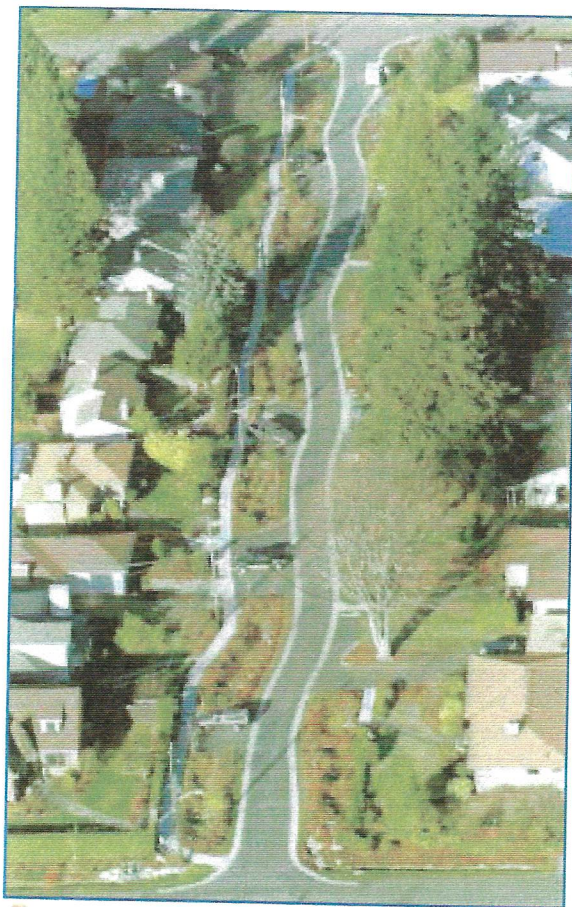
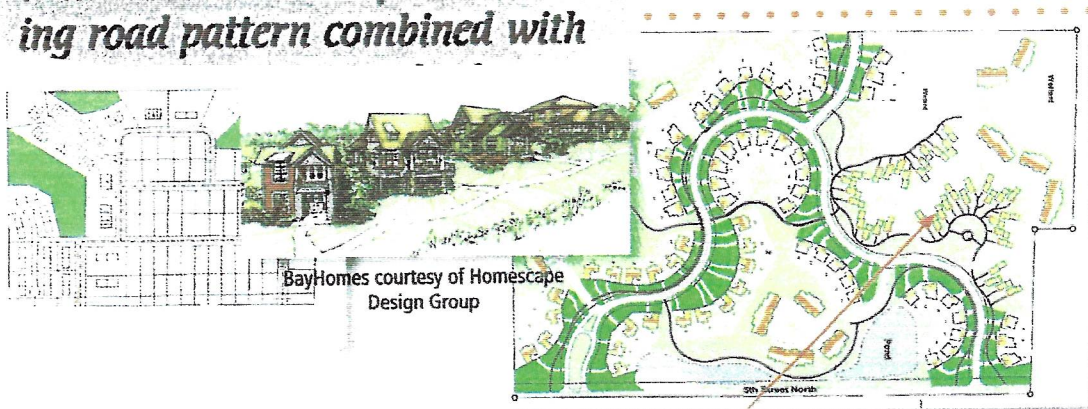


NEWELL CREEK & ABERNETHY CREEK BASINS



TRAIL/ BRIDGE CONCEPT PLAN
 (ABERNATHY CTR-ABERNATHY PARK)
 (VACATED JQ ADAMS CONSIDERED)

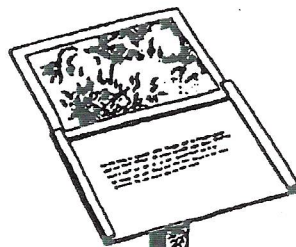
*** Coving:** A method of planning which utilizes a unique meandering road pattern combined with



“Coving” - Nesting

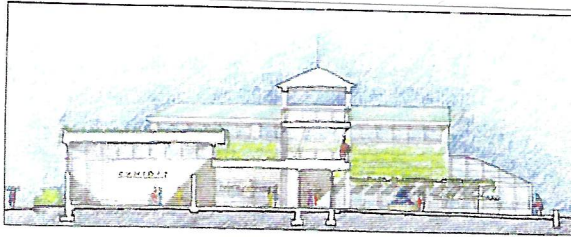
Roads

SIGNAGE MODULES for projects, programs and directional uses. Various sizes are available for use in providing information in public settings, school, and commercial usage...



Regional Center For Sustainability

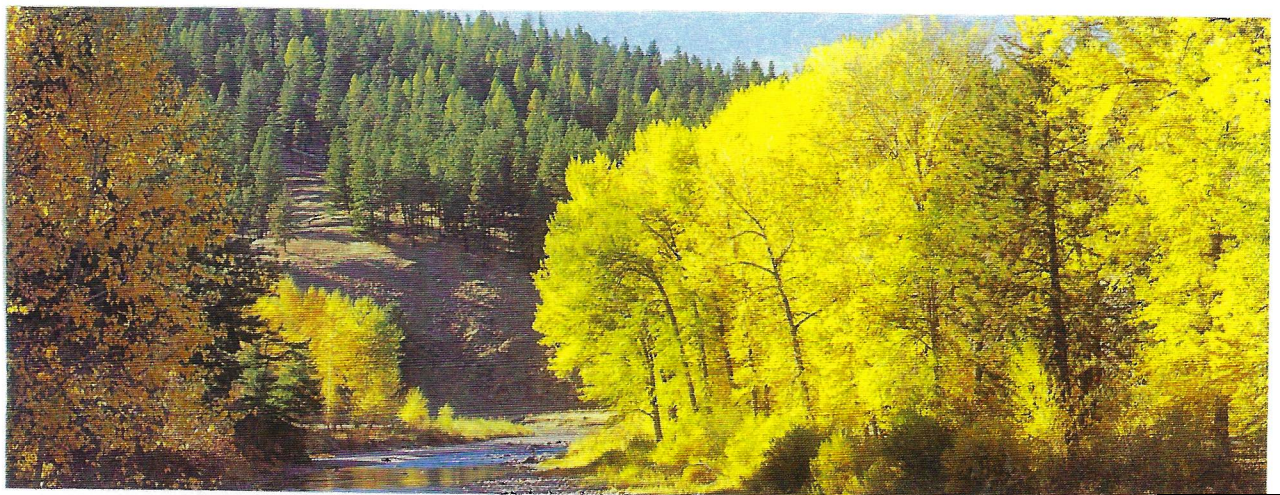
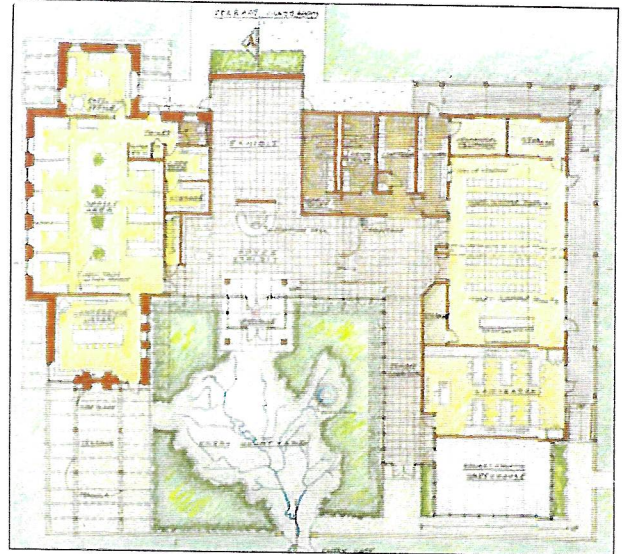
Item #1.

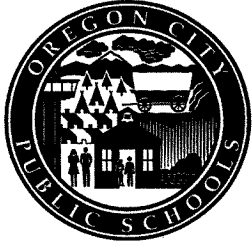


Limerick Elevation Drawing

Reference:
Tad Radzinski, PE,
President,
Sustainable Solutions, Inc.
(610) 287-4152

Construction Cost: n/a
Square Feet: 12,000





Oregon City School District No. 62

Learning to be our Best

PO Box 2110 (1417 12th St.), Oregon City, Oregon 97045-5010

Michael Sweeten, Director of Operations

Telephone: (503) 785-8000 • FAX: (503) 657-2492

May 9, 2022

Planning Commission
City of Oregon City
698 Warner Parrott Rd.
Oregon City, OR 97045

RE: GLUA-21-00045 / MAS-21-00006 / VAR-22-00001
Park Place Crossing General Development Plan

Regarding the Park Place Crossing General Development Plan that guides the build out over next 20 years. The plan is located south of Holcomb Blvd. and north of Redland Rd.. Impacted school enrollment areas are Holcomb and Redland Elementary Schools, Tumwata Middle School and Oregon City High School.

In the fall of 2021 the Oregon City School District experienced a dramatic decrease in student enrollment after returning from the pandemic. Currently in spring of 2022 we have seen a slight return of students. However even with this slight increase the District has the capacity available at both Redland and Holcomb Elementary Schools, capacity available at Tumwata Middle School and Oregon City High School. Our most current PSU student projection shows a slow return of students over the next eight to ten years.

Additionally, past developments in the area by Holcomb Elementary School have yielded significantly less than one student per household. The District also passed a capital bond measure in November of 2018 that included refurbishing the then Ogden now Tumwata Middle School and acquiring additional property for a future school site. The former middle school site could then be repurposed into an elementary school when elementary enrollment in the area requires a new school. We believe this plan will be adequate to meet the long-term enrollment generated by this proposed development plan.

Sincerely,

Michael Sweeten

Director of Operations

503-785-8000, michael.sweeten@orecity.k12.or.us

From: [MW](#)
To: [Planning](#)
Subject: Concerned Citizen - Public Hearing May 9th 7pm
Date: Monday, May 9, 2022 2:06:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

This is in regard to GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan.

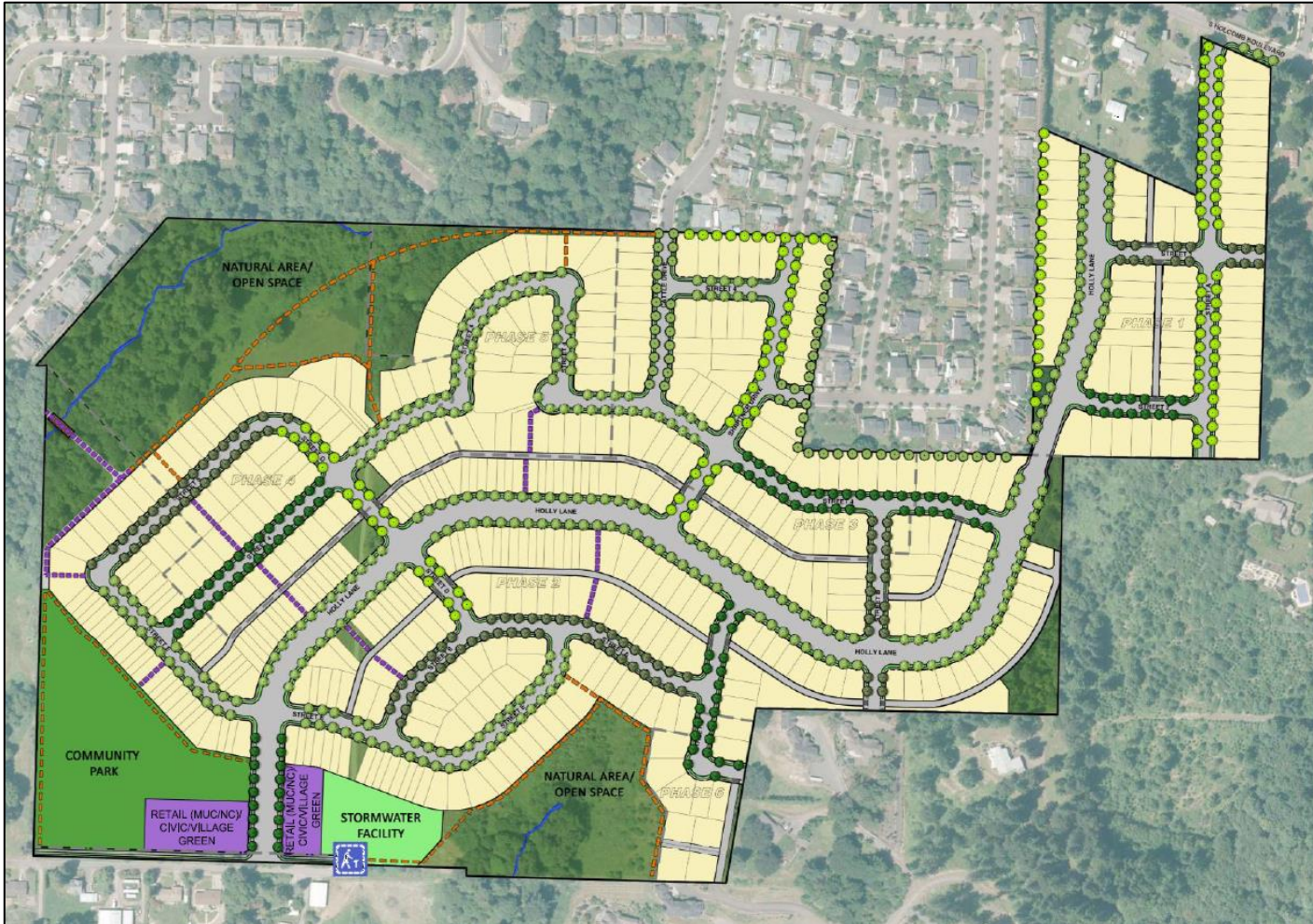
During the wildfires in 2020 we were told to evacuate. As Holcomb only has one lane each way, it backed up quickly and it took over 2 hours to get out of the neighborhood only to continue to be stuck on Redland Road. Safety is a huge concern with the existing population in this neighborhood as it exists today. We need new roads with other outlets to disburse the congestion in an emergency for the safety of all existing residents, prior to considering adding more. Please do not allow more homes to be built without new roads/outlets coming first.

Thank You,
Melissa Warner
16239 Jada Way
Oregon City, OR 97045

Park Place Crossing General Development Plan/Master Plan

City of Oregon City Planning
Commission
May 9, 2022

City of Oregon City Case File Nos.:
GLUA-21-00045 / MAS 21-00006 /
VAR-22-00001



Project Team

Item #1.

Applicant

- » ICON Construction & Development, LLC
 - » Harlan Borow

Legal Counsel

- » Schwabe Williamson & Wyatt
 - » Garrett Stephenson

Traffic Engineer

- » Lancaster Mobley
 - » Todd Mobley, PE, Principal

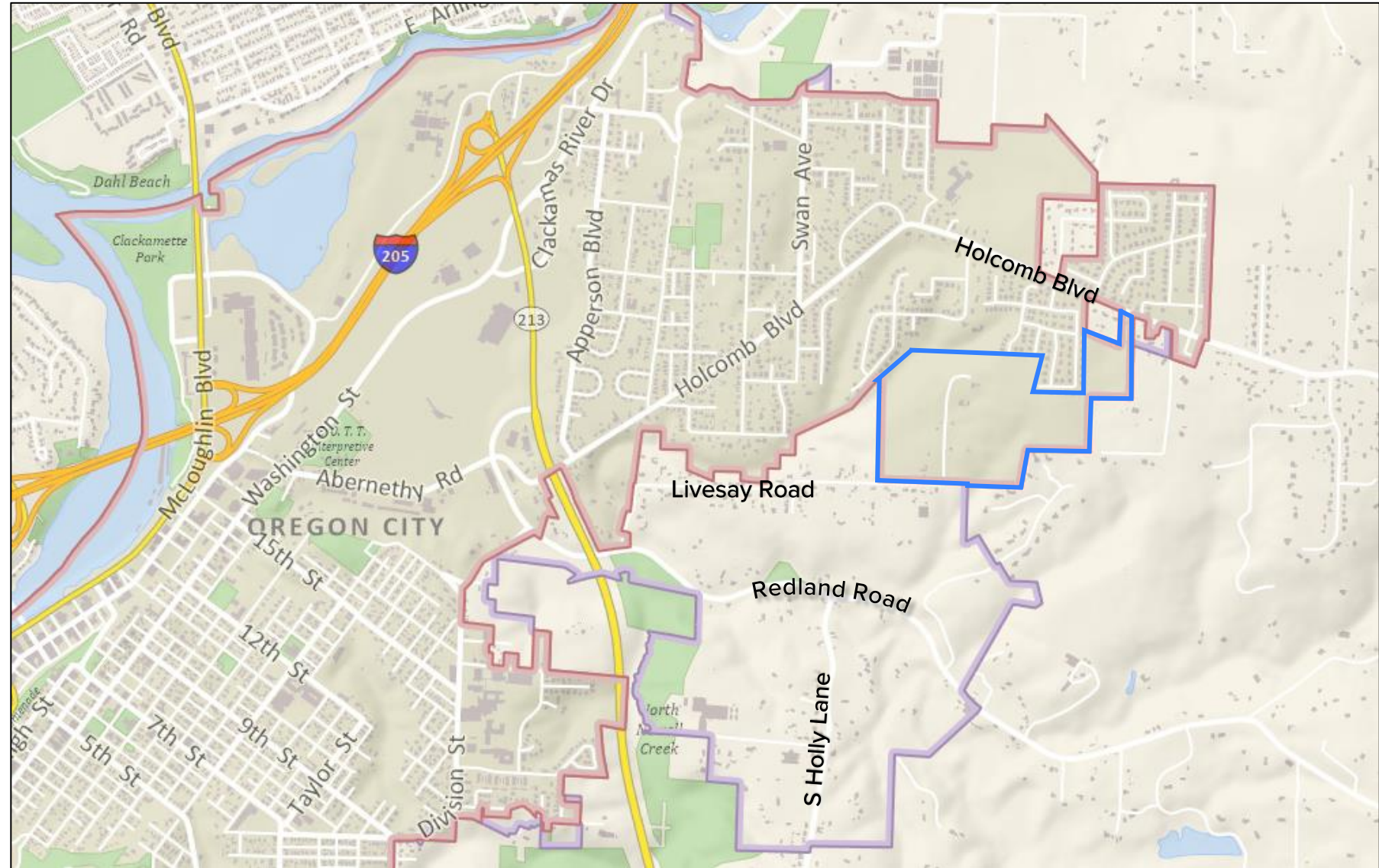
Land Use Planning and Civil Engineering

- » AKS Engineering & Forestry, LLC
 - » Chris Goodell, AICP, LEED AP
 - » Cody Street, EI
 - » Monty Hurley, PE, PLS, Principal
 - » Glen Southerland, AICP

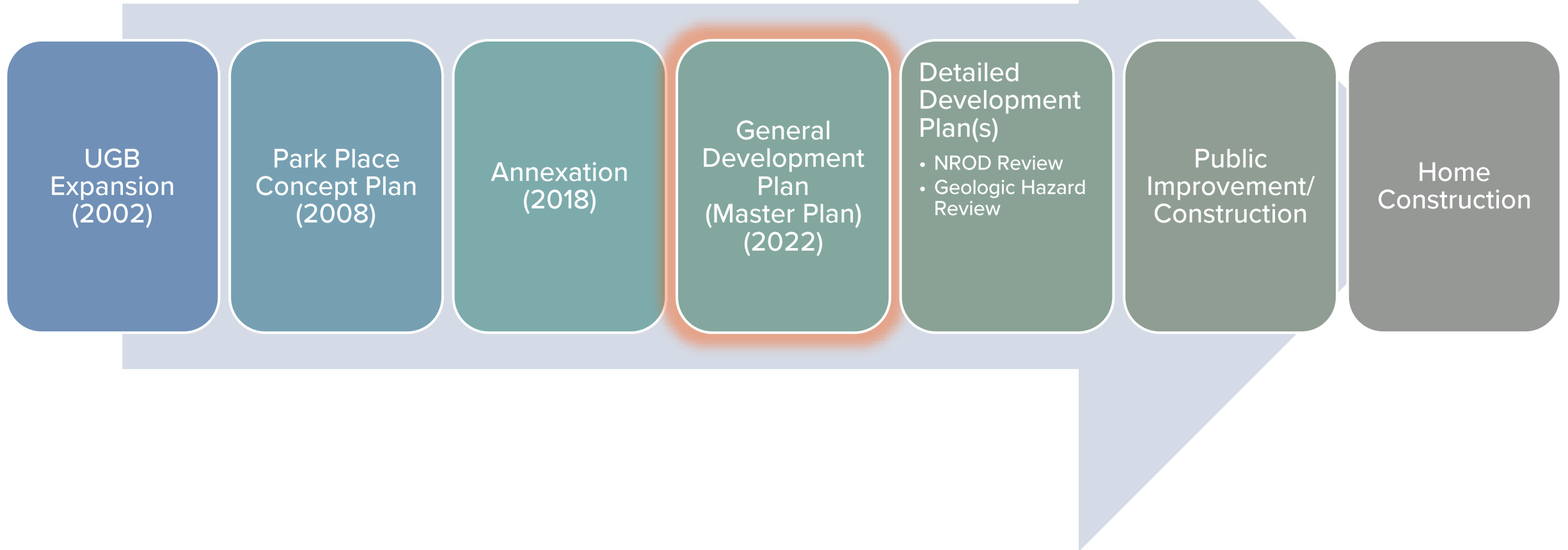


Site Location

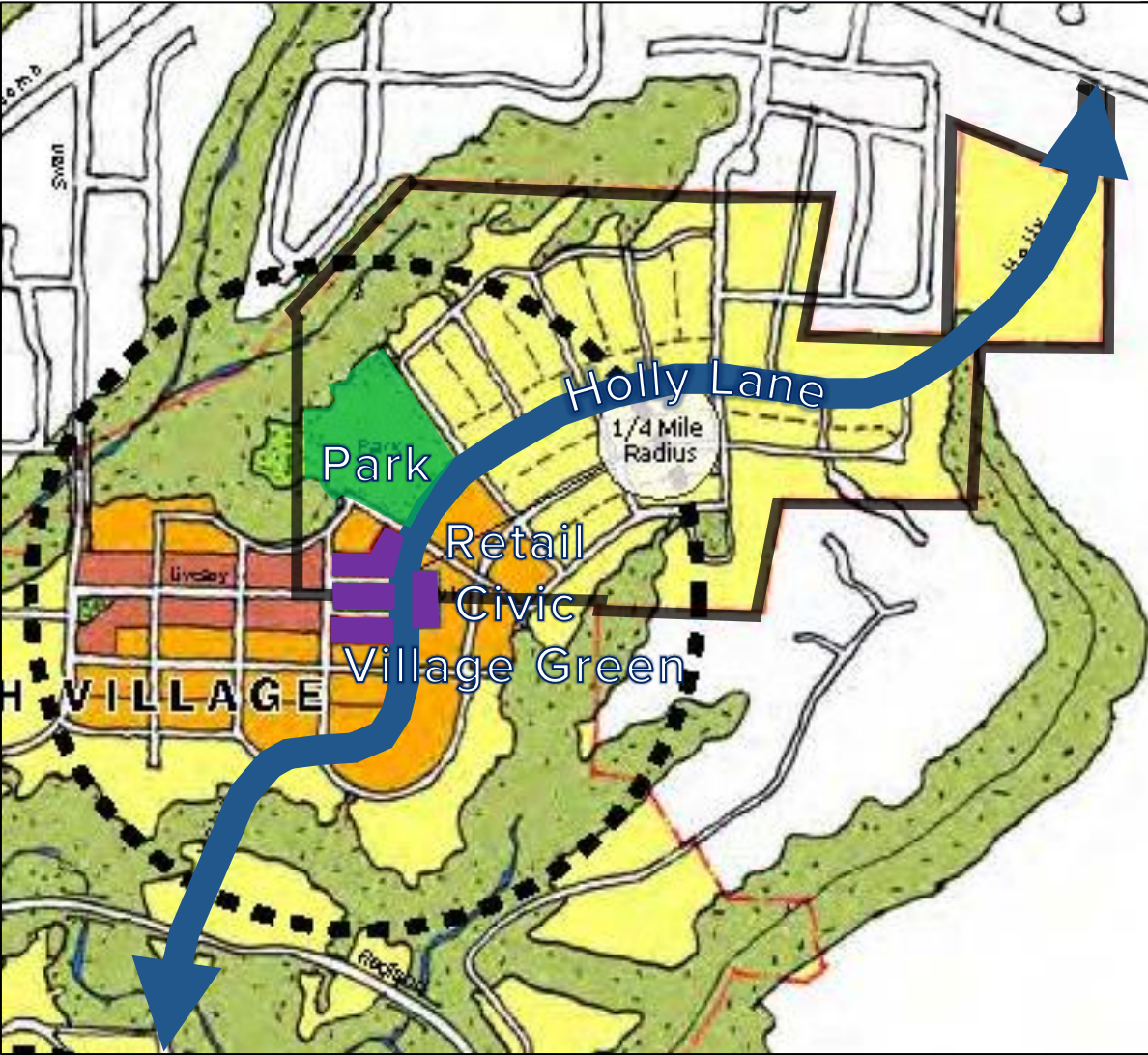
- » Park Place Crossing
 - » ±91.7-acre site
 - » South of PPNA
 - » South of Holcomb/
North of Livesay



The Park Place Crossing Timeline

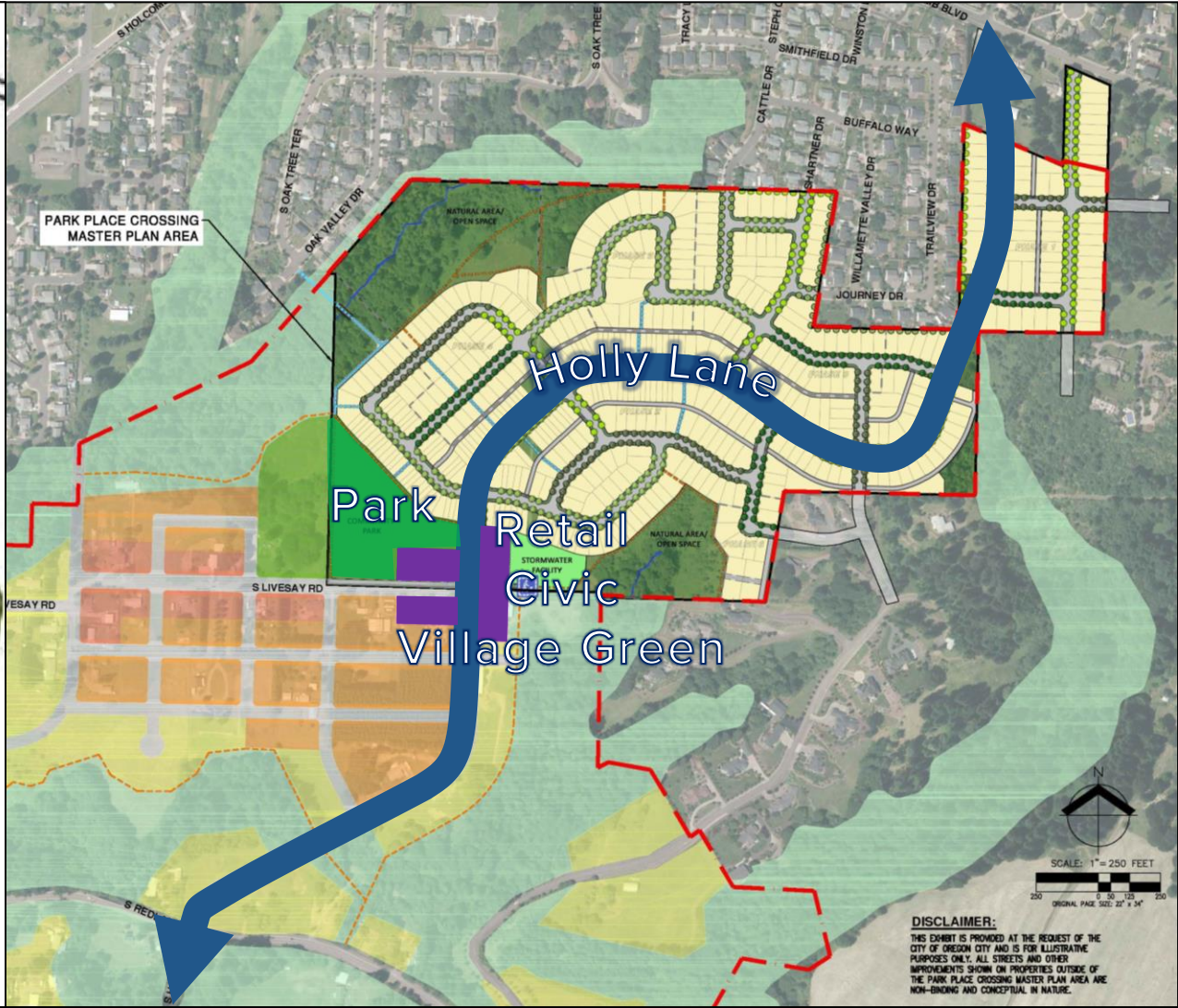


Park Place Concept Plan

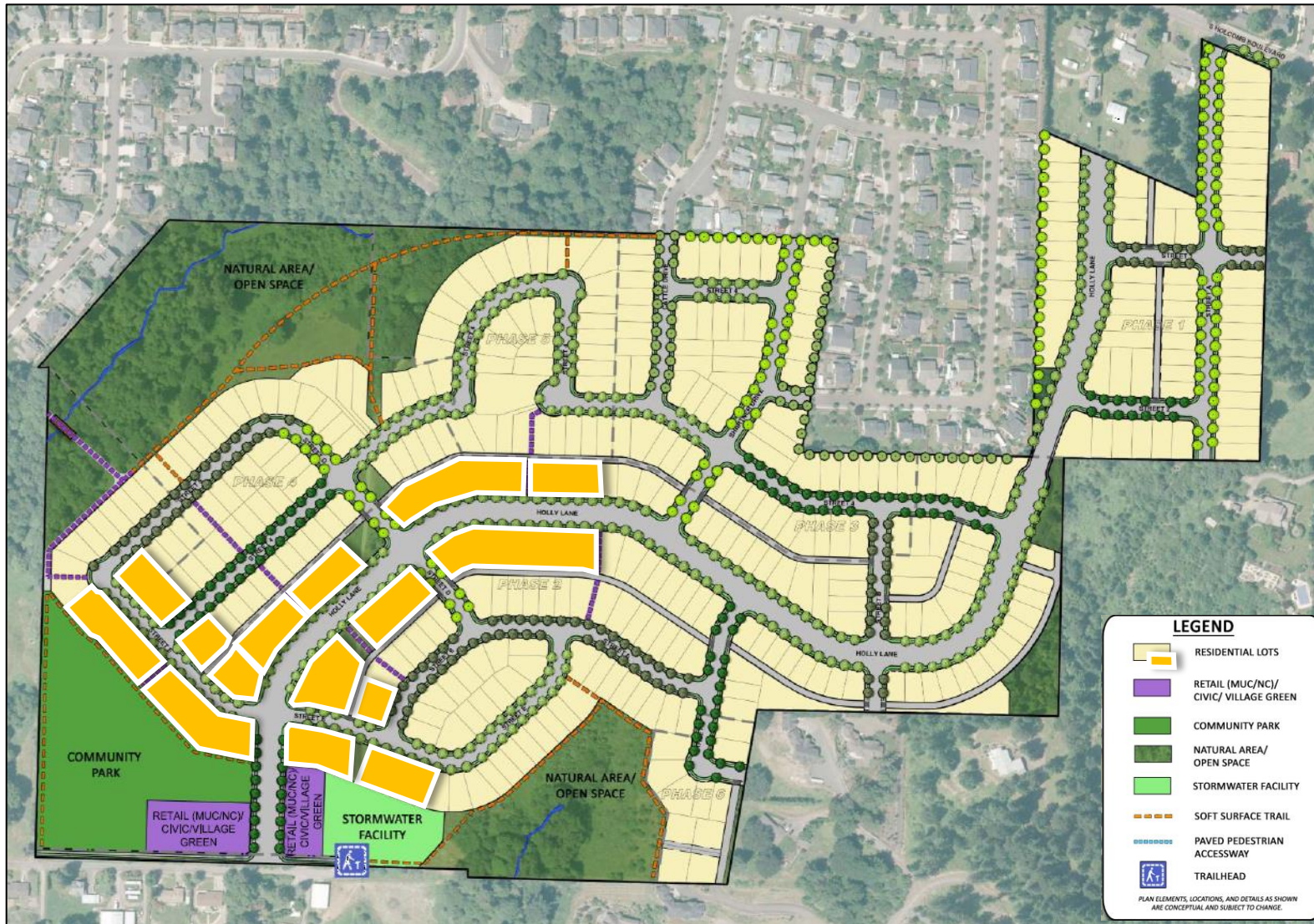


Park Place Crossing GDP

Item #1.



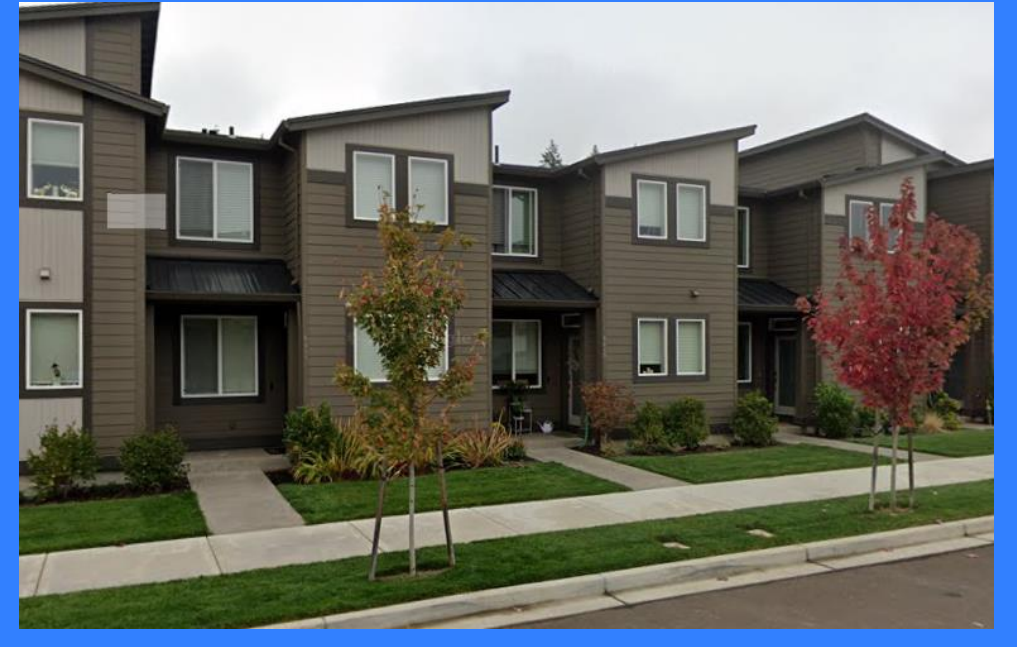
Park Place Crossing Overview



- General Development Plan (Master Plan)
 - Six phases
 - Detached homes
 - Attached homes
 - Community Park
 - Open Space
 - Preservation of slopes
 - Preservation of natural resource areas
 - Retail/Civic/Village Green
- Consistent with PPCP

Park Place Crossing Housing

Item #1.



Transportation System Improvements

Construction of Holly Lane (from Holcomb Blvd to Livesay Road)

Park Place Crossing will contribute financially to upgrades to intersections off-site:

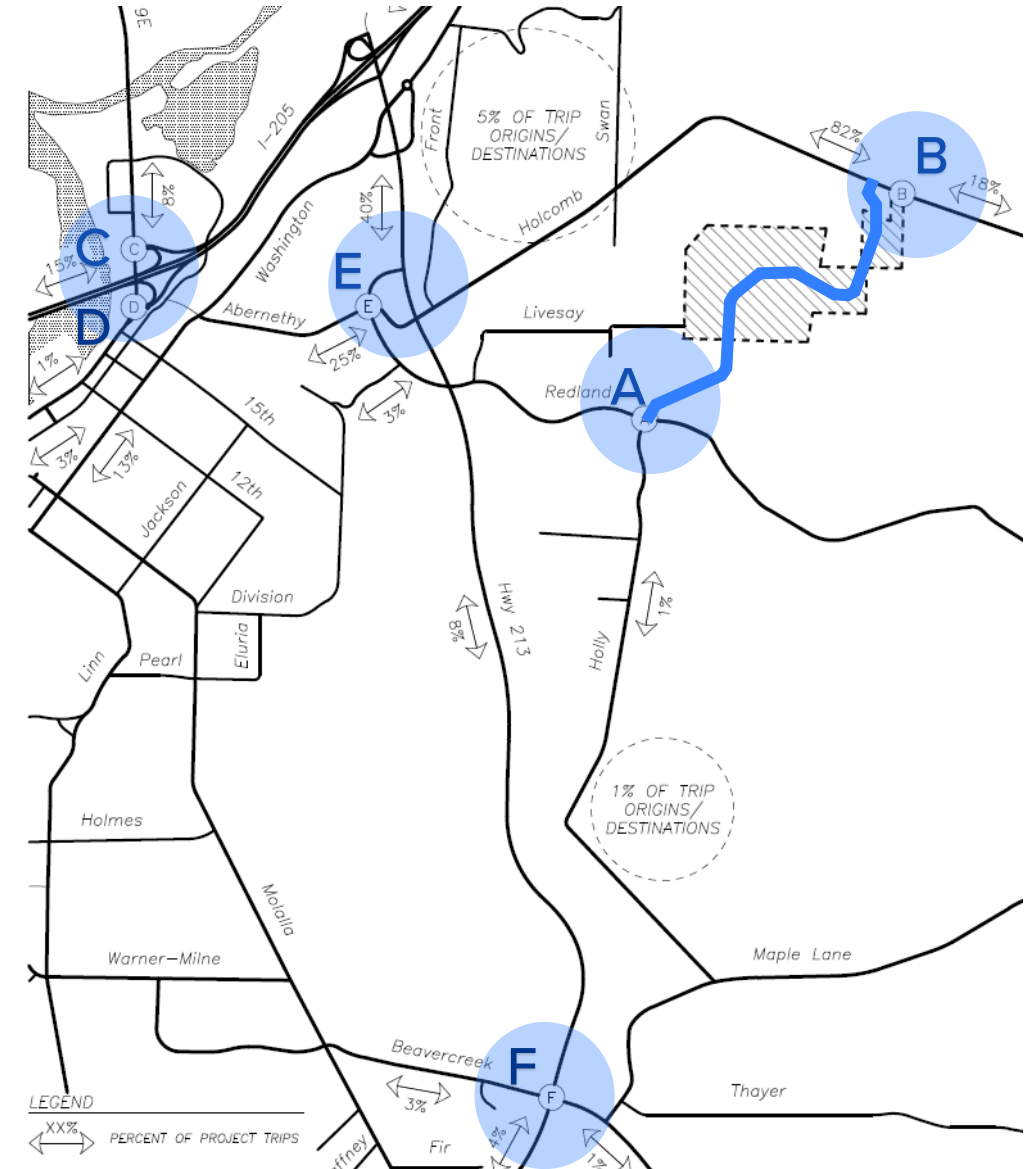
- A. Redland/Holly
- B. Holcomb/Holly
- C. I-205/OR 99 NB
- D. I-205/OR-99 SB
- E. Hwy 213/Redland
- F. Hwy 213/Beavercreek

And specific improvements to Holcomb Blvd:

- Sidewalks
- Bike lanes
- Ped crossings

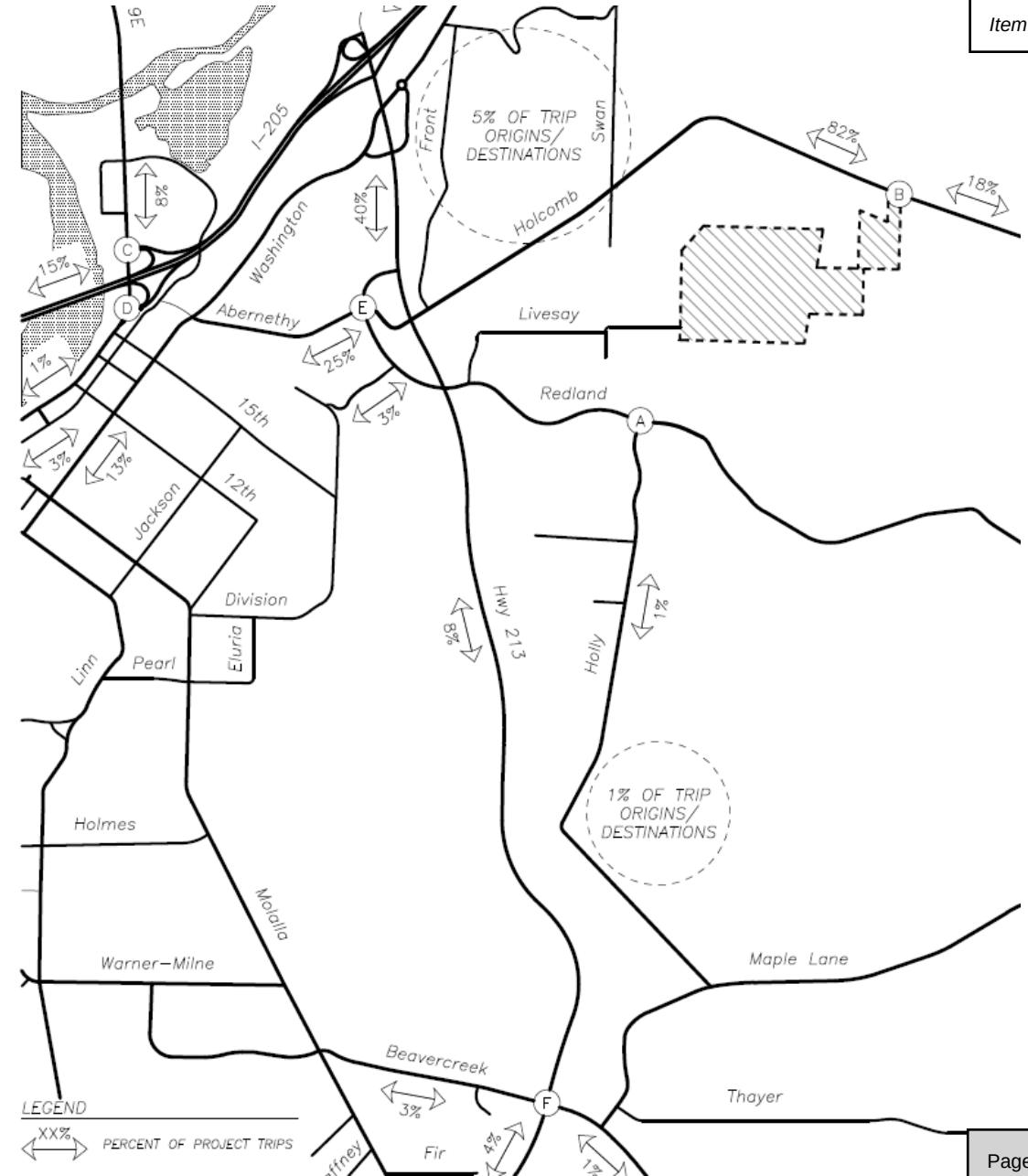
Livesay Road improvements per Clackamas County:

- Half street improvements along Livesay
- Sidewalks, curb, gutter, landscape strip, etc.

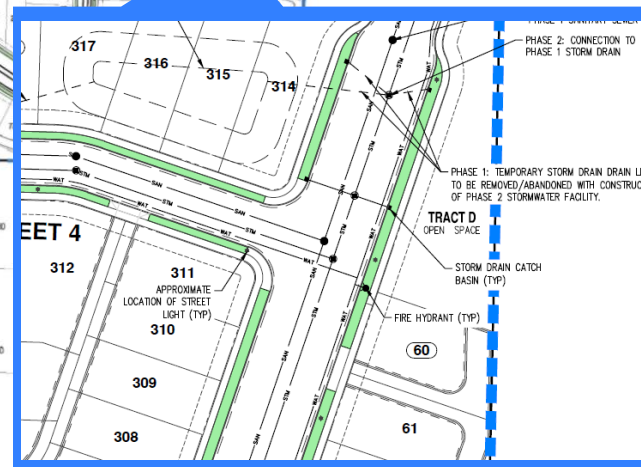
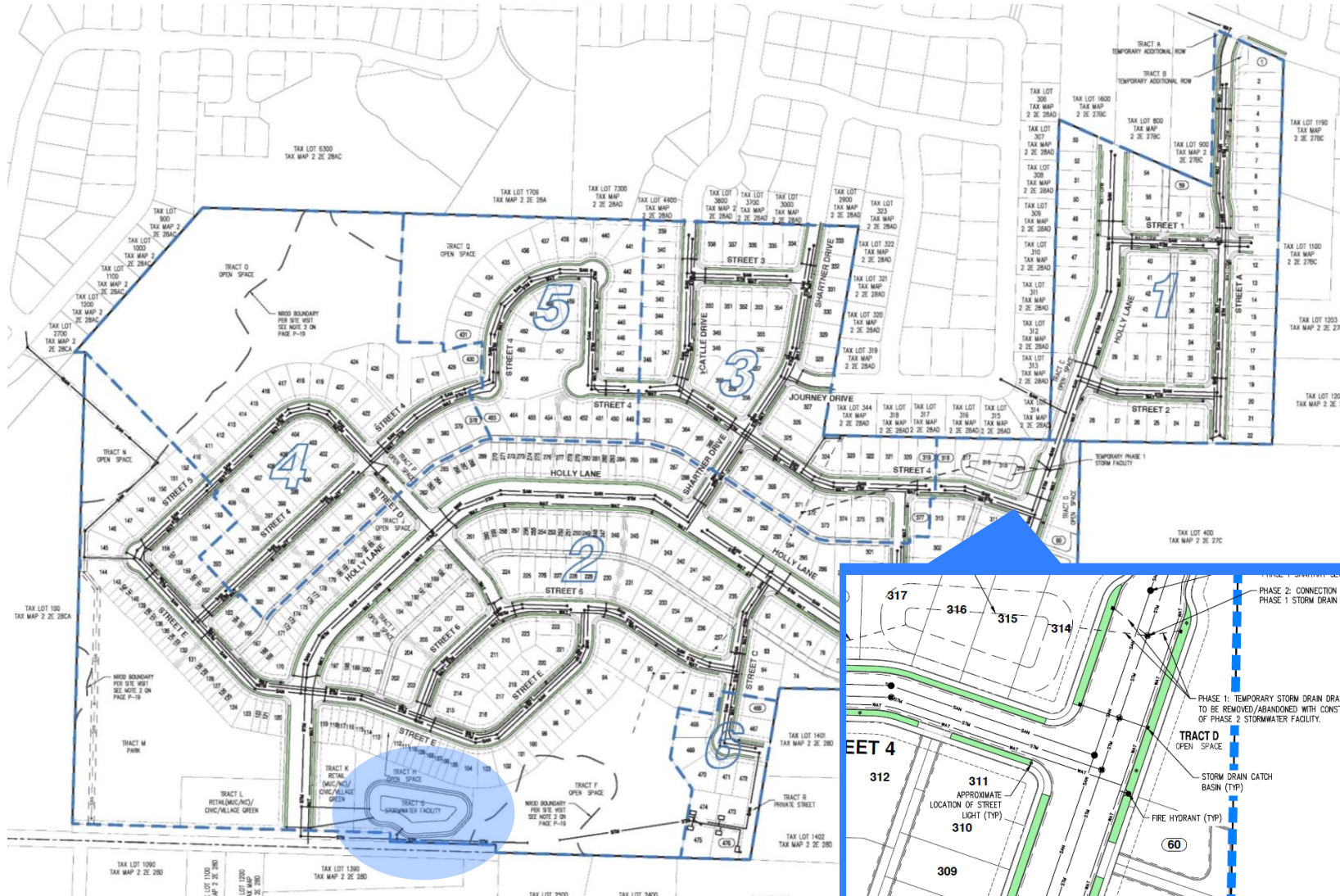


Transportation System Financial Contributions

- Annexation/Conditions of Approval require financial contributions:
 - Est. Phases 1-6 (TBD at time of DDP): **±\$982k to ±\$1.8M**
 - Phase 1 (CoA 5): **\$297,512**
- TSDC (current rate) payments (at building permit):
 - Est. Phases 1-6 (126 SFA/350 SFD units): **\$5,249,146**
 - Phase 1 (59 SFD units): **\$741,571**



Stormwater Management Item #1.



- Stormwater management facilities
 - Opportunity for “Green street” planters and swales
 - Regional facility at site low point
 - Meets City requirements

Pedestrian Connectivity/Trails

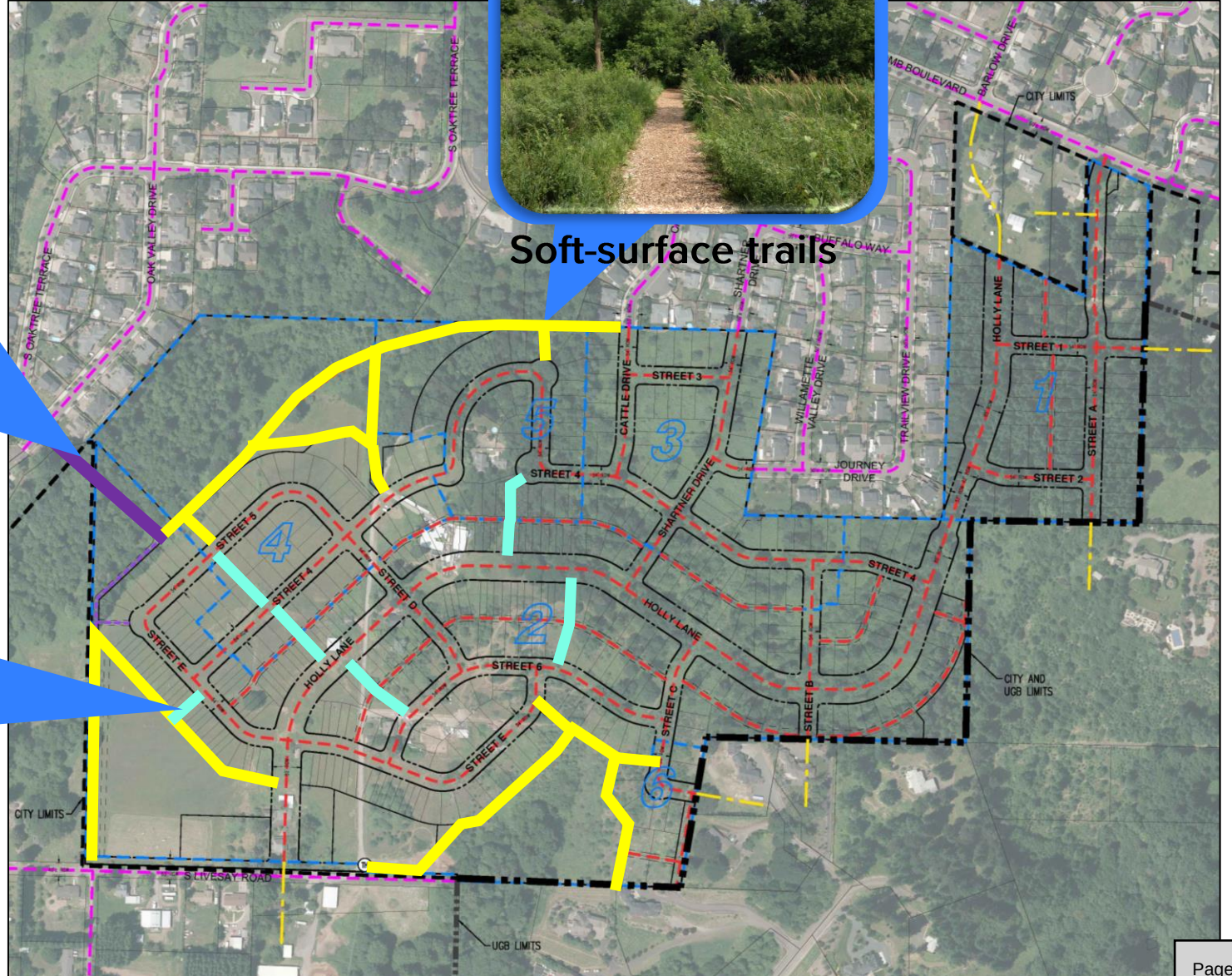
Item #1.



Pedestrian Bridge



Off-street pathways



Soft-surface trails

Parks and Open Space

Item #1.

- Slope preservation
- Natural resource preservation
- Community Park
- Pocket open spaces

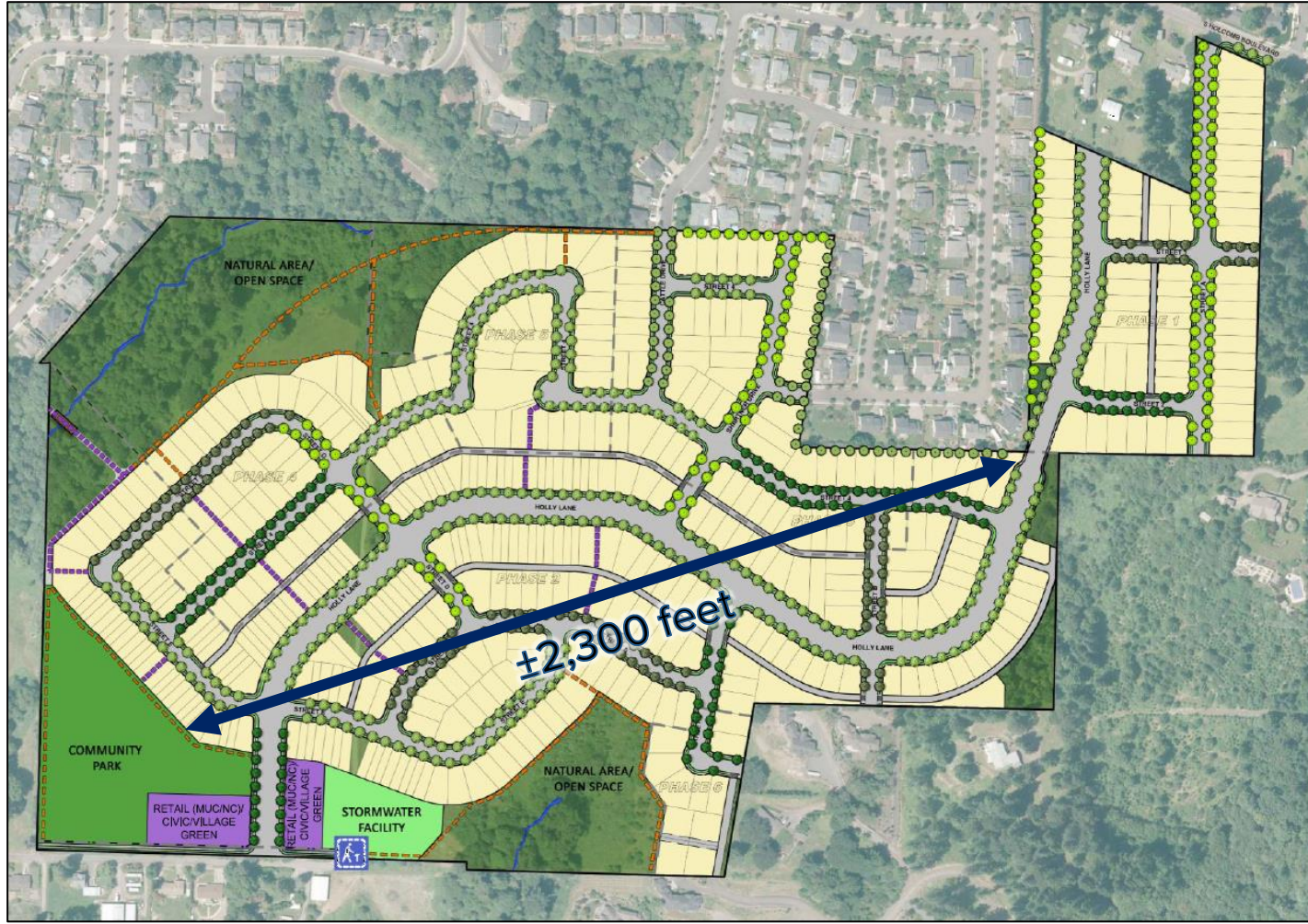


Item #1.

-

Condition 10 – Parkland Dedication

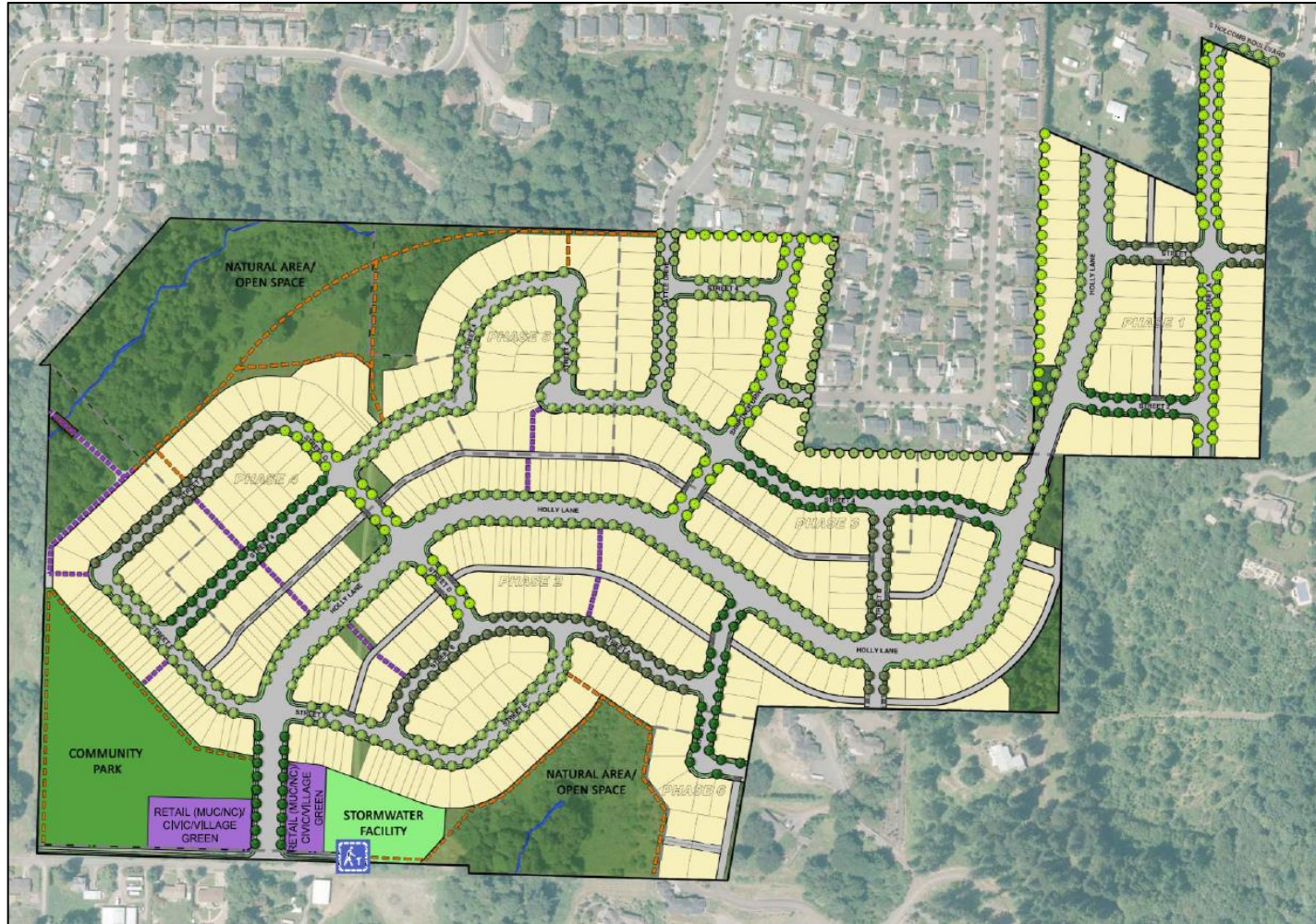
Item #1.



- Park not contiguous with Phase 1
- Further refinement subject to future DDPs
- Rough proportionality of Phase 1 park dedication
- Property not under control of Applicant until after Phase 1 approved and built

Condition 10 – Parkland Dedication

Item #1.



Condition 10 as written:

“The applicant shall dedicate a minimum of **4.4** acres of public park space in the location identified on the GDP exhibit at the time of final plat recording of **Phase 1** of the project”

Condition 10 as requested:

“The applicant shall dedicate a minimum of **4.1** acres of public park space in the location identified on the GDP exhibit at the time of final plat recording of **Phase 2** of the project”

Condition 18c - Additional Local Street

Item #1.

- Not opposed to providing additional connection
- Street connection would be required through planned stormwater facility
- Challenging grading



Condition 23c - Additional Local Street

Item #1.

Condition 23c as written:

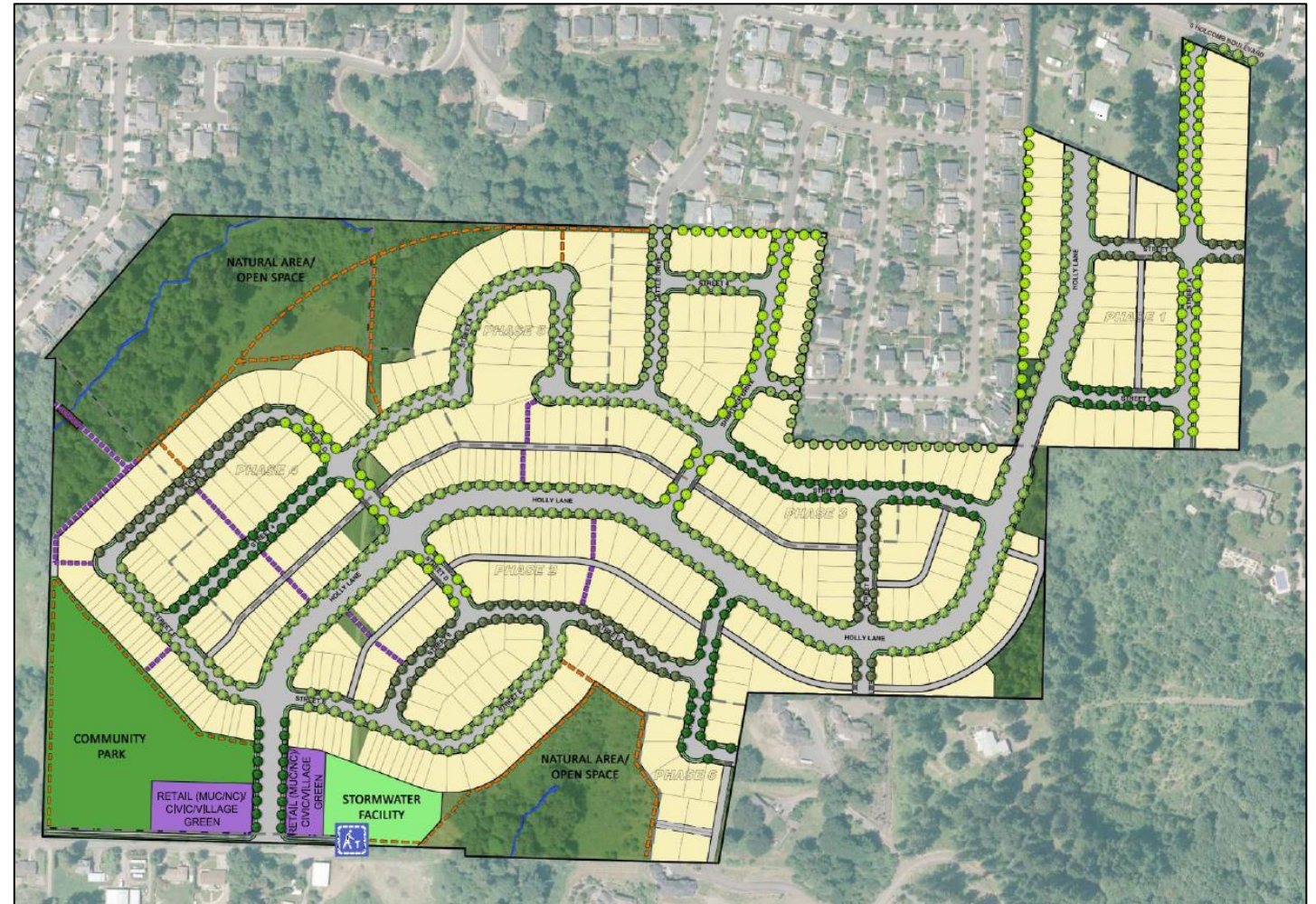
“Provide an additional local street connection to the east of Holly Lane and South of Street E.”

Condition 23c as requested:

“The Applicant shall, as part of Phase 2 Detailed Development Plan, evaluate possible local street connections to Livesay Road.”

Questions?

Chris Goodell, AICP, LEED AP
AKS Engineering & Forestry, LLC



Holly Lane Reduced Width Section

Item #1.

- Existing subdivision to west
- UGB to east
- Between Phase 1/Phase 2

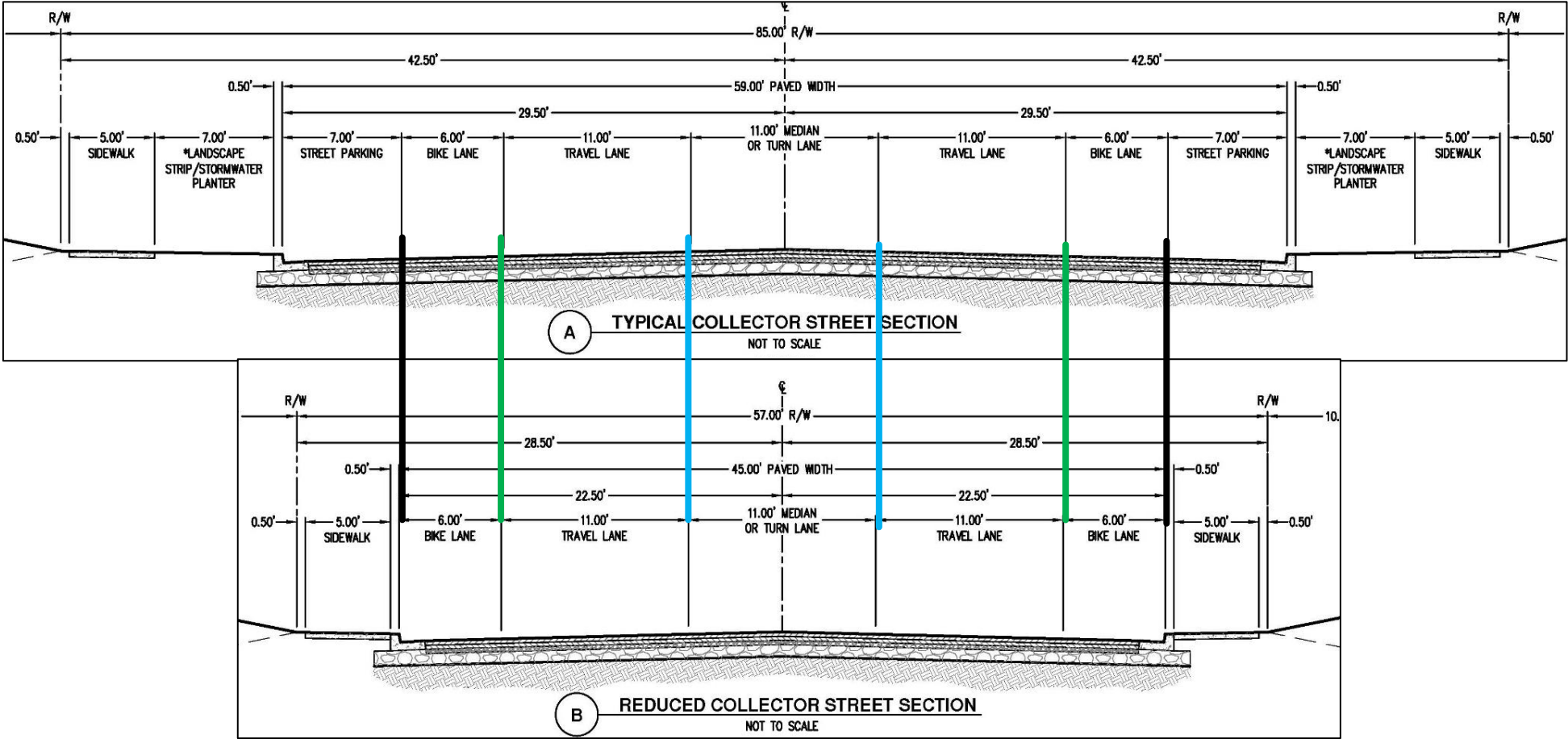
±80 feet available – typical
Collector width is 85 feet

Reduced section removes on-
street parking and planter strips
only



Holly Lane Reduced Width Section

Item #1.

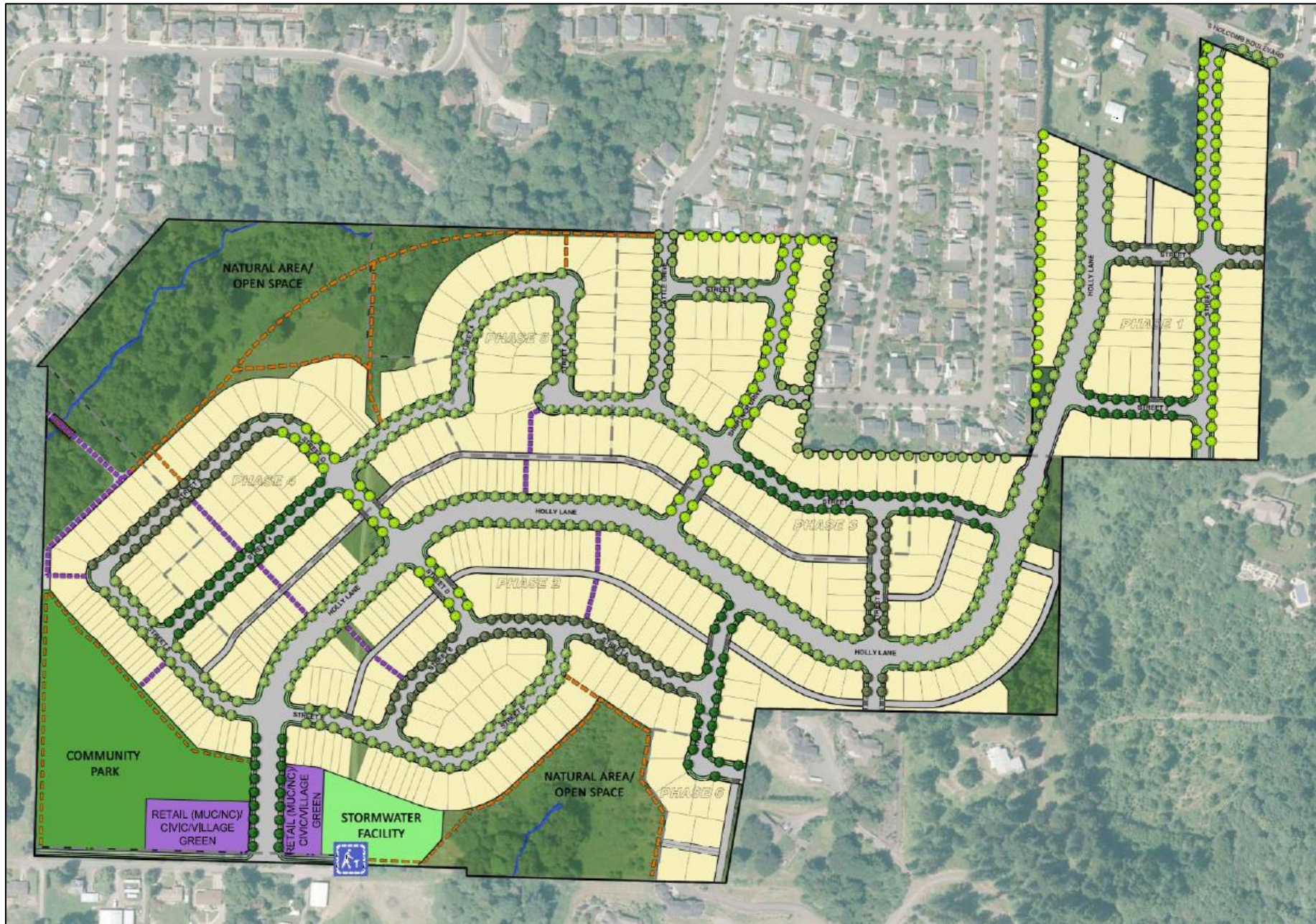


Open Space Areas – SE Corner

Item #1.

- Phase 1/Phase 2
 - Open spaces, alley or street along majority boundaries
 - Seven lots between ± 100 to ± 500 feet away from neighboring home
- UGB follows project boundary





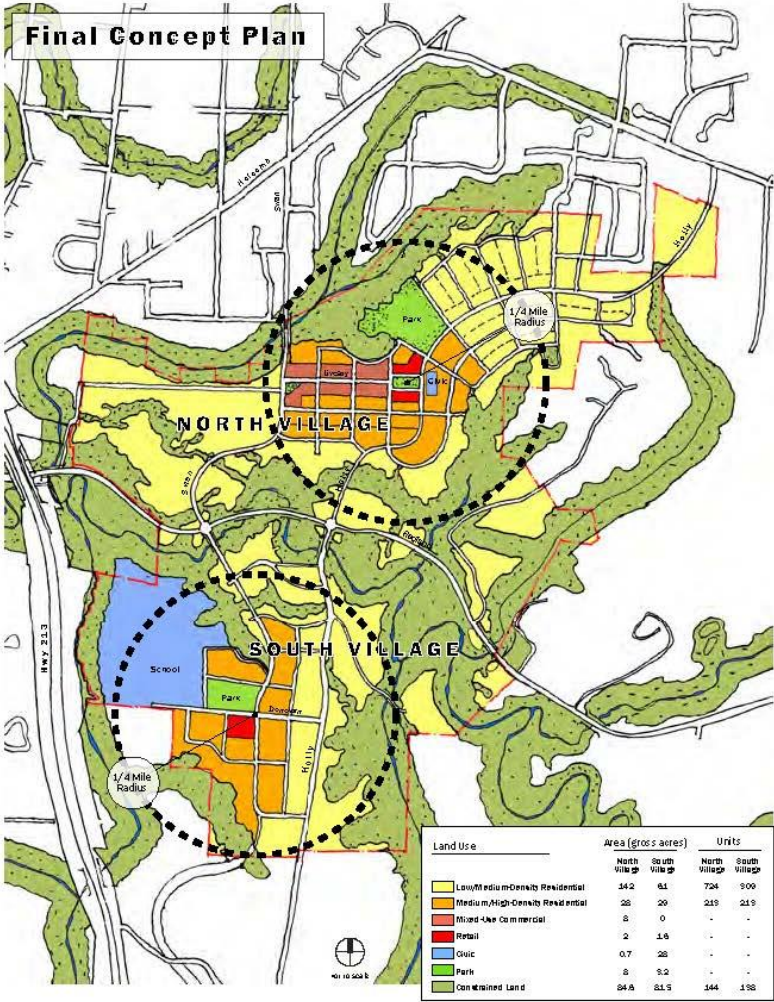
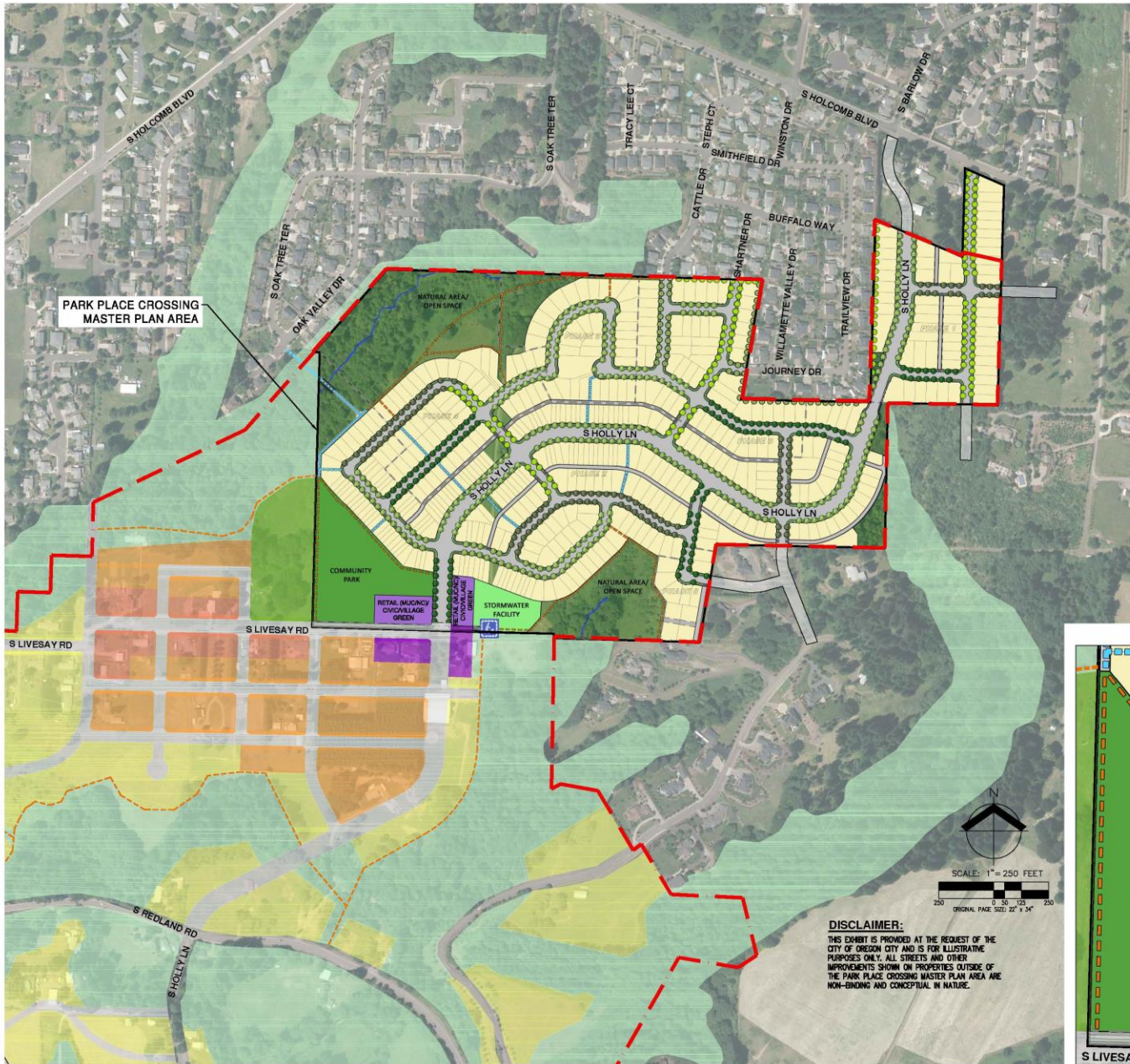


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.



CONCEPTUAL PARK PLACE NORTH VILLAGE PLAN W/ENLARGEMENT
PARK PLACE CROSSING MASTER PLAN

OREGON CITY, OR

REVIEW
COPY ONLY

JOB NUMBER: 7404
DATE: 03/18/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS

RENEWAL DATE: 6/30/23

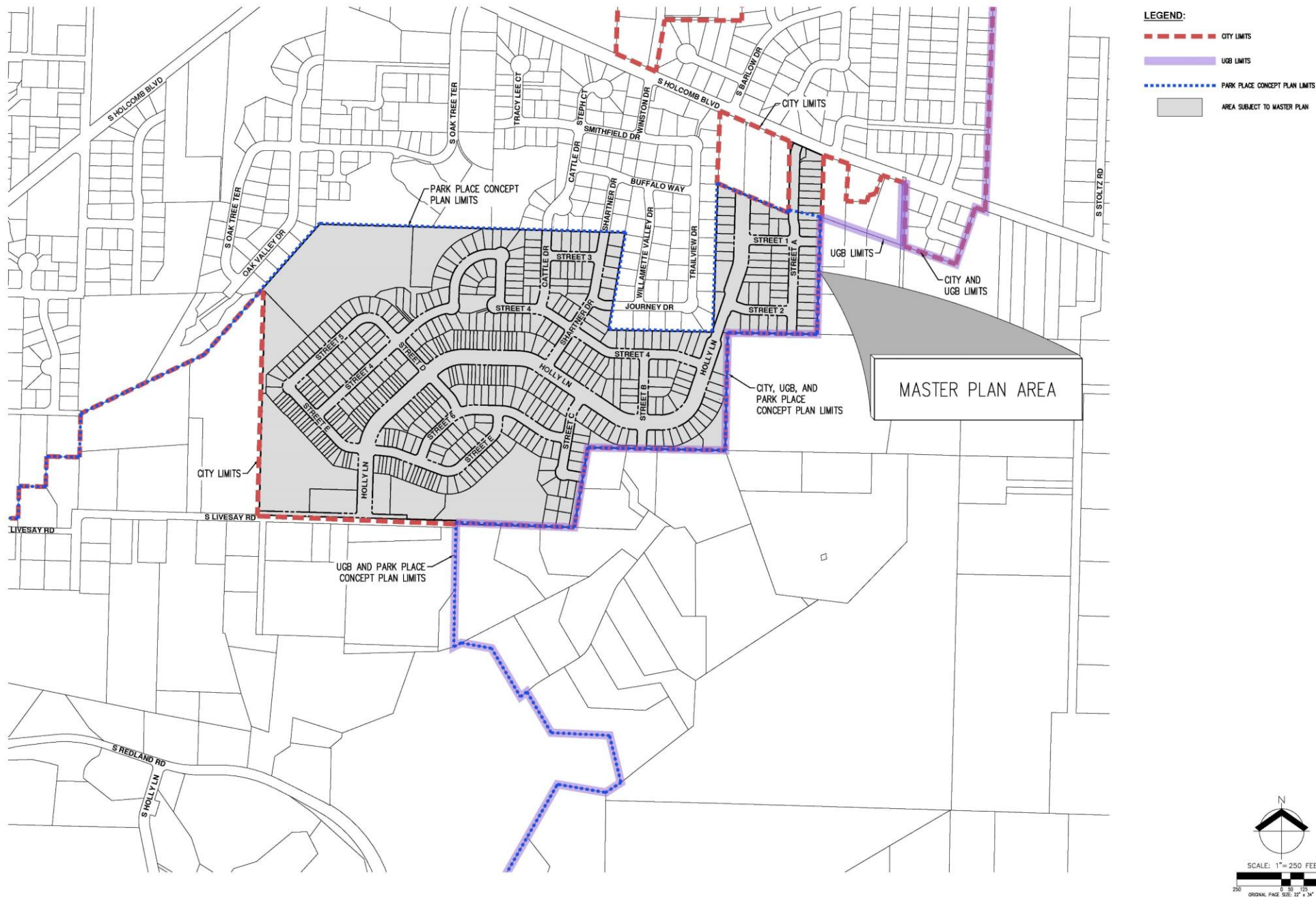
JOB NUMBER: 7404

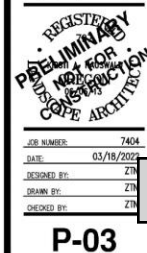
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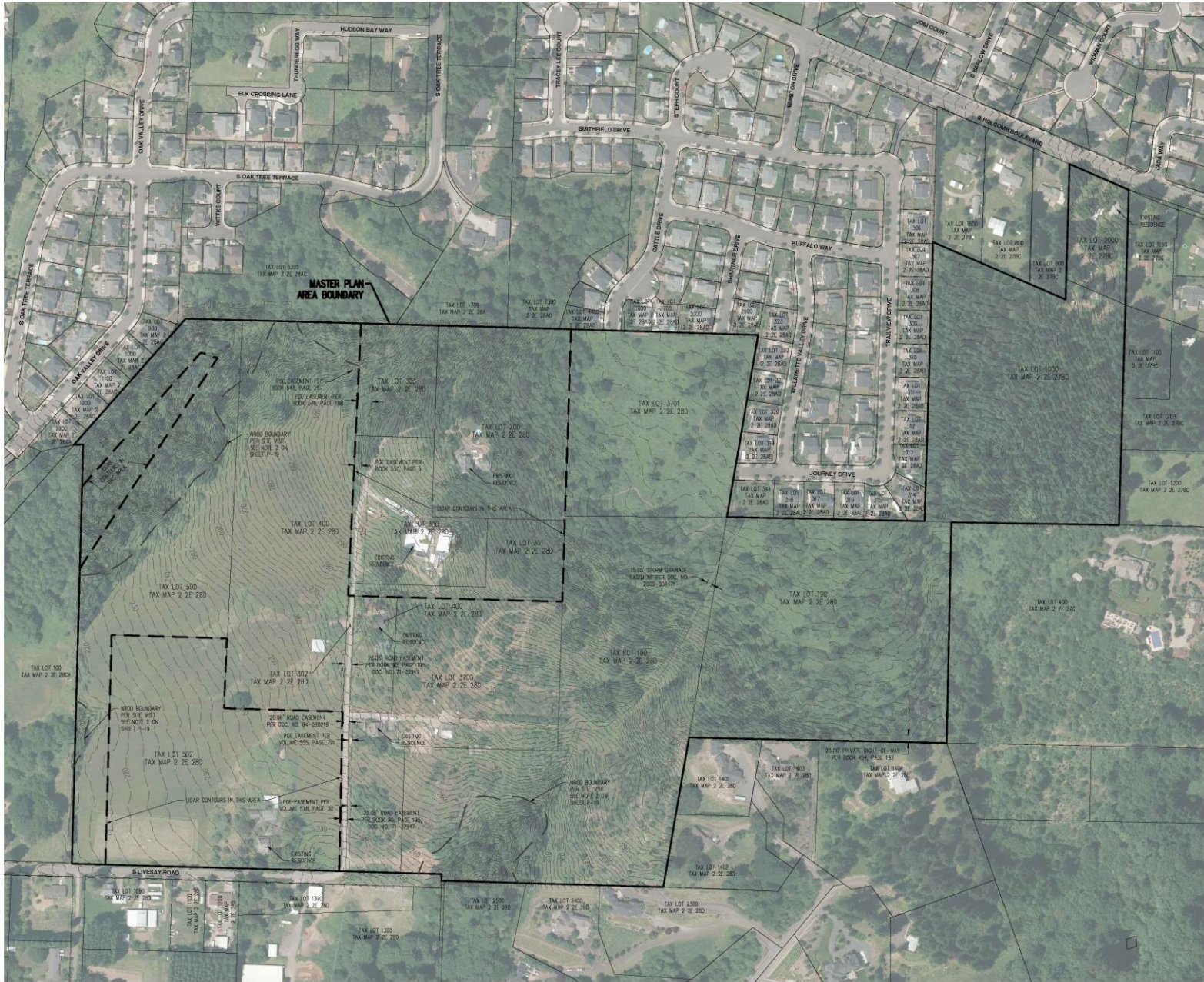
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CHECKED BY: CMS



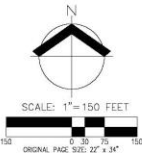




- NOTES:**
- EXISTING CONDITION INFORMATION SHOWN IS BASED ON A VARIETY OF SOURCES INCLUDING: TOPOGRAPHIC AND UTILITY SURVEYING, BOUNDARY SURVEYING, GEOGRAPHIC INFORMATION SYSTEM (GIS), AERIAL PHOTOGRAPHY AND TAX ASSESSOR MAP INFORMATION. ALL DIMENSIONS AND AREAS SHOWN ARE PRELIMINARY AND APPROXIMATE.
 - CONTOUR INTERVAL IS 2 FEET. CONTOURS SHOWN ARE PER A MIX OF SURVEYED ELEVATIONS AND LIDAR DATA AND SHOULD BE CONSIDERED APPROXIMATE.
 - TAX LOTS 200, 300, 301, 303, AND 502 HAVE NOT BEEN SURVEYED, NOR HAVE THEY BEEN EVALUATED FOR HMO MEAS.
 - FOR SLOPE ANALYSIS AND NATURAL RESOURCE OVERLAY INFORMATION PLEASE REFER TO SHEETS P-10 AND P-20.
 - VERTICAL DATUM: ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK DESIGNATION V 723 (PD R01497) LOCATED AT THE SE CORNER OF HWY 90E AND HWY I-205. ELEVATION = 62.48 FEET (NAVD 83).
 - HORIZONTAL DATUM: A LOCAL DATUM PLANE SCALED FROM OREGON STATE PLANE NORTH 3601 NAD83(2011) EPOCH 2010.0000 BY HOLDING A PROJECT MEAN GROUND COMBINED SCALE FACTOR OF 1.00001505551 AT A CALCULATED CENTRAL PROJECT POINT WITH GRID VALUES OF (NORTH 828648.798, EAST 7672411.244). THE MERIDIAN CONVERGENCE ANGLE AT THE CALCULATED CENTRAL POINT IS -127.43". THE STATE PLANE COORDINATES WERE DERIVED FROM THE TRIMBLE VRS NOW NETWORK.
 - THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.

EXISTING TAX LOT SUMMARY:

TAX LOT	# OF RESIDENCES	AREA (ACRES)
100:	NONE	14.32
190:	NONE	10.82
200:	1 RESIDENCE	5.22
300:	1 RESIDENCE	3.16
301:	NONE	1.46
302:	NONE	0.46
303:	NONE	1.86
400:	1 RESIDENCE	10.44
500:	NONE	10.32
502:	1 RESIDENCE	8.46
1000:	NONE	8.72
2000:	1 RESIDENCE	1.56
3700:	1 RESIDENCE	6.88
3701:	NONE	6.88
TOTAL:	6 RESIDENCES	91.72



**PRELIMINARY EXISTING CONDITIONS PLAN WITH AERIAL PHOTO
PARK PLACE CROSSING MASTER PLAN**

OREGON CITY, OR

**PRELIMINARY EXISTING CONDITIONS PLAN WITH AERIAL PHOTO
PARK PLACE CROSSING MASTER PLAN**

DATE: 03/17/2022

DESIGNED BY: CMS

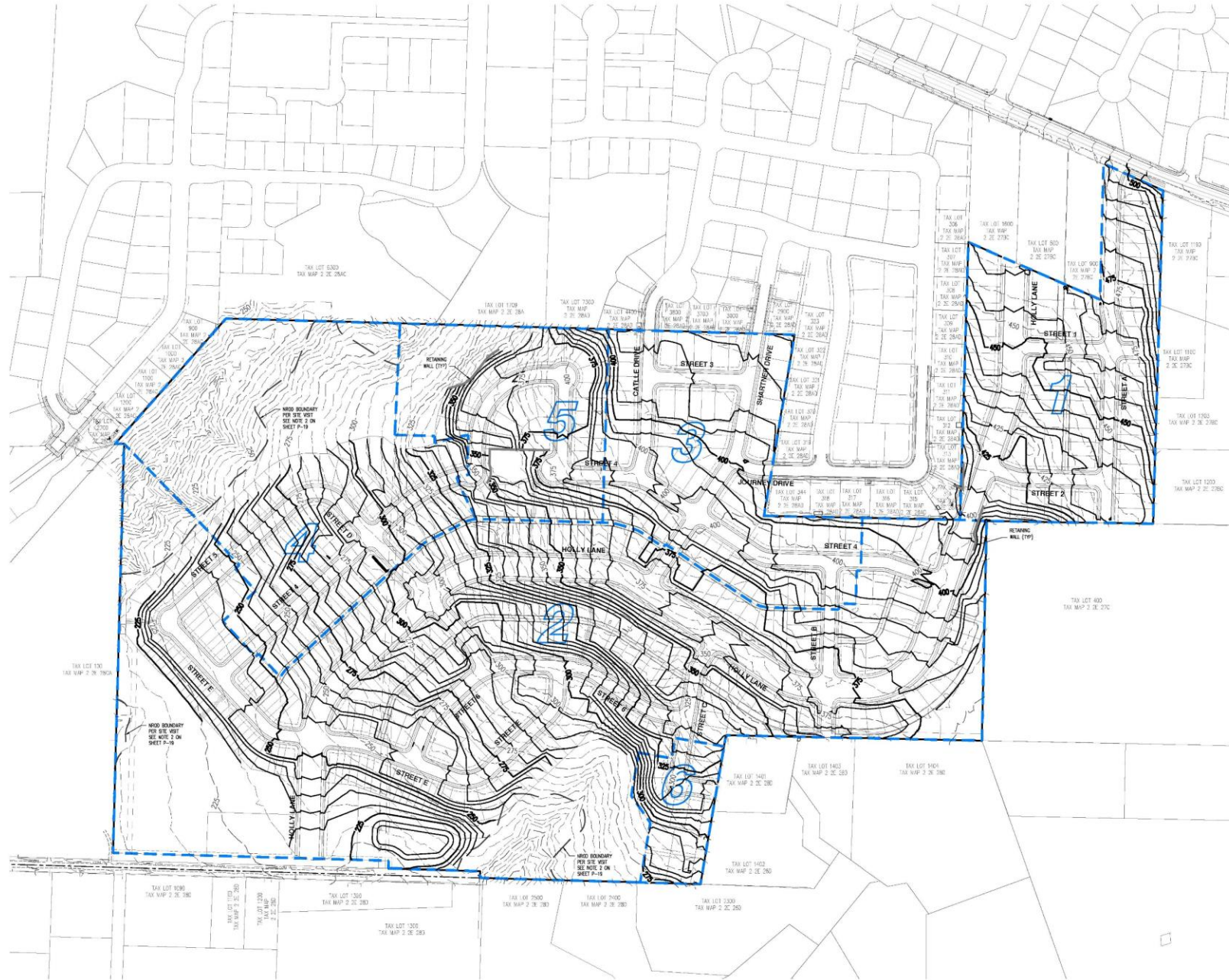
DRAWN BY: NRA

CHECKED BY: CMS

P-04

1. EXISTING CONDITION INFORMATION SHOWN IS BASED ON A VARIETY OF SOURCES INCLUDING: TOPOGRAPHIC AND UTILITY SURVEYING, INFORMATION SURVEYING, GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA, AND TAX ASSESSOR MAP INFORMATION. ALL DIMENSIONS AND AREAS SHOWN ARE PRELIMINARY AND APPROXIMATE.
2. CONTOUR INTERVAL IS 2 FEET. CONTOURS SHOWN ARE PER A MAP OF SURVEYED ELEVATIONS AND LEAD DATA AND SHOULD BE CONSIDERED APPROXIMATE.
3. TAXLOTS 200, 300, 301, 303, AND 502 HAVE NOT BEEN SURVEYED, NOR HAVE THEY BEEN EVALUATED FOR HIDDEN AREAS.
4. FOR SLOPE ANALYSIS AND NATURAL RESOURCE OVERLAY INFORMATION PLEASE REFER TO SHEETS P-10 AND P-20.
5. VERTICAL DATUM: ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK DESIGNATION V 723 (PID R014-1497) LOCATED AT THE SE CORNER OF HWY 95E AND HWY 1495. ELEVATION = 624.68 FEET (NAVD 83).
6. HORIZONTAL DATUM: A LOCAL DATUM PLANE SCALD FROM OREGON STATE PLANE, NORTH 3601 NAD83(2011) EPOCH 2010.000 BY HOLDING A CONSTANT SCALE FACTOR OF 1.00001505551 AT THE CALCULATED CENTRAL PROJECT POINT WITH GRID COORDINATES OF 626048.796E, 767777.244N. THE MERIDIAN CONVERGENCE ANGLE AT THE CALCULATED CENTRAL POINT IS $\gamma = 127.43^{\circ}$. THE STATE PLANE COORDINATES WERE DERIVED FROM THE TRIMBLE 5755 NOW NETWORK.
7. THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE DETERMINED AND RECORDED BY THE COUNTY SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
8. TREES WITH DIAMETER OF 6" OR GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE. GREATEST HEIGHT INFORMATION IS SUBJECT TO CHANGE UPON AEROSPACE INSPECTION.

AKS DRAWING FILE: TACK_CROSSING_MASTER_PLAN001_P-06

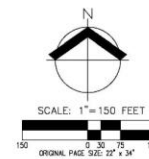


NOTES:

1. EXISTING CONDITION INFORMATION SHOWN IS BASED ON A VARIETY OF SOURCES INCLUDING: TOPOGRAPHIC AND UTILITY SURVEYING, BOUNDARY SURVEYING, GEOGRAPHIC INFORMATION SYSTEM (GIS), AERIAL PHOTOGRAPHY AND TAX ASSESSOR MAP INFORMATION. ALL DIMENSIONS AND AREAS SHOWN ARE PRELIMINARY AND APPROXIMATE.
2. CONTOUR INTERVAL IS 5 FEET. CONTOURS SHOWN ARE PER A MIX OF SURVEYED ELEVATIONS AND LIDAR DATA AND SHOULD BE CONSIDERED APPROXIMATE.
3. TAXLOTS 200, 300, 301, 303, AND 502 HAVE NOT BEEN SURVEYED, NOR HAVE THEY BEEN EVALUATED FOR NR00 AREAS.
4. FOR SLOPE ANALYSIS AND NATURAL RESOURCE OVERLAY INFORMATION, PLEASE REFER TO SHEETS P-19 AND P-20.
5. VERTICAL DATUM: ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK DESIGNATION V 723 (PD 801497) LOCATED AT THE SE CORNER OF HWY 99E AND HWY I-205. ELEVATION = 62.68 FEET (NAVD 83).
6. HORIZONTAL DATUM: A LOCAL DATUM PLANE SCALED FROM OREGON STATE PLANE NORTH 3601 NAD83(2011) EPOCH 2010.0000 BY HOLDING A PROJECT MEAN GROUND COMBINED SCALE FACTOR OF 1.0000105555 AT A CALCULATED CENTRAL PROJECT POINT WITH GRID VALUES OF (NORTH 626648.798, EAST 767241.244). THE MERIDIAN CONVERGENCE ANGLE AT THE CALCULATED CENTRAL POINT IS -127'45". THE STATE PLANE COORDINATES WERE DERIVED FROM THE TRIMBLE VRS NOW NETWORK.

LEGEND

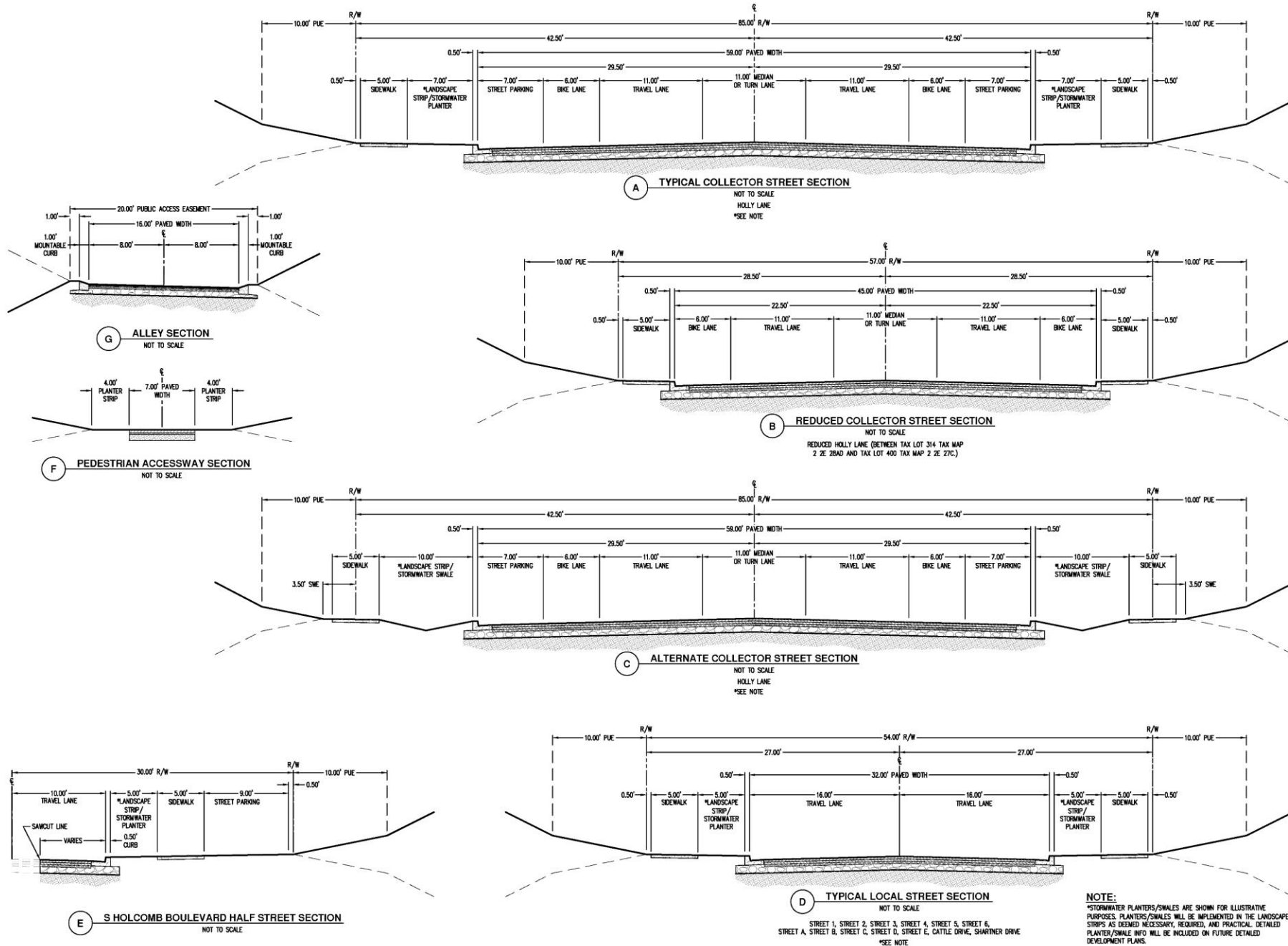
EXISTING GROUND CONTOUR (5 FT)	---
EXISTING GROUND CONTOUR (25 FT)	---
FINISHED GRADE CONTOUR (5 FT)	---
FINISHED GRADE CONTOUR (25 FT)	---



**PRELIMINARY GRADING PLAN
PARK PLACE CROSSING MASTER PLAN
OREGON CITY, OR**

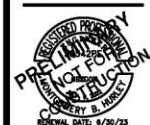
PROFESSIONAL SEAL
PRELIMINARY
NOT FOR CONSTRUCTION
REVISION DATE: 6/20/23
JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS

P-06



NOTE:
*STORMWATER PLANTERS/SWALES ARE SHOWN FOR ILLUSTRATIVE PURPOSES. PLANTERS/SWALES WILL BE IMPLEMENTED IN THE LANDSCAPE STRIPS AS DEEMED NECESSARY, REQUIRED, AND PRACTICAL. DETAILED PLANTER/SWALE INFO WILL BE INCLUDED ON FUTURE DETAILED DEVELOPMENT PLANS.

**PRELIMINARY STREET CROSS-SECTIONS
PARK PLACE CROSSING MASTER PLAN
OREGON CITY, OR**



REVISION DATE: 6/30/23
JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: QMS
DRAWN BY: NRA
CHECKED BY: QMS

**PRELIMINARY SITE AND PHASING PLAN
PARK PLACE CROSSING MASTER PLAN**

OREGON CITY, OR



JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS

P-08

EASEMENT LEGEND:

- AE PRIVATE ACCESS EASEMENT (ALLEY)
- PAUE PUBLIC ACCESS AND UTILITY EASEMENT
- PSDE PUBLIC STORM DRAINAGE EASEMENT
- PSSE PUBLIC SANITARY SEWER EASEMENT
- PPAE PUBLIC PEDESTRIAN ACCESS EASEMENT
- PUE PUBLIC UTILITY EASEMENT
- SE PRIVATE STORM DRAINAGE EASEMENT
- SSE PRIVATE SANITARY SEWER EASEMENT

LEGEND:

- TEMPORARY PHASE 1 STORM FACILITY
- SEE COMPOSITE UTILITY PLAN FOR ADDITIONAL INFORMATION
- TEMPORARY PHASE 1 SECONDARY FIRE ACCESS TO BE REMOVED DURING PHASE 2
- APPROXIMATE DRIVEWAY LOCATION. LOTS WITHOUT A 'D' DESIGNATION EITHER SHARE ACCESS WITH AN ADJACENT LOT OR ARE ALLEY ACCESS
- ATTACHED SINGLE-FAMILY LOT

**PARK PLACE CROSSING MASTER PLAN
DEVELOPMENT STANDARDS:**

- LOT DIMENSIONS**
- MIN. LOT SIZE
 - SINGLE-FAMILY DETACHED - 4,000 SF
 - SINGLE-FAMILY ATTACHED - 1,800 SF
 - MIN. LOT WIDTH AT BUILDING LINE
 - SINGLE-FAMILY DETACHED - 35'
 - SINGLE-FAMILY ATTACHED - 20'
 - MIN. LOT DEPTH AT BUILDING LINE - 70'
 - MIN. STREET FRONTAGE - 20' UNLESS FLAG LOT
 - MIN. SETBACKS
 - FRONT - 10', 5' PORCH
 - REAR - 20', 15' PORCH, 10' ADU
 - GARAGE - 20' FROM ROW, 5' FROM ALLEY
 - SIDE - 5' INTERIOR, 7' CORNER

REFER TO THE MASTER PLAN NARRATIVE FOR INFORMATION REGARDING BASE ZONES, DIMENSIONAL STANDARDS, APPLIED ADJUSTMENTS, VARIANCE, AND EXCEPTIONS.

UNIT TYPE AND OPEN SPACE SUMMARY:

- PHASE 1:**
- SINGLE FAMILY DETACHED: 59
 - SINGLE FAMILY ATTACHED: 0
 - OPEN SPACE: 0.11 ACRE
- PHASE 2:**
- SINGLE FAMILY DETACHED: 133
 - SINGLE FAMILY ATTACHED: 126
 - OPEN SPACE: 6.54 ACRE
- PHASE 3:**
- SINGLE FAMILY DETACHED: 59
 - SINGLE FAMILY ATTACHED: 0
 - OPEN SPACE: 0.04 ACRE
- PHASE 4:**
- SINGLE FAMILY DETACHED: 53
 - SINGLE FAMILY ATTACHED: 0
 - OPEN SPACE: 7.62 ACRE
- PHASE 5:**
- SINGLE FAMILY DETACHED: 35
 - SINGLE FAMILY ATTACHED: 0
 - OPEN SPACE: 1.54 ACRE
- PHASE 6:**
- SINGLE FAMILY DETACHED: 11
 - SINGLE FAMILY ATTACHED: 0
 - OPEN SPACE: 0.04 ACRE
- TOTAL:**
- SINGLE FAMILY DETACHED: 350 (74%)
 - SINGLE FAMILY ATTACHED: 126 (26%)
 - OPEN SPACE: 15.74 ACRE

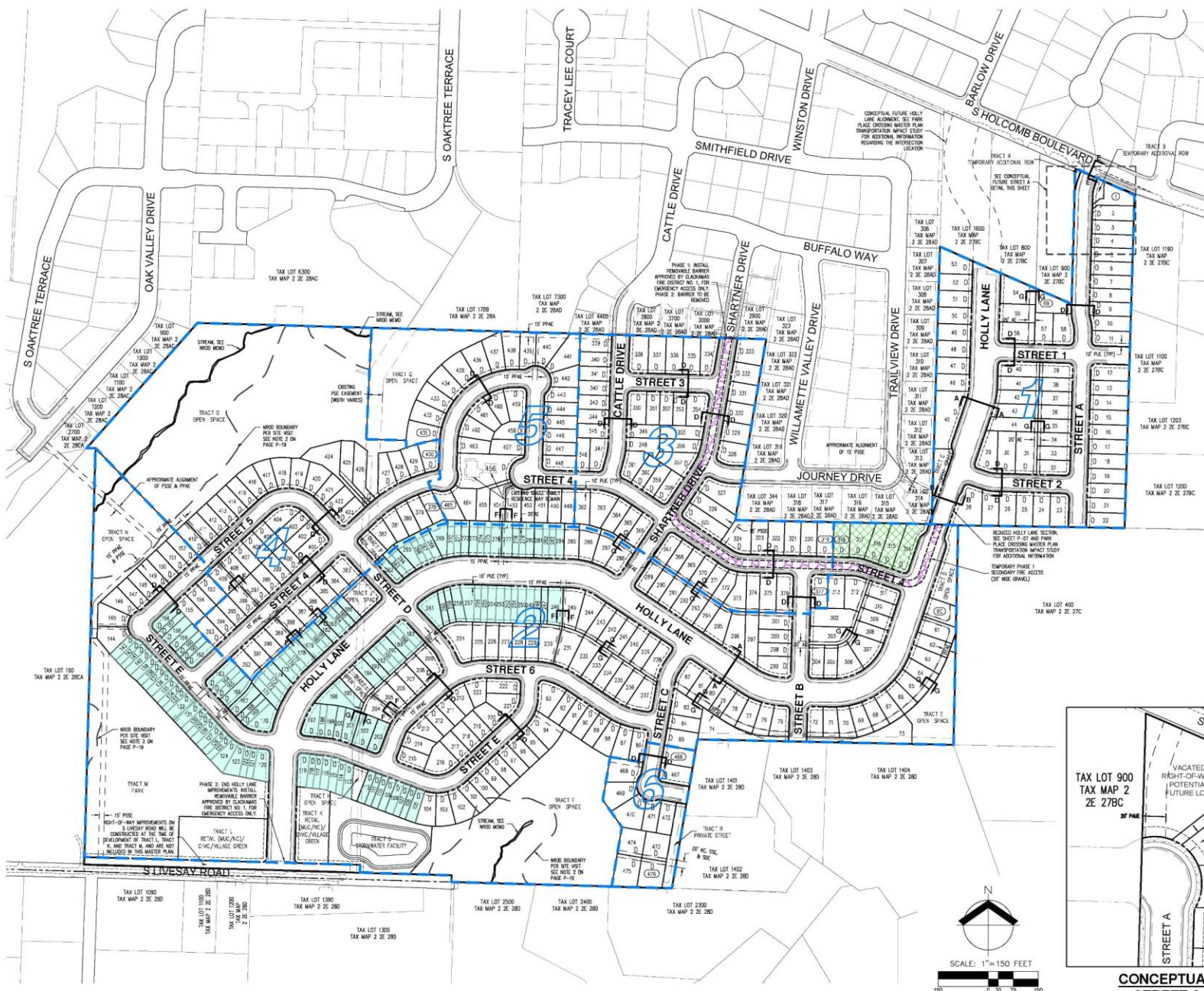
NOTE:

*STREET A CONNECTION TO S HOLCOMB BOULEVARD IS AN INTERIM ACCESS THAT WILL NO LONGER BE NECESSARY UPON THE CONNECTION OF HOLLY LANE TO HOLCOMB BOULEVARD. WHEN THE INTERSECTION OF HOLLY LANE AND HOLCOMB BOULEVARD IS ESTABLISHED, THE NORTH END OF STREET A WILL BE ABANDONED, VACATED, AND OWNERSHIP RETURNED TO THE DECLARANT WITH APPROPRIATE EASEMENTS REMAINING IN PLACE.

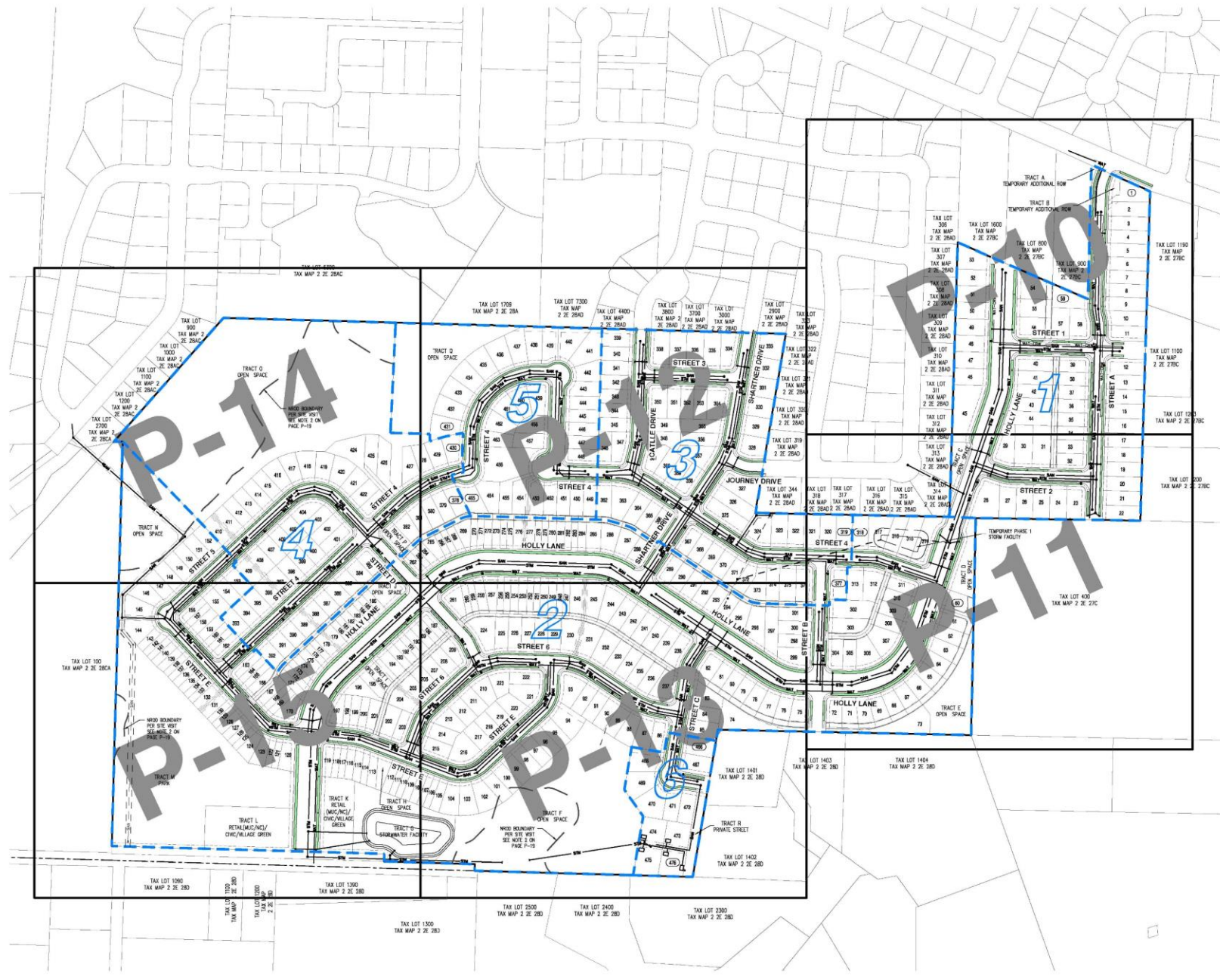


**CONCEPTUAL FUTURE
STREET A DETAIL**

SCALE: 1" = 50'



AKS DRAWING FILE: TACK COMPOSITE UTILITY PLAN - LAYOUT P-28

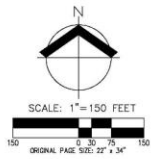


UTILITY LEGEND

	EXISTING	PROPOSED
STORM DRAIN DRAIN LINE	---	---
STORM DRAIN DRAIN CLEAN OUT	---	---
STORM DRAIN DRAIN CATCH BASIN	---	---
STORM DRAIN DRAIN AREA DRAIN	---	---
STORM DRAIN DRAIN MANHOLE	---	---
SANITARY SEWER LINE	---	---
SANITARY SEWER CLEAN OUT	---	---
SANITARY SEWER MANHOLE	---	---
WATER LINE	---	---
FIRE HYDRANT	---	---
WATER BLOWOFF	---	---
WATER METER	---	---
WATER VALVE	---	---



KEY MAP
SCALE: 1" = 1000'



AKS
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATA, OR 97062
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

**PRELIMINARY COMPOSITE UTILITY PLAN - OVERALL
PARK PLACE CROSSING MASTER PLAN**

OREGON CITY, OR

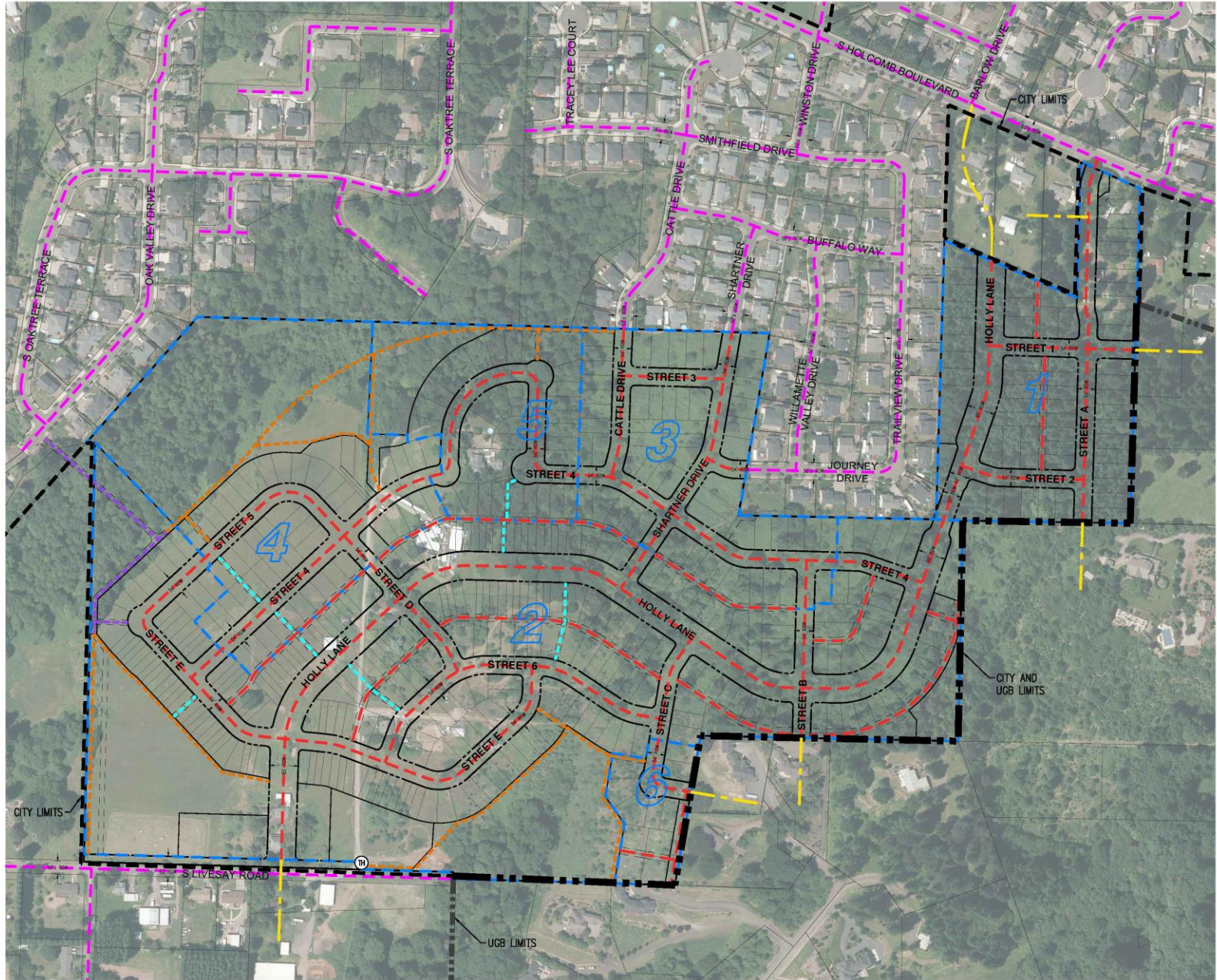
PRELIMINARY
NOT FOR CONSTRUCTION
REVISION DATE: 6/30/23

JOB NUMBER	7404
DATE	03/17/2022
DESIGNED BY	CMS
DRAWN BY	NRA
CHECKED BY	CMS

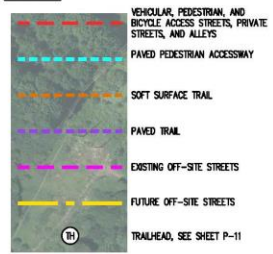
P-09

Item #1.

AKS DRAWING FILE: 2404_CIRCULATION.LAYOUT P-16

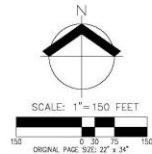


LEGEND:



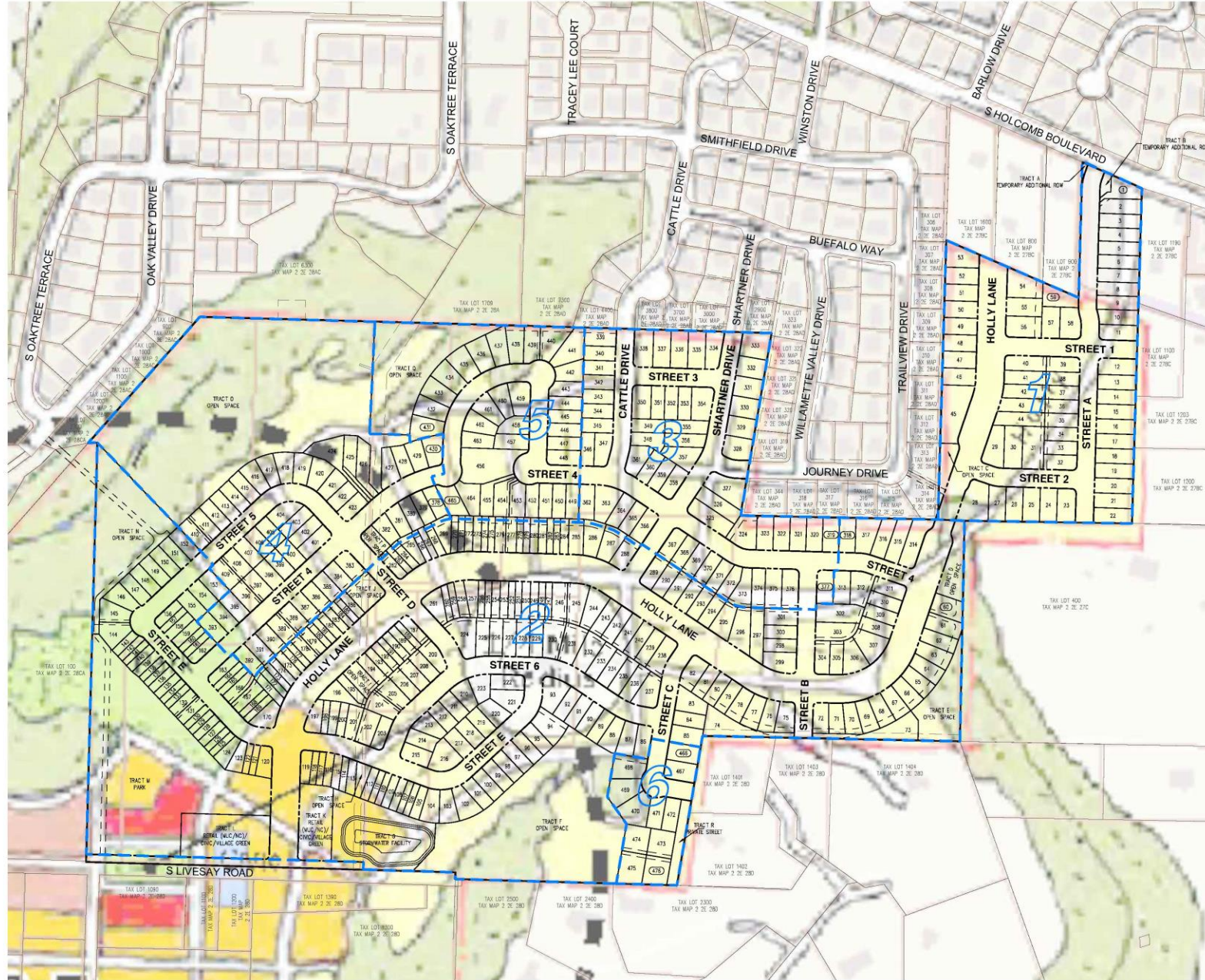
NOTES:

- POTENTIAL OFF-SITE FUTURE STREETS ARE FOR ILLUSTRATIVE PURPOSES ONLY. THESE AREAS ARE NOT INCLUDED IN THIS GENERAL DEVELOPMENT PLAN AND DEVELOPMENT OF THESE OFF-SITE PROPERTIES IS NOT INCLUDED WITH THIS PROJECT.
- STREETS AS SHOWN ARE NOT BINDING ON OFF-SITE PROPERTIES.
- TRAIL AND PEDESTRIAN BRIDGE ALIGNMENTS ARE PRELIMINARY AND MAY BE ADJUSTED WITH FUTURE DETAILED DEVELOPMENT PLANS.



PRELIMINARY NEIGHBORHOOD CIRCULATION PLAN
PARK PLACE CROSSING MASTER PLAN
OREGON CITY, OR

PRELIMINARY NOT FOR CONSTRUCTION
REVISION DATE: 6/30/23
JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS



NOTE:

CONCEPT PLAN OVERLAY IS PER OREGON CITY WEIMAPS.

**OREGON CITY PARK PLACE
CONCEPT PLAN OVERLAY LEGEND:**

- LOW/MEDIUM DENSITY RESIDENTIAL
- MEDIUM/HIGH DENSITY RESIDENTIAL
- COMMUNITY PARK
- CONSTRAINED LAND (OPEN SPACE)
- RETAIL (MUC/MC)
- CVC

**PARK PLACE CROSSING MASTER
PLAN AREA BREAKDOWN (ACRES):**

TOTAL SITE AREA:	±91.7
OPEN SPACE:	±15.7
STORM FACILITY:	±1.2
RETAIL (MUC/MC)/ CVC/VILLAGE GREEN:	±1.3
COMMUNITY PARK:	±4.4*
REMAINING AREA:	±68.1

**OREGON CITY PARK PLACE CONCEPT
PLAN AREA BREAKDOWN (ACRES):**

TOTAL SITE AREA:	±91.7
OPEN SPACE:	±11.4
RETAIL (MUC/MC)/ CVC/VILLAGE GREEN:	±1.3
COMMUNITY PARK:	±4.1*
REMAINING AREA:	±74.9

NOTE:

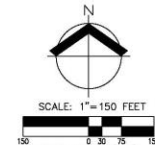
AFTER DISCUSSIONS WITH CITY STAFF, THE PARK PLACE CROSSING MASTER PLAN IS EXPECTED TO PROVIDE A PROPORTIONATE PERCENTAGE OF PARK LAND FOR ITS RESIDENTS. APPROXIMATELY 51 PERCENT OF THE PLANNED DWELLING UNITS FOR THE PARK PLACE CONCEPT PLAN AREA NORTH VILLAGE ARE INCLUDED WITHIN THIS MASTER PLAN (478 PLANNED PARK PLACE CROSSING UNITS/937 TOTAL NORTH VILLAGE UNITS). THE NEIGHBORHOOD PARK REPRESENTS 8.0 ACRES ON THE PARK PLACE CONCEPT PLAN; THEREFORE, PARK PLACE CROSSING WOULD BE EXPECTED TO CONTRIBUTE PROPORTIONALLY ±51 PERCENT OF THE NEEDED AREA, OR ±4.1 ACRES. THIS APPLICATION ANTICIPATES THAT ±4.4 ACRES WITHIN THE PARK PLACE CROSSING MASTER PLAN AREA WILL BE DEDICATED FOR THE PARK LAND. TECHNICAL DETAILS FOR HOW THE PARK LAND WILL BE REQUIRED/TRANSFERRED ARE BEING COORDINATED WITH THE CITY OF OREGON CITY PARKS DEPARTMENT.

LAYOUT SUMMARY:

SINGLE-FAMILY ATTACHED DWELLING UNITS: 126
SINGLE-FAMILY DETACHED DWELLING UNITS: 350
TOTAL DWELLING UNITS: 476

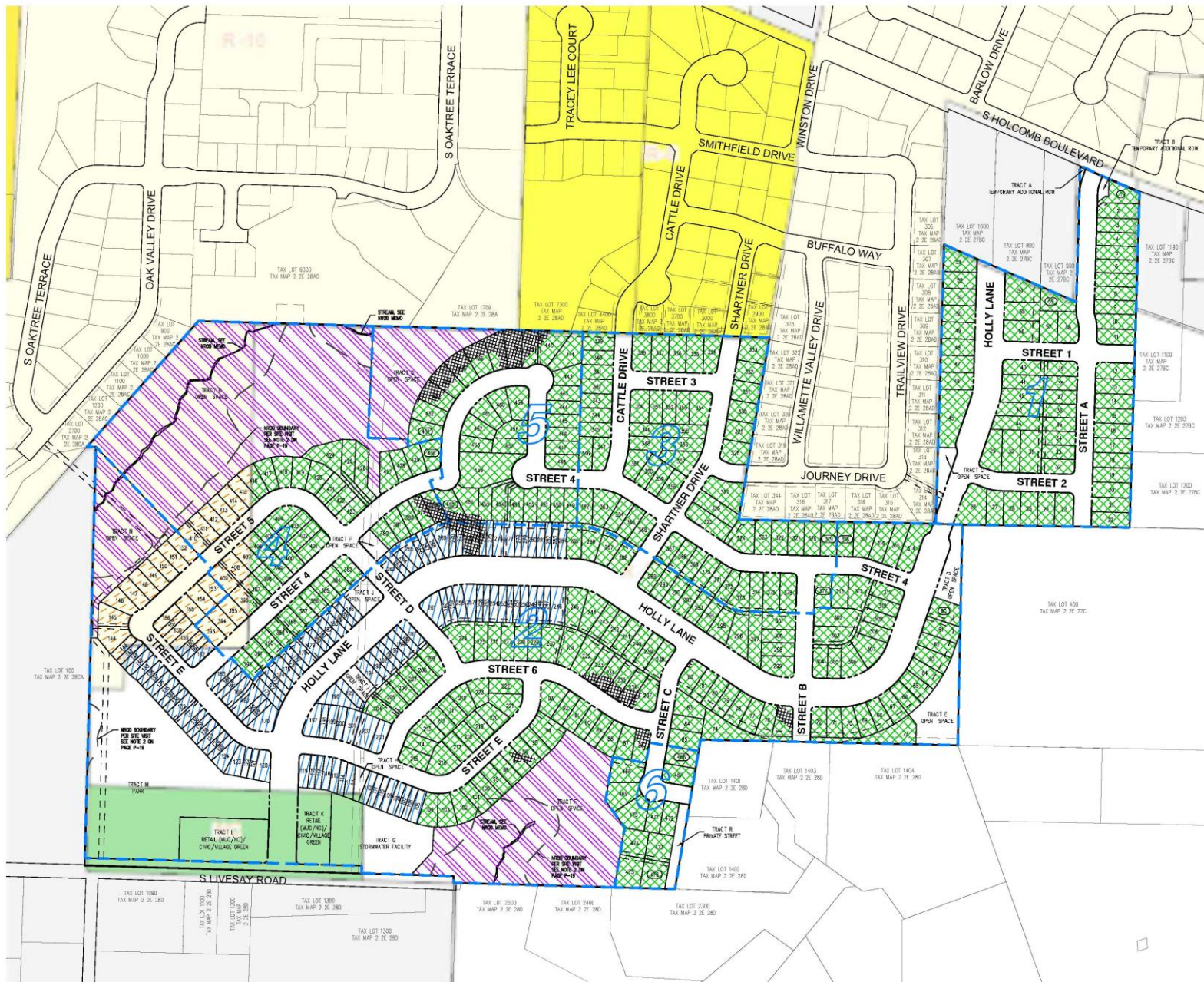
PROPORTIONAL SHARE = $476/937 = 0.51 = 51\%$

*937 IS THE ANTICIPATED TOTAL DWELLING UNITS IN THE NORTH VILLAGE PER THE PARK PLACE CONCEPT PLAN



**CITY OF OREGON CITY PARK PLACE CONCEPT PLAN OVERLAY MAP
PARK PLACE CROSSING MASTER PLAN**

OREGON CITY, OR



NOTE:

1. ZONING OVERLAY AND GEOLOGIC HAZARD AREAS ARE PER OREGON CITY WEBCAMPS.
2. PORTIONS OF THE MAPPED GEOLOGIC HAZARD - STEEP SLOPE AREAS WITHIN THE PARK PLACE CROSSING MASTER PLAN AREA PER OREGON CITY WEBCAMPS ARE A RESULT OF MAN-MADE ACTIVITIES (I.E. HOUSES, DRIVEWAYS, ROADS, ETC.).

ZONING OVERLAY LEGEND:

	R-5
	R-6
	R-10
	NC

DENSITY STANDARDS:

- R-5**
- MINIMUM NET DENSITY - 7.0 DU/ACRE
 - MAXIMUM NET DENSITY - 8.7 DU/ACRE (DETACHED)
 - MAXIMUM NET DENSITY - 12.4 DU/ACRE (ATTACHED)
- R-10**
- MINIMUM NET DENSITY - 3.5 DU/ACRE
 - MAXIMUM NET DENSITY - 4.4 DU/ACRE

CITY GEOLOGIC HAZARD OVERLAY AREA (SLOPES GREATER THAN 25%)

- MAXIMUM NET DENSITY - 2 DU/ACRE

DENSITY AREA SUMMARY:

	R-5 ZONE DETACHED HOME AREA:	36.7± ACRE
	R-5 ZONE ATTACHED HOME AREA:	6.9± ACRE
	R-10 ZONE AREA:	2.8± ACRE
	NROD CONSERVATION TRACT AREA:	14.3± ACRE
	GEOLOGIC HAZARD AREA WITHIN DEVELOPABLE AREA: (SLOPES GREATER THAN 25%)	1.3± ACRE
	RIGHT OF WAY:	21.1± ACRE

DENSITY CALCULATIONS

NET DEVELOPABLE AREA:
36.7 + 6.9 + 2.8 + 1.3 = 47.7 ACRE

COMPOSITE MAXIMUM RESIDENTIAL DENSITY:
 $((36.7/47.7)*8.7) + ((6.9/47.7)*12.4) + ((2.8/47.7)*4.4) + ((1.3/47.7)*2.0) = 8.8 DU/ACRE$

17.85,070 C.F. - INCREASE IN ALLOWED MAXIMUM RESIDENTIAL DENSITY OF 10% TO 10% PERCENT:
 $8.8 * 1.10 = 9.7 DU/ACRE$

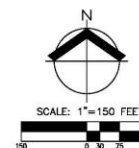
17.85,240 - DENSITY TRANSFER:
 $14.3 * (1/3) = 4.8 ACRE$
 $4.7 + 4.8 = 9.5 ACRE$

MAXIMUM DWELLING UNITS:
 $9.5 * 52.5 = 500 DU$

COMPOSITE MINIMUM RESIDENTIAL DENSITY:
 $((36.7/47.7)*7.0) + ((6.9/47.7)*10.0) + ((2.8/47.7)*3.5) + ((1.3/47.7)*2.0) = 6.7 DU/ACRE$

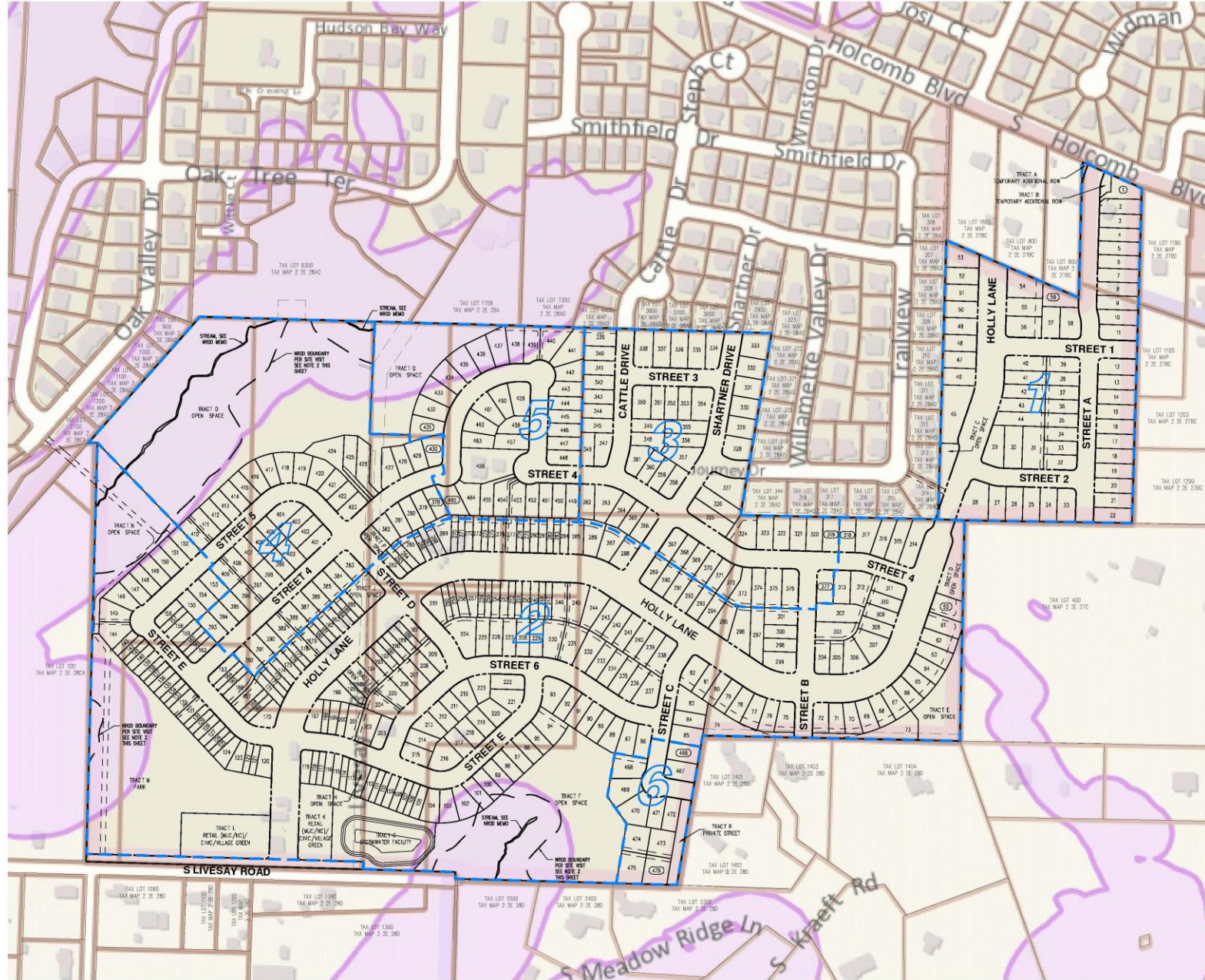
MINIMUM DWELLING UNITS:
 $6.7 * 47.7 = 320 DU$

ACHIEVED DENSITY:
 $478/52.5 = 9.1 DU/ACRE$



**CITY OF OREGON CITY ZONING OVERLAY MAP AND DENSITY ANALYSIS
PARK PLACE CROSSING MASTER PLAN
OREGON CITY, OR**

PRELIMINARY
NOT FOR CONSTRUCTION
REVISION DATE: 6/30/23
JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS



NOTES:

1. NROD OVERLAY IS PER OREGON CITY WEBCAMPS
2. NROD BOUNDARY PER SITE VISIT WILL BE VERIFIED AT THE TIME OF EACH RESPECTIVE PHASE'S DETAILED DEVELOPMENT APPLICATIONS. SEE ADDITIONAL INFO IN APPENDIX G OF THIS SUBMITTAL, NATURAL RESOURCES OVERLAY DISTRICT MEMORANDUM.

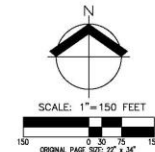
NROD OVERLAY LEGEND:

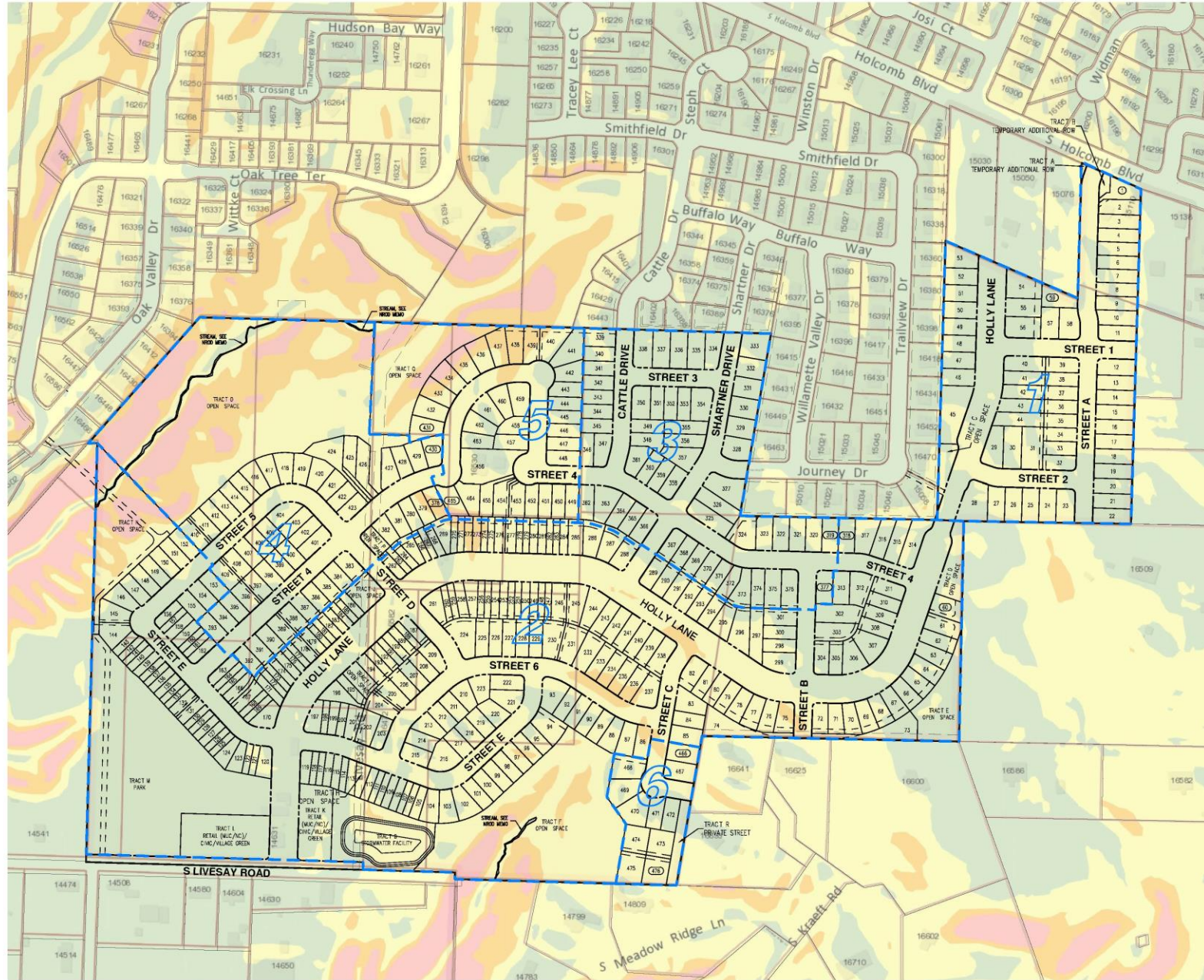
 NROD - NATURAL RESOURCE OVERLAY DISTRICT

CITY OF OREGON CITY NATURAL RESOURCE OVERLAY DISTRICT MAP
PARK PLACE CROSSING MASTER PLAN

OREGON CITY, OR

PRELIMINARY
NOT FOR CONSTRUCTION
REVISION DATE: 6/20/23
JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS

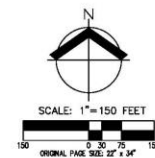




NOTE:

1. GEOLOGIC HAZARD OVERLAY IS PER OREGON CITY WEBCAMPS
2. GEOLOGIC HAZARDS WILL BE VERIFIED AT THE TIME OF EACH RESPECTIVE PHASE'S DETAILED DEVELOPMENT PLAN APPLICATION. NO GEOLOGIC HAZARD REVIEW APPLICATION OR CHECKLIST IS INCLUDED AT THIS TIME.
3. PORTIONS OF THE MAPPED GEOLOGIC HAZARD - STEEP SLOPE AREAS WITHIN THE PARK PLACE CROSSING MASTER PLAN AREA PER OREGON CITY WEBCAMPS ARE A RESULT OF MAN-MADE ACTIVITIES (I.E. HOUSES, DRIVEWAYS, ROADS, ETC.).

SLOPE CATEGORIES LEGEND:



**PRELIMINARY GEOLOGIC HAZARD SLOPE ANALYSIS
PARK PLACE CROSSING MASTER PLAN**

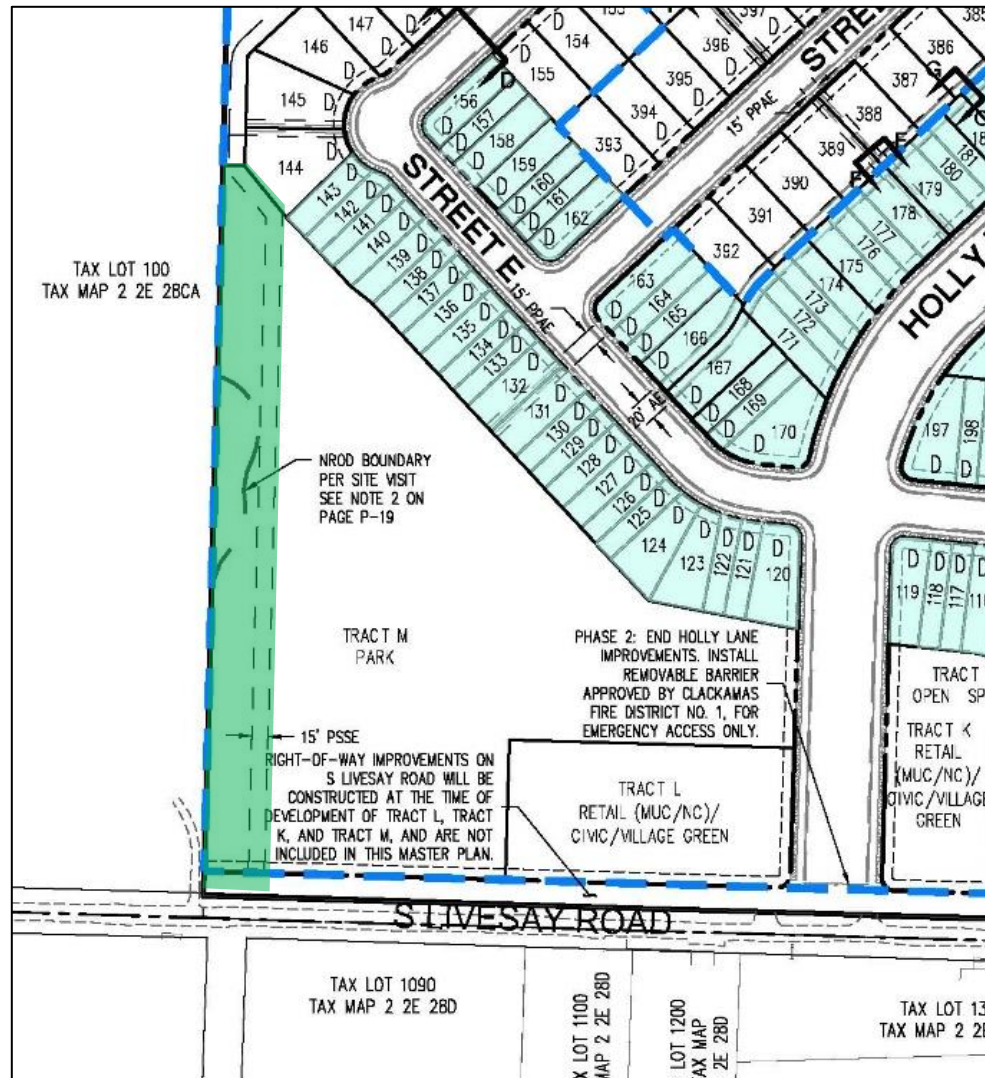
OREGON CITY, OR

PRELIMINARY
NOT FOR CONSTRUCTION
REVISION DATE: 6/26/23
JOB NUMBER: 7404
DATE: 03/17/2022
DESIGNED BY: CMS
DRAWN BY: NRA
CHECKED BY: CMS

P-20

Phase 1 Park Reservation

Item #1.



- Park Dedication planned with Phase 2
 - **±4.1 acres** required proportionally per PPCP planned units
 $\pm 476 \text{ PPC} / 937 \text{ North Village units} = \pm 50.8\% \text{ of planned } \pm 8.0\text{-acre park} = \pm 4.06 \text{ acres}$
 - **±4.4 acres** of park planned
- Phase 1 units – 59
 - Using same methodology:
±0.50 acres required proportionally per PPCP planned units
 - **±0.83 acres shown at left**

CONTINUANCE OF GLUA-21-00045 /
MAS-21-00006 / VAR-22-00001 Park Place Crossing
General Development Plan

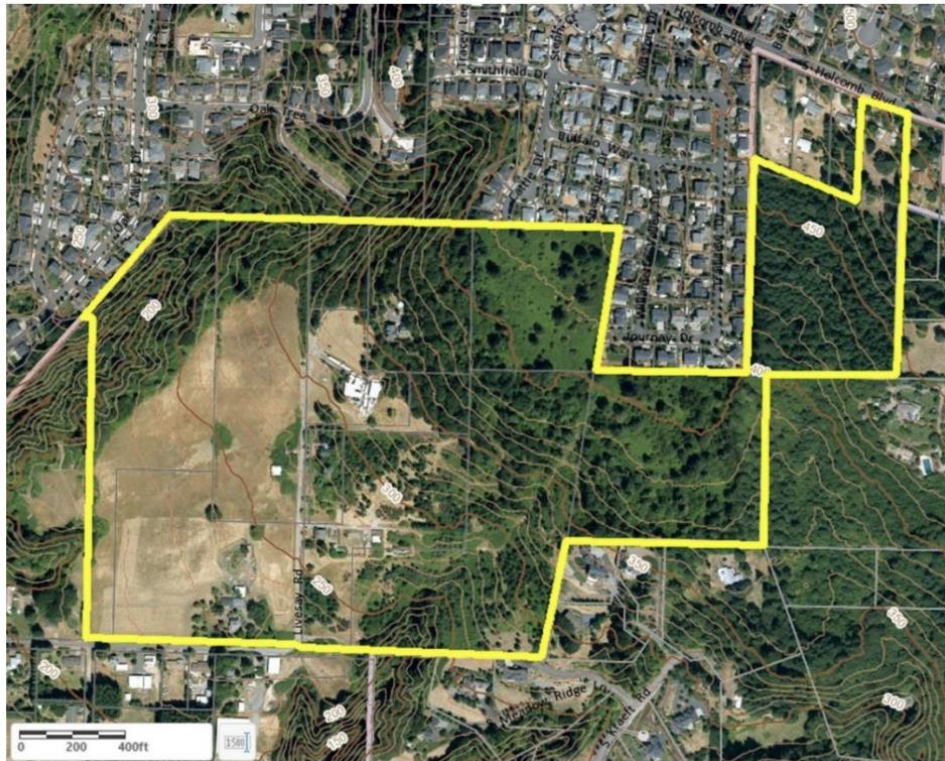
Issues raised:

- Inaccuracies and factual omissions
- Conflicts with the Oregon Land Use Goals (1-19)
 - Goal 1 – Citizen Involvement
 - Goal 2 – Land Use Planning
 - Goal 7 – Areas Subject to Natural Disasters and Hazards
 - Goal 12 – Transportation
- Foundational failures

Inaccuracies: Illustrative issue from the proposal

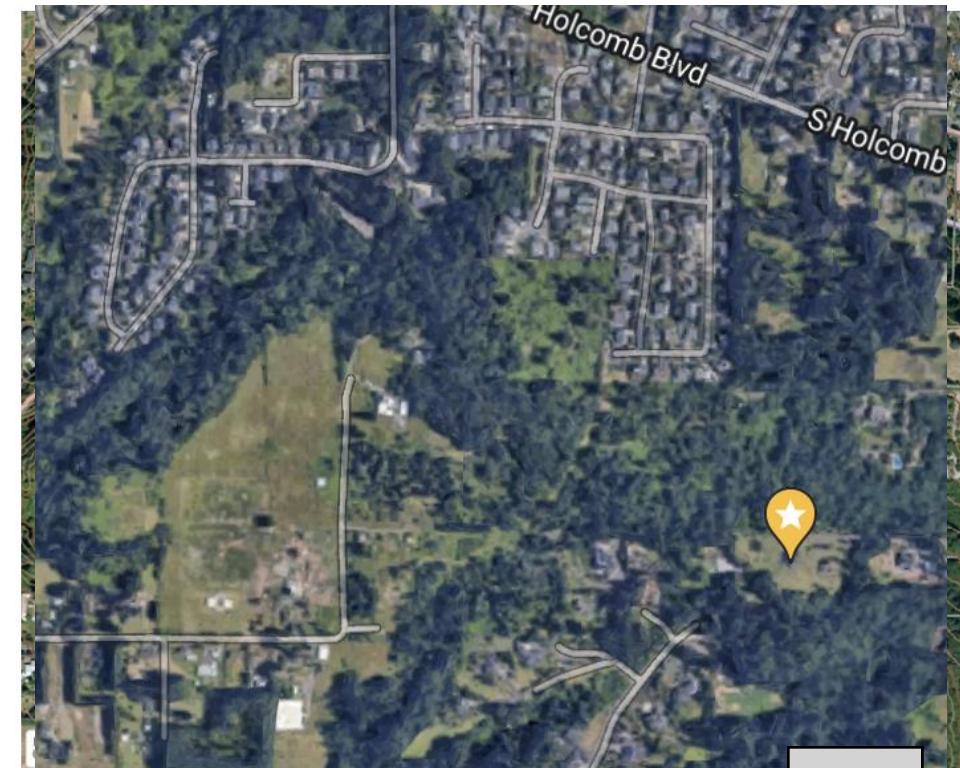
Their slide below:

Existing Conditions



Reality below:

Existing Conditions



Wetlands

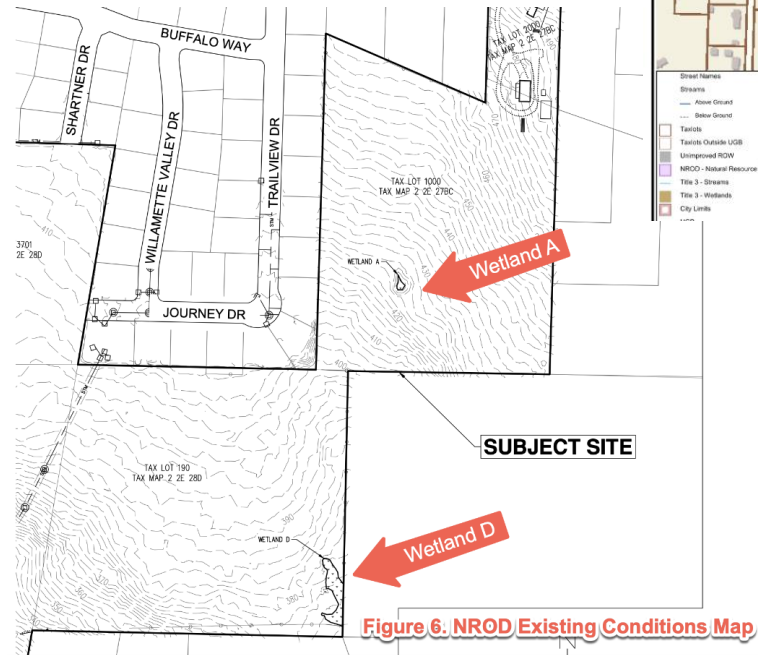
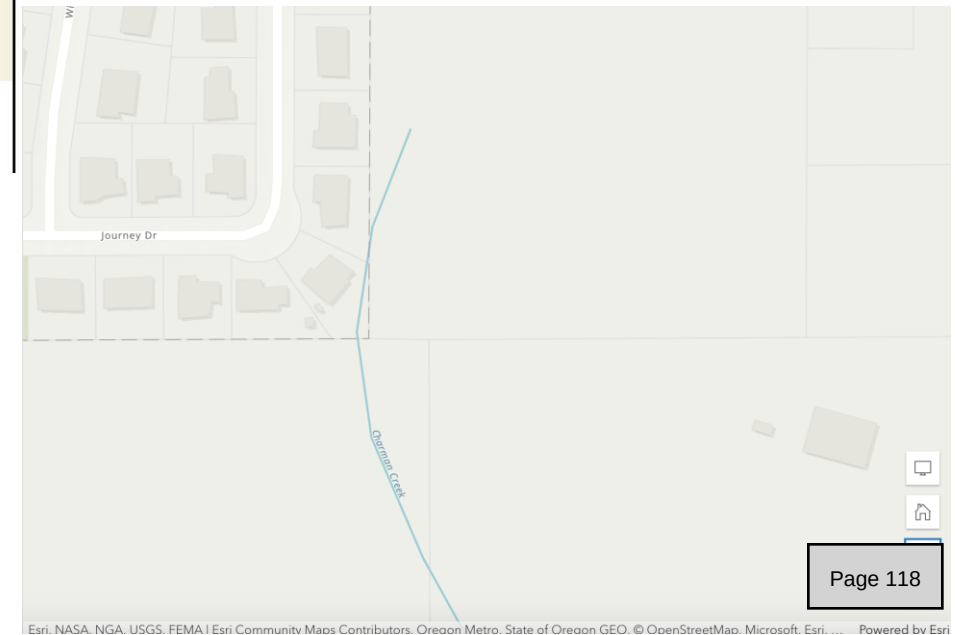
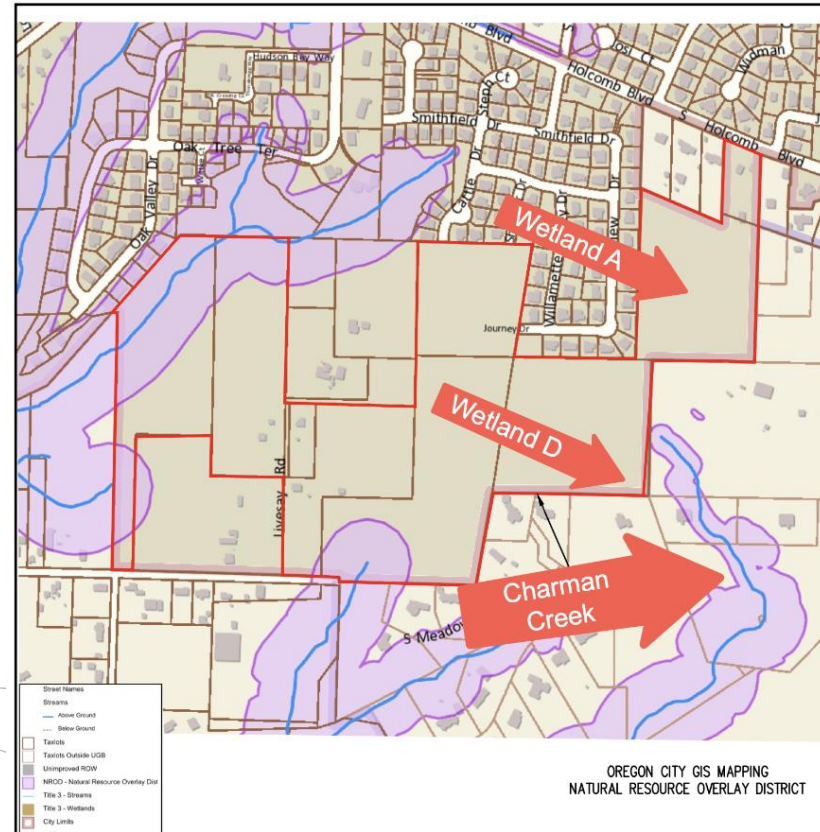
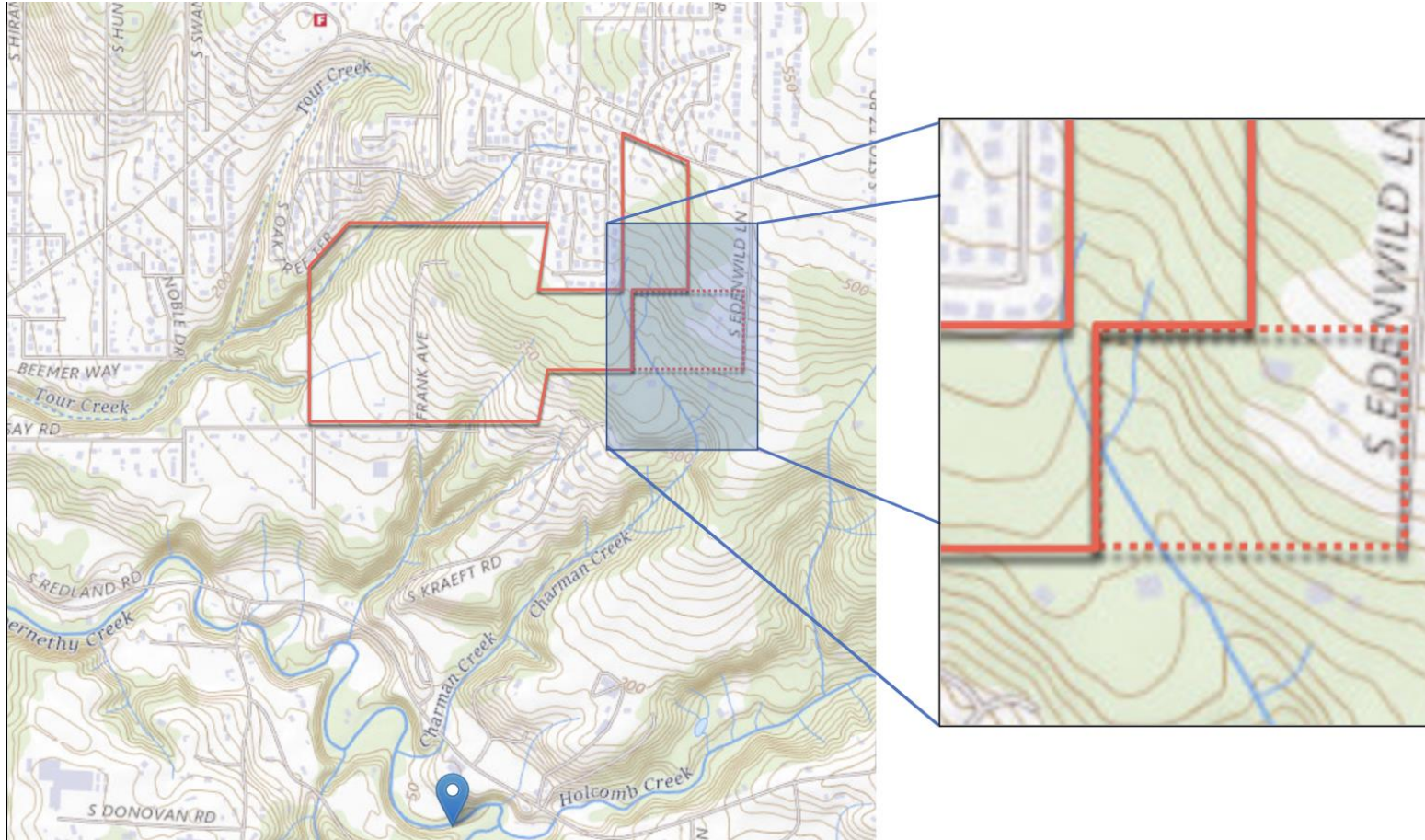


Figure 6. NROD Existing Conditions Map



Charman Creek



Purposeful and willful deceit or poor execution

- Maps are inaccurate and conflicting
 - “Existing Conditions” map is at least 5 years old
 - Provided NROD data are inconsistent with USGS Wetlands maps
 - Charman Creek tributaries are missing from the Provided NROD map

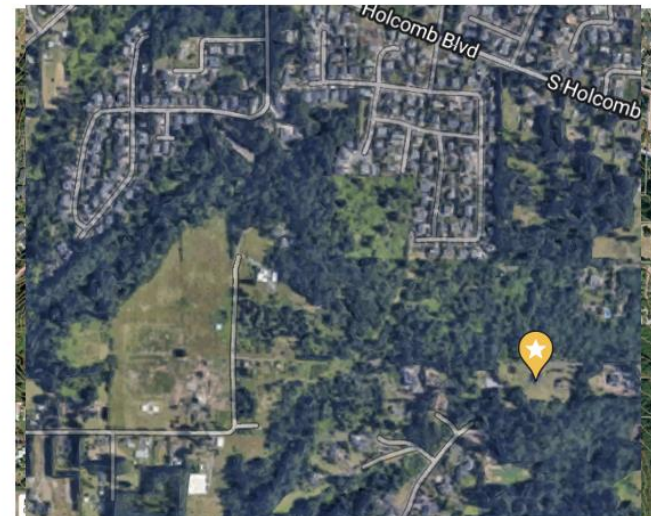
Their slide below:

Existing Conditions



Reality below:

Existing Conditions



Oregon Land use - Goal 1

Citizen Involvement

- "The opportunity for citizens to be involved in all phases of the planning process."
 - Only homes within a very short distance from the proposed development received notice – not in the spirit of the goal
 - "The citizen involvement program shall involve a cross-section of **affected** citizens in all phases of the planning process."
 - Park Place Concept Plan Annexation – was voted down 3 times by the citizens – can it be any more clear what the citizens' opinion regarding this annexation is?

Oregon Land use - Goal 2

Land Use Planning

- “Cities and counties must build their comprehensive plans on a **factual base** and follow their plan when making decisions on appropriate zoning. ”
- Discrepancies with the maps are already shown to not be factual

Oregon Land use - Goal 7

Areas Subject to Natural Disasters and Hazards

- “Local governments shall adopt comprehensive plans (inventories, policies and implementing measures) to **reduce risk to people and property from natural hazards.**”
- “Natural hazards for purposes of this goal are: **floods** (coastal and riverine), **landslides**, earthquakes and related hazards, tsunamis, coastal erosion, and **wildfires**. Local governments may identify and plan for other natural hazards.”
- Evaluate the risk to people and property based on the new inventory information and an assessment of:
 - a. the frequency, severity and location of the hazard;
 - b. the effects of the hazard on existing and future development;
 - c. the potential for development in the hazard area to increase the frequency and severity of the hazard; and
 - d. the types and intensities of land uses to be allowed in the hazard area.
- Allow an opportunity for citizen review and comment on the new inventory information and the results of the evaluation and incorporate such information into the comprehensive plan, as necessary.
- Adopt or amend, as necessary, based on the evaluation of risk, plan policies and implementing measures consistent with the following principles:
 - a. avoiding development in hazard areas where the risk to people and property cannot be mitigated; and
 - b. prohibiting the siting of essential facilities, major structures, hazardous facilities and special occupancy structures, as defined in the state building code (ORS 455.447(1) (a)(b)(c) and (e)), in identified hazard areas, where the risk to public safety cannot be mitigated, unless an essential facility is needed within a hazard area in order to provide essential emergency response services in a timely manner.

Natural Hazards include:

Figure 2-160. Inventory of Landslide Deposits from Lidar Imagery of the Portland Metro region, Oregon and Washington

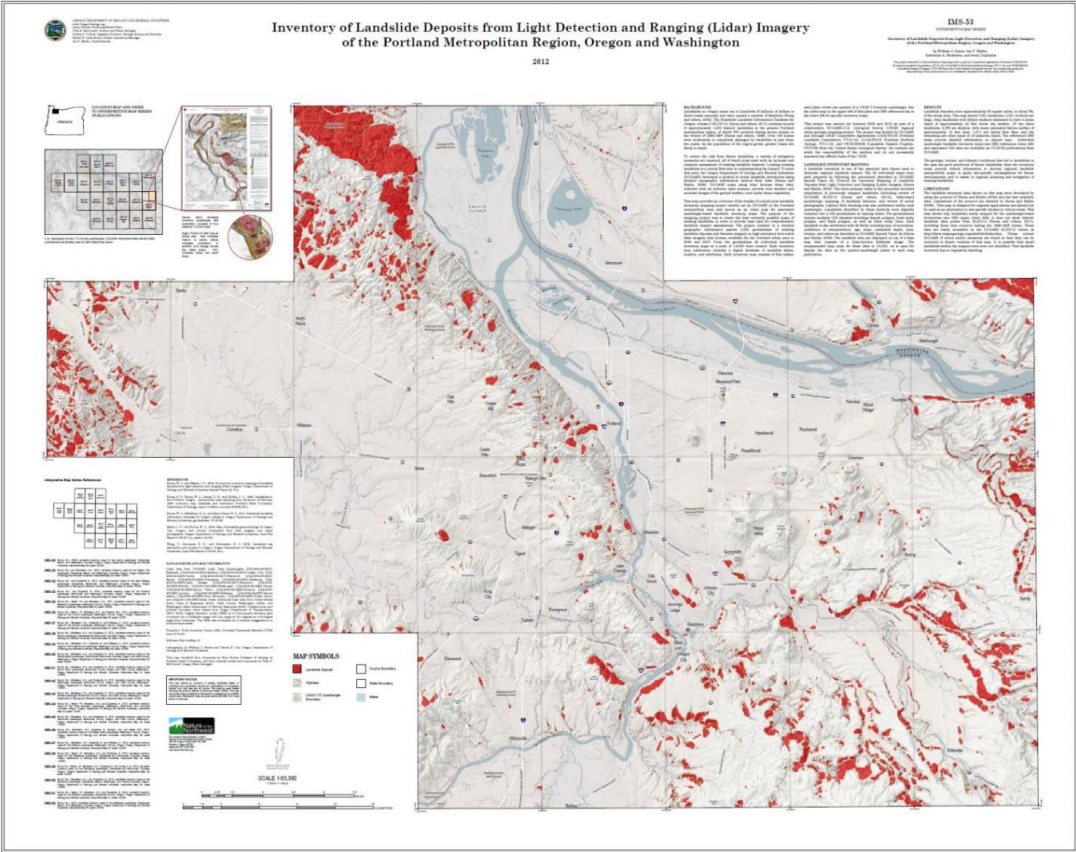
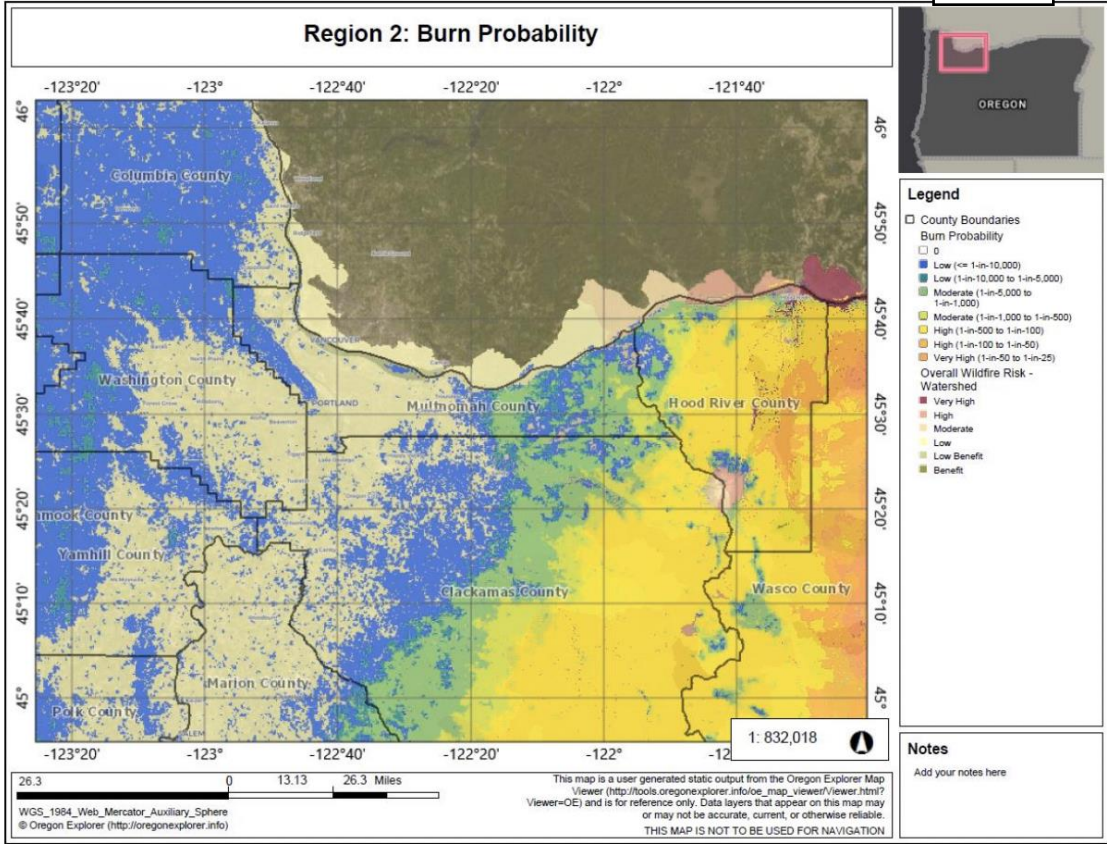
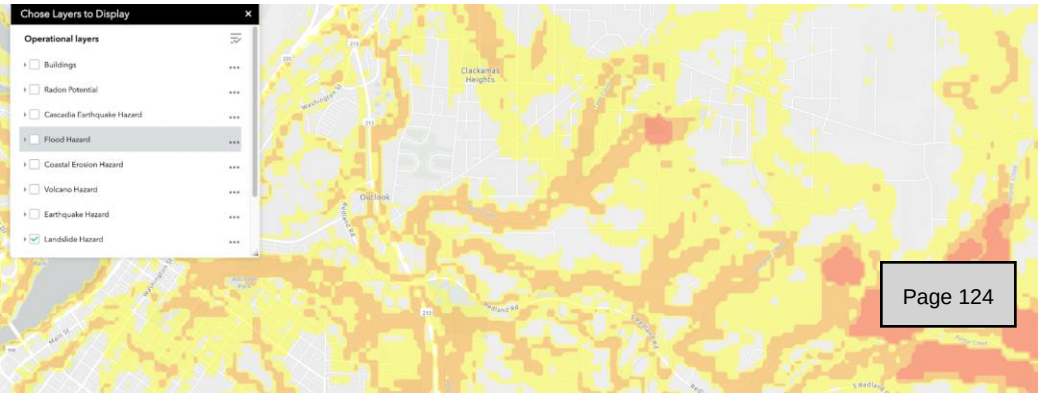


Figure 2-163. Burn Probability



Source: Oregon Wildfire Risk Explorer, March 2020



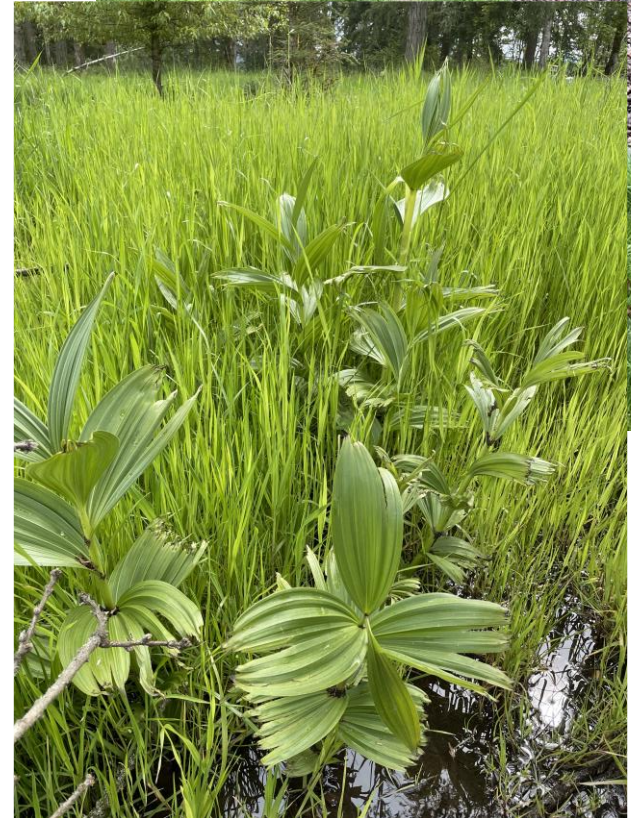
Oregon Land use - Goal 7

Areas Subject to Natural Disasters and Hazards - Implementation

- “Local governments should give special attention to **emergency access** when considering development in identified hazard areas.”
- “Local governments should consider programs to manage stormwater runoff as a means to help address flood and landslide hazards.”
 - Stormwater plan is inadequate – the stormwater facility will fail
- “When reviewing development requests in high hazard areas, **local governments should require site-specific reports**, appropriate for the level and type of hazard (e.g., hydrologic reports, geotechnical reports or other scientific or engineering reports) prepared by a licensed professional. Such reports **should evaluate the risk to the site as well as the risk the proposed development may pose to other properties.**”



Item #1.



Oregon Land use - Goal 12

Transportation

- “To provide and encourage a safe, convenient and economic transportation system.”
- **660-012-0000**
 - “In meeting the purposes described in section (1), coordinated land use and transportation plans should **ensure** that the **planned transportation system supports a pattern of travel and land use in urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas** of the country through measures designed to increase transportation choices and make more efficient use of the existing transportation system.”
- The Traffic Impact Study was deeply flawed
 - Data Analysis at the height of COVID-19
 - Data obtained on a few select days
 - For unsignaled intersections - all movements serving more than 20 vehicles shall be maintained LOS E or better. How is this going to be guaranteed? What provisions are being taken? Is LOS E truly adequate or are we going to be like Beaverton?
 - Mitigation to traffic issues not only must be planned but implemented to alleviate issues shown to be problematic prior to this development. As noted in the Traffic Impact Study the current info structure cannot handle even existing projected growth by 2025. New developments are only going to exacerbate the issues and accelerate the degradation of traffic flow.

Redland at OR-213



Conclusion

- Although the submitted documentation is plentiful, the documentation is fraught with danger and inaccuracies
- It is truly inexcusable that the submitted documents that were proven to be inaccurate have not been revised
- Oregon Land Use Goals are not being adhered to with regard to this proposal
- This development puts **more lives at risk** – this is a KEY FACT and is not refuted in any of the submitted documentation
- This process is costing all of us valuable time and money
 - Why are we as citizens having to “fact-check” the application?
 - Why approve a project that cannot be supported with existing infrastructure and then “kick the can down the road” for all of us to have to resolve in the future?

Solution

- **Deny** the application outright
- Many of the proposed solutions are based on "Magical Thinking"
 - Such as 3 left hand turn lanes from Redland to OR-213 – despite OR-213 being TWO lanes at this intersection
 - Even if OR-213 is expanded to 3 lanes in this location – 3 Left hand turns would be dangerous
- The process **requires** submission of **factual information** – adhere to this requirement – failure to do so invalidates the process and makes a mockery of all of us

From: [Brent](#)
To: [Oregon City Planning](#)
Subject: Park Place Crossing Development
Date: Thursday, May 5, 2022 5:56:15 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I am sending this email to notify that my wife and I are not supportive of the development plan. We are highly concerned about the tax this will put on our infrastructure not limited to water, fire/police, schools, etc.

Placing so many homes in such a small space will create horrible congestion and traffic. During the fires last year we were unable to evacuate due to traffic on Holcomb.

In addition, the destruction of green space and the wildlife would be devastating to the environment.

I hope the city will take the views of their existing citizens into consideration before moving forward.

Sincerely
Brent and Jaime Gross
16380 Oaktree Terrace
Oregon City, OR 97045

[Sent from Yahoo Mail for iPhone](#)

From: [Jaimee Melilli](#)
To: [Planning](#)
Subject: Testimony for Park Place Crossing Development meeting on Monday, May 9
Date: Monday, May 9, 2022 4:43:27 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to submit testimony for the Park Place Development meeting on Monday, May 9 in regards to GLUA-21-00045/MAS-21-00006/VAR-22-00001 Master Plan and Variance for Park Place Crossing Development.

This development will put increased strain on the community. There is only one narrow access road into the current development that already has a lot of daily traffic with many drivers already going over the speed limit in a residential area where kids play and families walk dogs. More access roads into the development need to be put in prior to any new homes to reduce heavy traffic into this residential area and to allow for sufficient access and exit in case of emergency situations that require evacuations, such as fires.

New schools need to be built to accommodate the large influx of families and children into a very tight area. This needs to be considered and planned for prior to acceptance of any plan for new housing.

With the increase of fires in the area it seems ill-advised to remove even more natural green space without consideration for the environmental impact.

Overall, more time needs to be allowed so the proper research can be done as to the impact on the families, community, and natural spaces before this project is put up for approval.

Jaimee Melilli
jaimeemelilli@gmail.com
714-469-7288
Oregon City resident

ITEMS IN THE RECORD: MAY 9th AGENDA PACKET DOCUMENTS

The link to the agenda packet for May 9th Planning Commission is:

<https://meetings.municode.com/adaHtmlDocument/index?cc=OREGONCITY&me=45fe1a4cf0ce4faf8d963971d7f23b10&ip=True>

The May 9th agenda packet includes the following items. These items are NOT included individually in the May 23rd agenda packet.

- GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan
 - [REVISED Commission Report.pdf](#) (0.05 MB)
 - [NEW 2ND REVISED Staff Report and Recommendation.pdf](#) (2.41 MB)
 - [Vicinity Map.pdf](#) (1.73 MB)
 - [REVISED Public Comment Summary Table.pdf](#) (0.18 MB)
 - [All Public Comments received before 4.18.22.pdf](#) (5.87 MB)
 - [Land Use Application Form.pdf](#) (1.87 MB)
 - [Applicant's Narrative.pdf](#) (1.40 MB)
 - [Drawings and Plans.pdf](#) (21.58 MB)
 - [NROD Study.pdf](#) (9.70 MB)
 - [Preliminary Stormwater Report.pdf](#) (6.98 MB)
 - [Applicant's Transportation Impact Analysis.pdf](#) (10.40 MB)
 - [Preliminary Geotechnical Report.pdf](#) (3.72 MB)
 - [Applicant's Geohazard Overlay Memo.pdf](#) (23.07 MB)
 - [Applicant's Addendum on Slopes.pdf](#) (5.26 MB)
 - [Applicant's Sewer Study.pdf](#) (24.50 MB)

- [Park Place Concept Plan Analysis from Applicant.pdf](#) (10.28 MB)
- [Supplemental Memo from Applicant.pdf](#) (0.35 MB)
- [Neighborhood Meeting Information.pdf](#) (0.42 MB)
- [NEW Traffic Analysis Review Letter from John Replinger.pdf](#) (0.16 MB)
- [NEW Historic Inventory Forms for three eligible properties within 250 feet of site.pdf](#) (2.06 MB)
- [NEW Staff Presentation Slides from 4.25.22 Hearing.pdf](#) (1.59 MB)
- [NEW Public Comment Exhibit - Huang and Mansouri slides 4.25.22.pdf](#) (0.67 MB)
- [NEW Public Comment Exhibit - Huang and Mansouri supplemental info.pdf](#) (0.10 MB)
- [NEW Public Comment Exhibit - Aaron Wahnstall Presentation Slides from 4.25.22.pdf](#) (0.31 MB)
- [NEW Public Comment Exhibit - Tom Geil opinion piece OC News.pdf](#) (1.98 MB)
- [NEW Staff Memo re Emergency Evacuation Concerns.pdf](#) (0.28 MB)
- [NEW - Applicant's Memo about Holly-Holcomb Intersection.pdf](#) (1.84 MB)
- [NEW - Copy of Park Place Concept Plan Adopted 2008.pdf](#) (8.76 MB)
- [NEW 5.5.2022 Letter to Planning Commission - Response to Public Comment.pdf](#) (0.14 MB)
- [NEW Public Comments received after agenda published.pdf](#) (0.05 MB)



CITY OF OREGON CITY
LIST OF ITEMS ADDED TO RECORD
- PART 2

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

To: Planning Commission
From: Planner Kelly Reid

Agenda Date: 05/23/2022

SUBJECT:

GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan

The following items were added to the record after May 6th, 2022 and have not been previously published in an agenda packet. Each item is included in this document in the order listed below:

PART 1 - SEE SEPARATE DOCUMENT

1. Comment from Karla Laws
2. Comment and attachments from Christine Kosinski
3. Letter from Jane Varley, Michael Mueller, Dan and Shannon Keller, and Shirley Humprey
4. Comment from Darin Shoup
5. Comment from Mikhail Krughkov
6. Slides from Adella and Mark Bell
7. Letter from Rivers of Life Center
8. Letter from Oregon City School District
9. Melissa Warner
10. Slides from Applicant's Presentation
11. Slides from Jed Pedersen
12. Comment from Brent and Jamie Gross
13. Comment from Jaimee Melilli

PART 2 - CLICK EACH LINE BELOW TO NAVIGATE DIRECTLY TO COMMENT

14. Slides from Enoch Huang and Roya Mansouri
15. Letter from Enoch Huang and Roya Mansouri
16. Comment from Emily Lisborg
17. Comment from Ken Iverson
18. Letter from Barb Seekins
19. Letter from Trailview Heights HOA
20. Map from Sutton
21. Slides from Tom Geil
22. Letter from Stephen Ford
23. Letter from Jackie-Hammond Williams
24. Letter and attachments from Tara McElhannon
25. Comment from Sharon Neish
26. Comment from Carolyn Lu

27. Comment from Anonymous
28. Comment from Lynette Basiou
29. Department of State Lands Wetland Report approval letter
30. Photos from Planning Commission Chair's site visit
31. Copy of Public Records Request from Clackamas County Disaster Management
32. Copy of Facebook Posts from Tom Geil and Dirk Schlagenhauser
33. Comment from Jackie Dalseme
34. Copy of Opinion Piece from Oregon City News authored by Tom Geil dated May 12, 2022
35. Email from Department of Land Conservation and Development (DLCD)
36. Comment from Jane Nitschke
37. Comment from Suzanne Hammond
38. Comment from James Nicita with Attachments
39. UGB Map

GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan

CHAPTER 17.49 Natural Resource Overlay District (NROD) Boundary Map Analysis

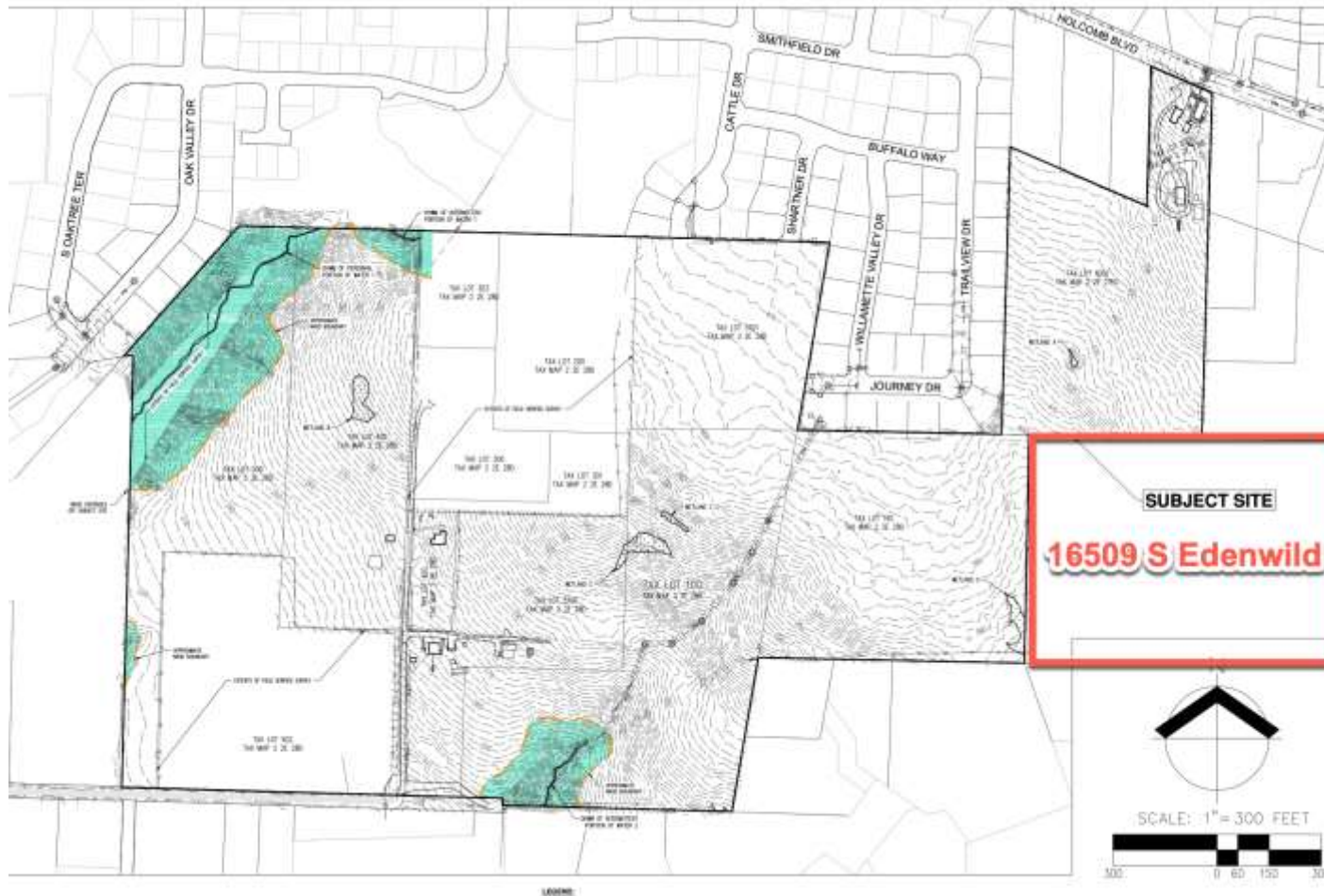
Public Comments by:

Enoch Huang

16509 S Edenwild Lane

Oregon City, OR 97045

Relation to the proposed development



- 16509 S Edenwild Lane has the greatest shared border with the development
 - ~500 feet on northern border
 - ~625 feet on western border

What does the NROD regulate?

- *17.49.070 - Prohibited uses*
- *17.49.080 - Uses allowed outright (exempted)*
- *17.49.090 - Uses allowed under prescribed conditions*
- *17.49.100 - General development standards*
- *17.49.110 - Width of vegetated corridor*

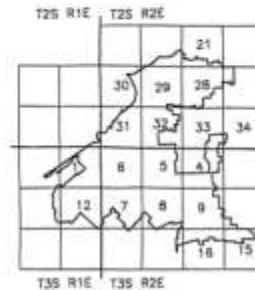
CHAPTER 17.49 Natural Resource Overlay District (NROD)

- *17.49.020 NROD identifying documents*
 - *The 1999 Oregon City Local Wetland Inventory.*
 - *The Oregon City Water Quality Resource Area Map (Ord. No. 99-1013).*
 - *2004 Oregon City slope data and mapping (LIDAR).*
 - *Metro Regionally Significant Habitat Map (Aerial Photos taken 2002).*
 - *National Wetland Inventory (published 1992).*
 - *Beavercreek Road Concept Plan (adopted September 2008).*
 - *Park Place Concept Plan (adopted April 2008).*
 - *South End Concept Plan (adopted April 2014).*
- *The NROD provisions apply only to properties within the NROD as shown on the NROD Map, as amended.*

CITY OF OREGON CITY LOCAL WETLAND INVENTORY

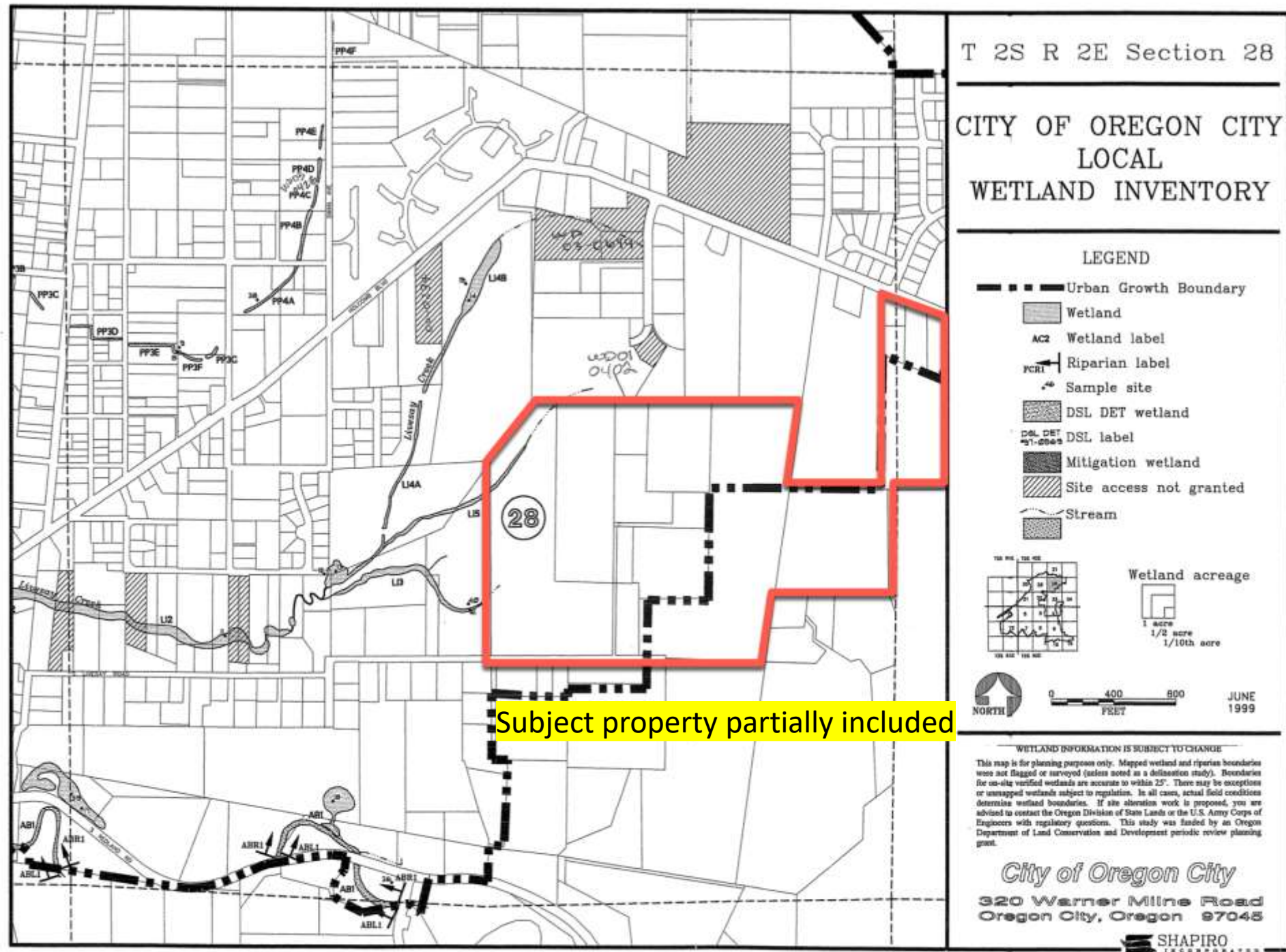
APPROVED WETLANDS INVENTORY
Oregon Division of State Lands
Meets LWZ standards
Date 9/99 Approved by J. Moran

ATTACHMENT SECTION MAPS



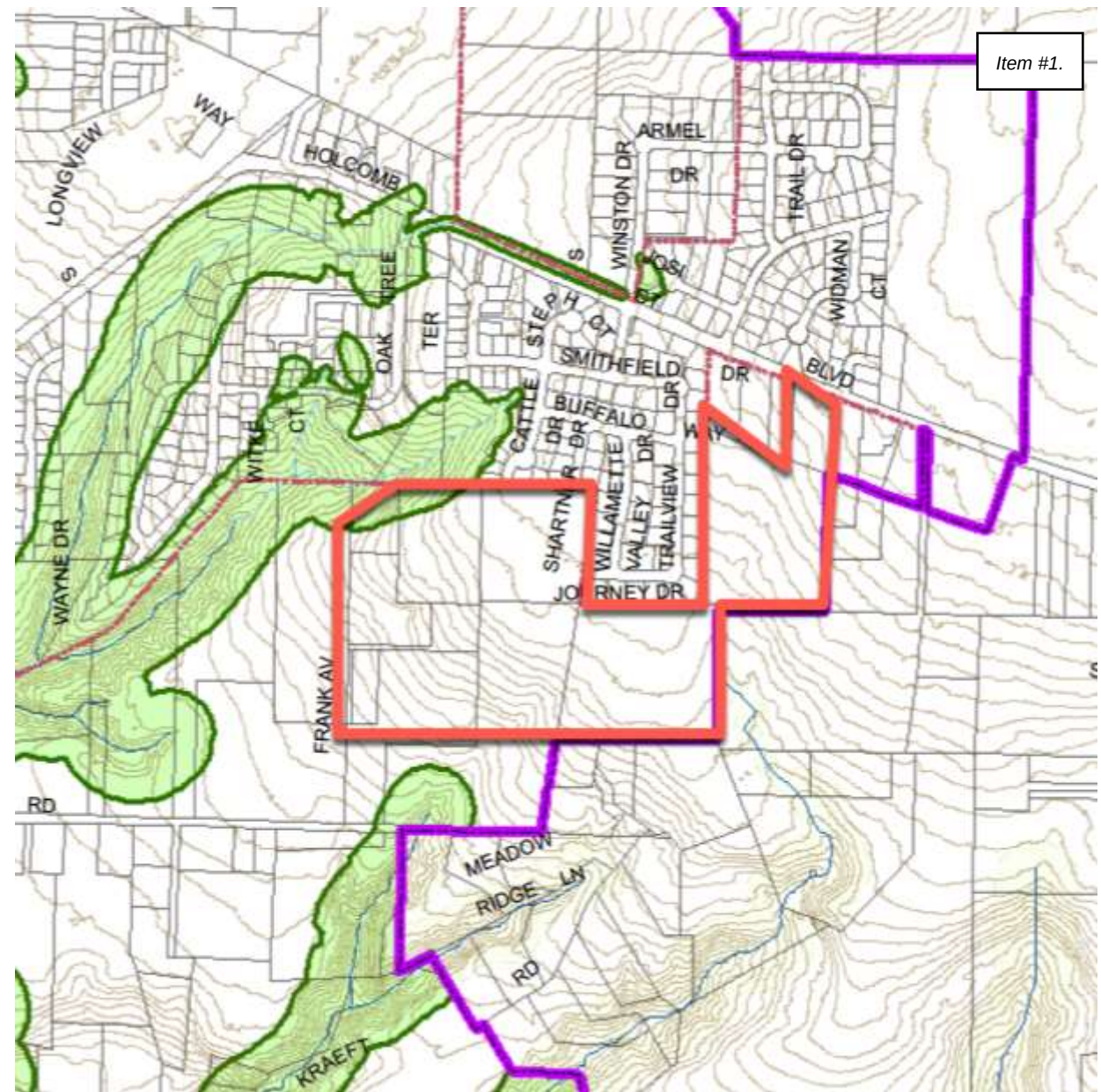
JUNE
1999

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



Official OC NROD Map

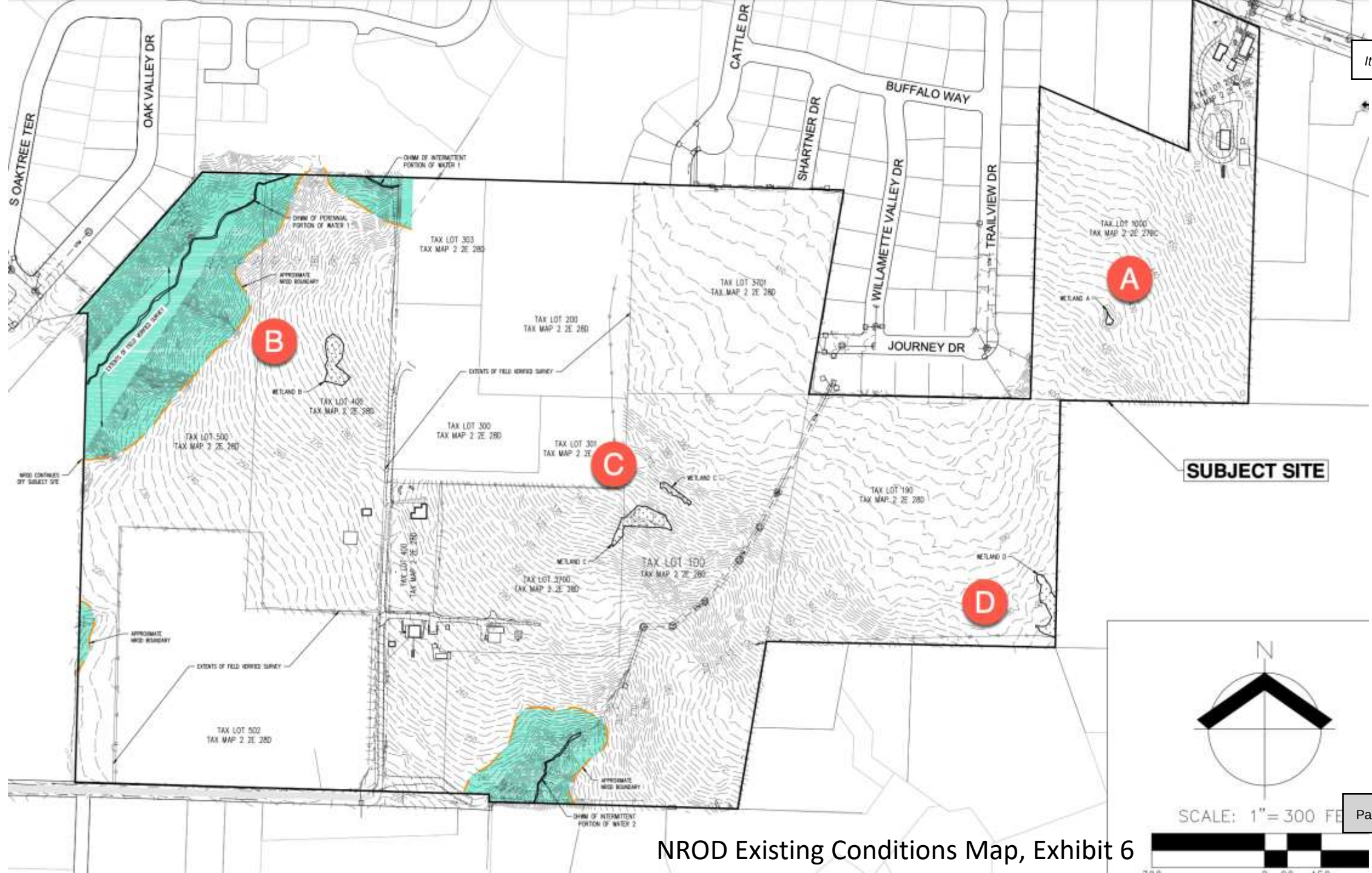
- Map boundaries end at UGB



Delineation Site Visit Results

- AKS Senior Wetland Scientist Stacey Reed, PWS and Natural Resource Specialist Sonya Templeton conducted site visits on **May 28, June 2, and August 5, 2020** to delineate Protected Water Features (wetlands and/or waters) within the project site and assess whether Protected Water Features were present immediately off-site to determine if a vegetated corridor buffer should extend onto the project site.

	BEND, OR 2777 NW Lolo Drive, Suite 150 Bend, OR 97703 (541) 317-8429 www.aks-eng.com	KEIZER, OR 3700 River Road NE, Suite 1 Keizer, OR 97203 (503) 400-6028	TUALATIN, OR 12965 SW Herman Road, Suite 100 Tualatin, OR 97062 (503) 563-6151	VANCOUVER, WA 9600 NE 126 th Avenue, Suite 2520 Vancouver, WA 98662 (360) 882-6419
	Date: 12/8/2021 To: Oregon City Planning Division From: Stacey Reed, PWS, Senior Wetland Scientist Project Name: Park Place Crossing General Development Plan / Master Plan AKS Job No.: 7404 Project Site: Clackamas County Assessor's Map 2 2E 27BC Tax Lots 1000, 2000; 2 2E 28D; Clackamas County Assessor's Map Tax Lots 100, 190, 200, 300, 301, 302, 303, 400, 500, 502, 3700, 3701 Subject: General Development Plan / Master Plan NROD Analysis			



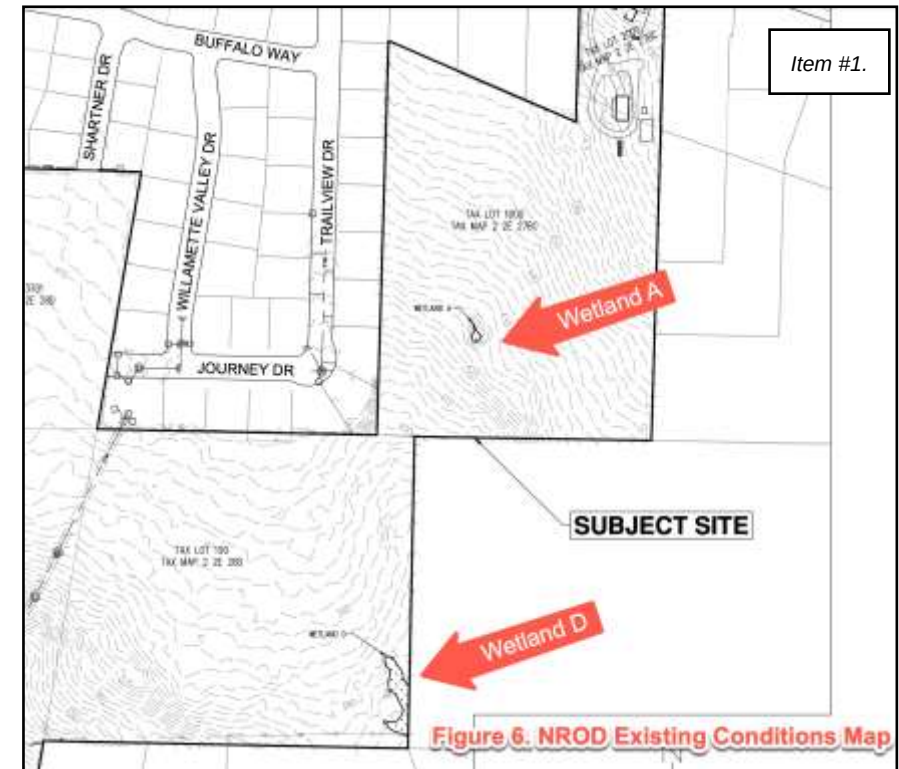
NROD Existing Conditions Map, Exhibit 6

NROD Analysis

- Three isolated wetlands (referred to as Wetlands A-C) and Wetland D (which extends off-site to the southeast) were delineated on the project site. None of the wetlands delineated on the project site are mapped within an NROD boundary; therefore, according to Chapter 17.49.035 of Oregon City Municipal Code (OCMC), Chapter 17.49 NROD review does not apply to these wetlands. Wetlands A-D are likely to be regulated by the Oregon Department of State Lands (DSL) requiring state authorization for impact.

NROD Analysis

- Wetland D is a palustrine emergent (PEM) wetland situated on a subtle slope in the southeastern portion of the site. Wetland D appears to be fed by a natural spring. Wetland conditions extend off-site to the southeast.
- A wetland and waters delineation report in accordance with OAR 141-090-0030 and OAR-141-090-0035 (1-17) was prepared by AKS to describe the results of a wetland and waters delineation. The delineation report was submitted to DSL and is currently under review per DSL File WD 2021-0311.



Request: Please make DSL File WD 2021-0311 public

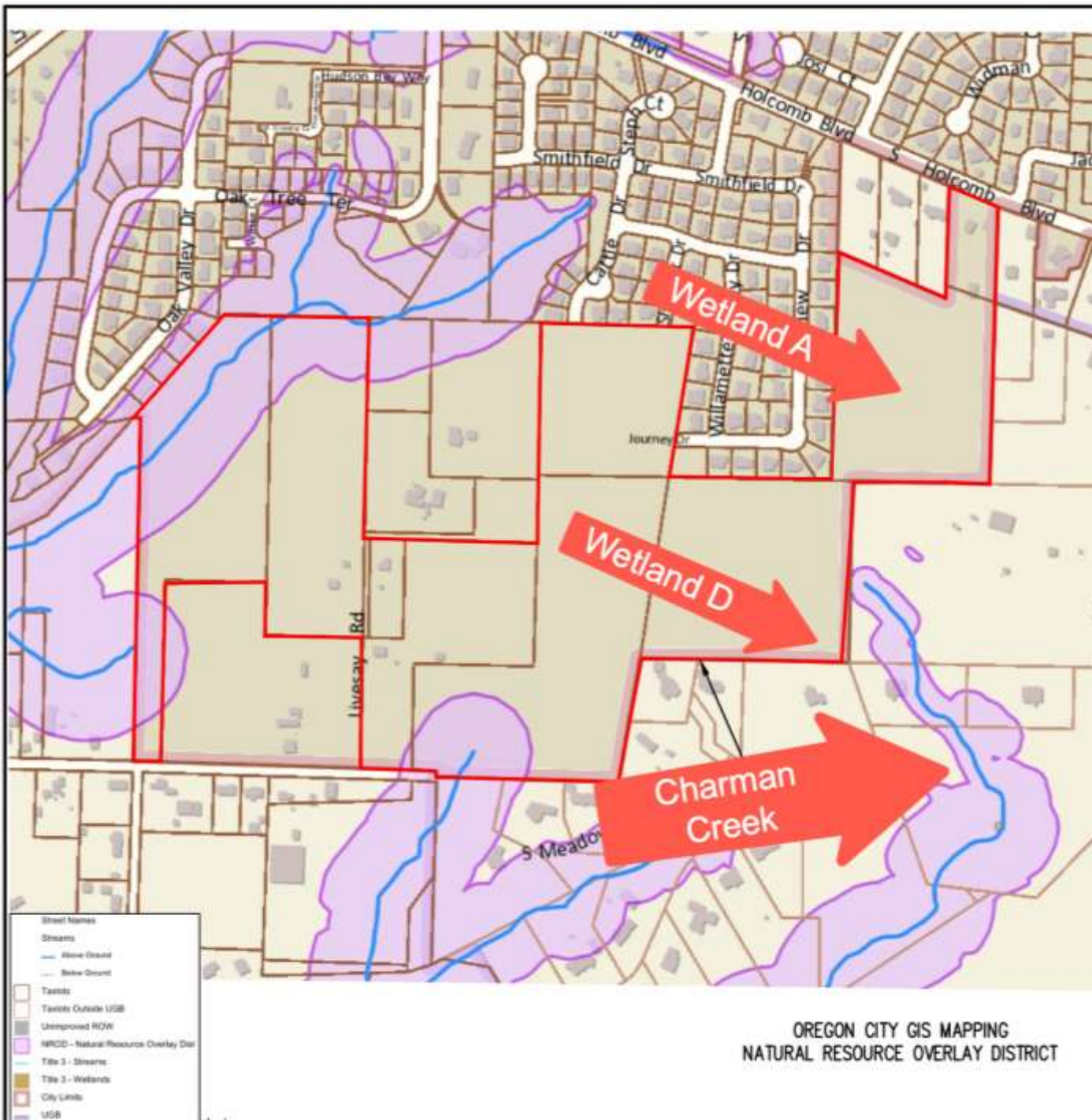
Map submitted by AKS NROD Report
Figure 5

None of the wetlands delineated on the project site are mapped within an NROD boundary; therefore, according to Chapter 17.49.035 of Oregon City Municipal Code (OCMC), Chapter 17.49 NROD review does not apply to these wetlands.

AKS NROD Report

Any Natural Resources Overlay District areas impacted by development will be reviewed for compliance with this section either before or at the time of first DDP application. *Since Phase 1 area does not contain any mapped resources, an NROD review is not required for the proposed Phase 1 area.*

-Staff Report, p.

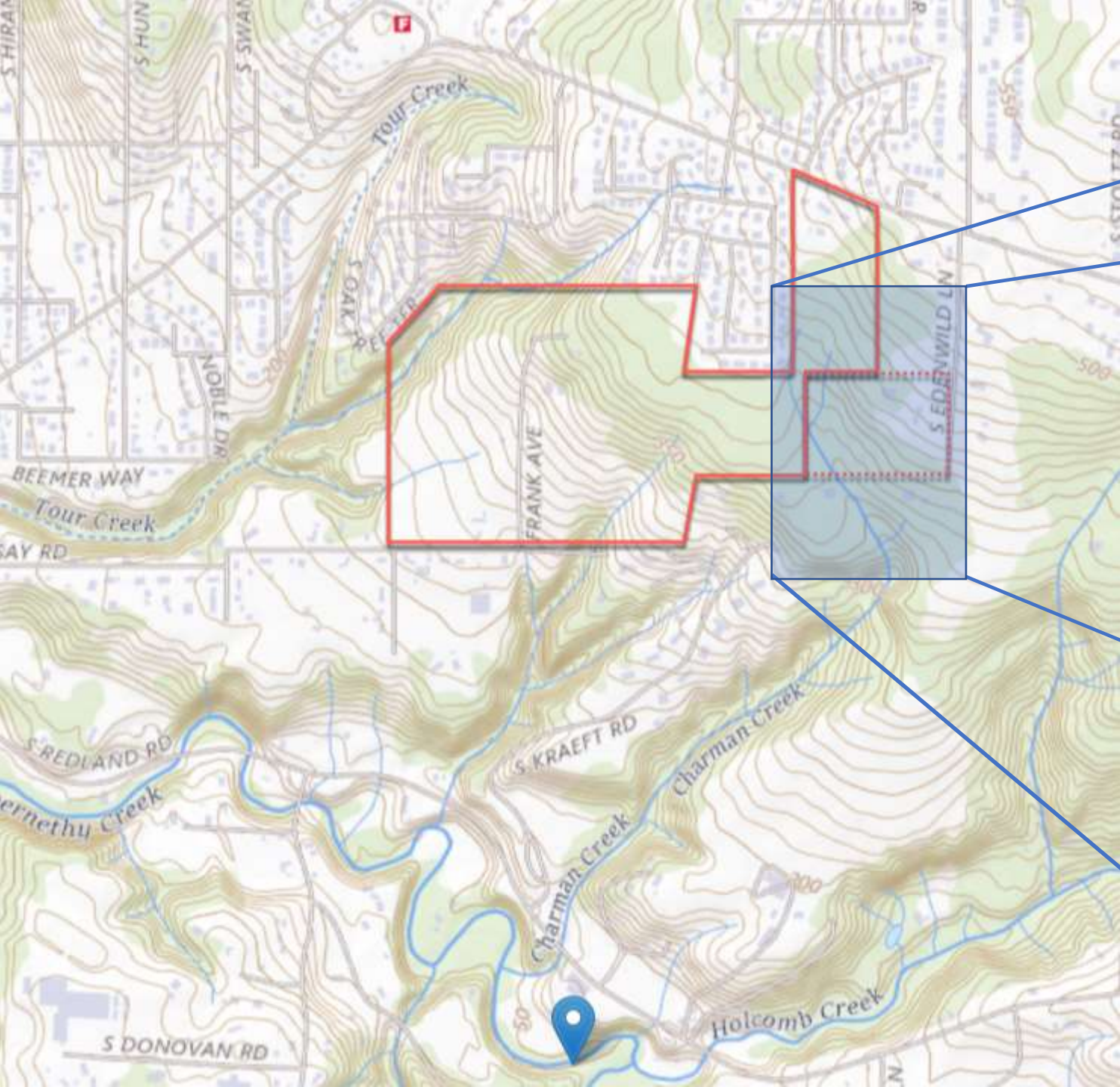


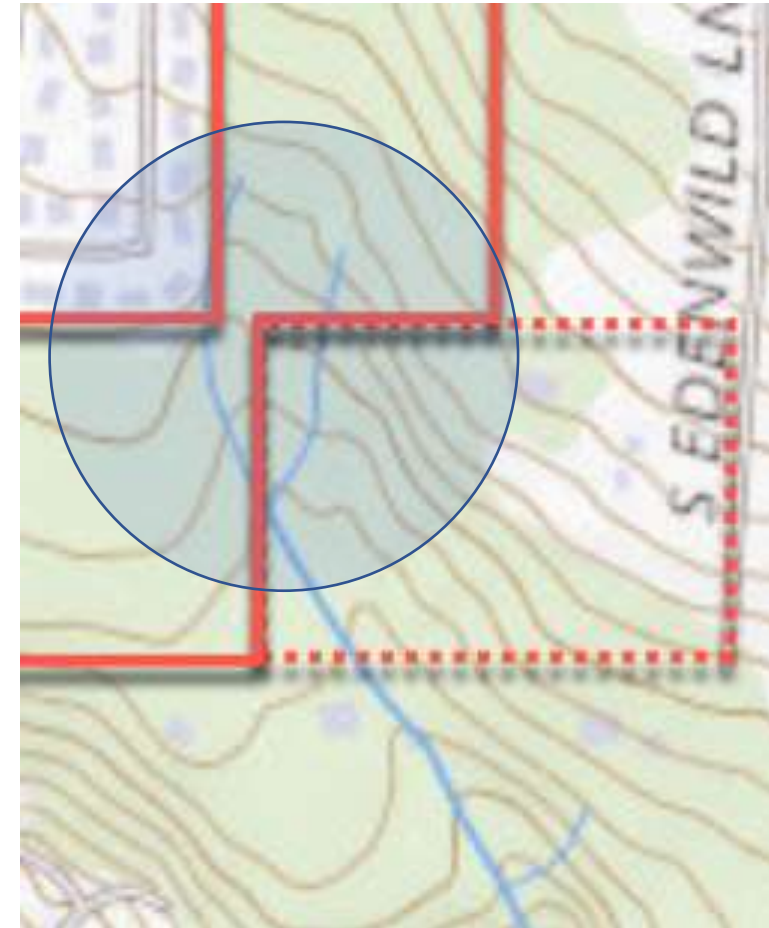
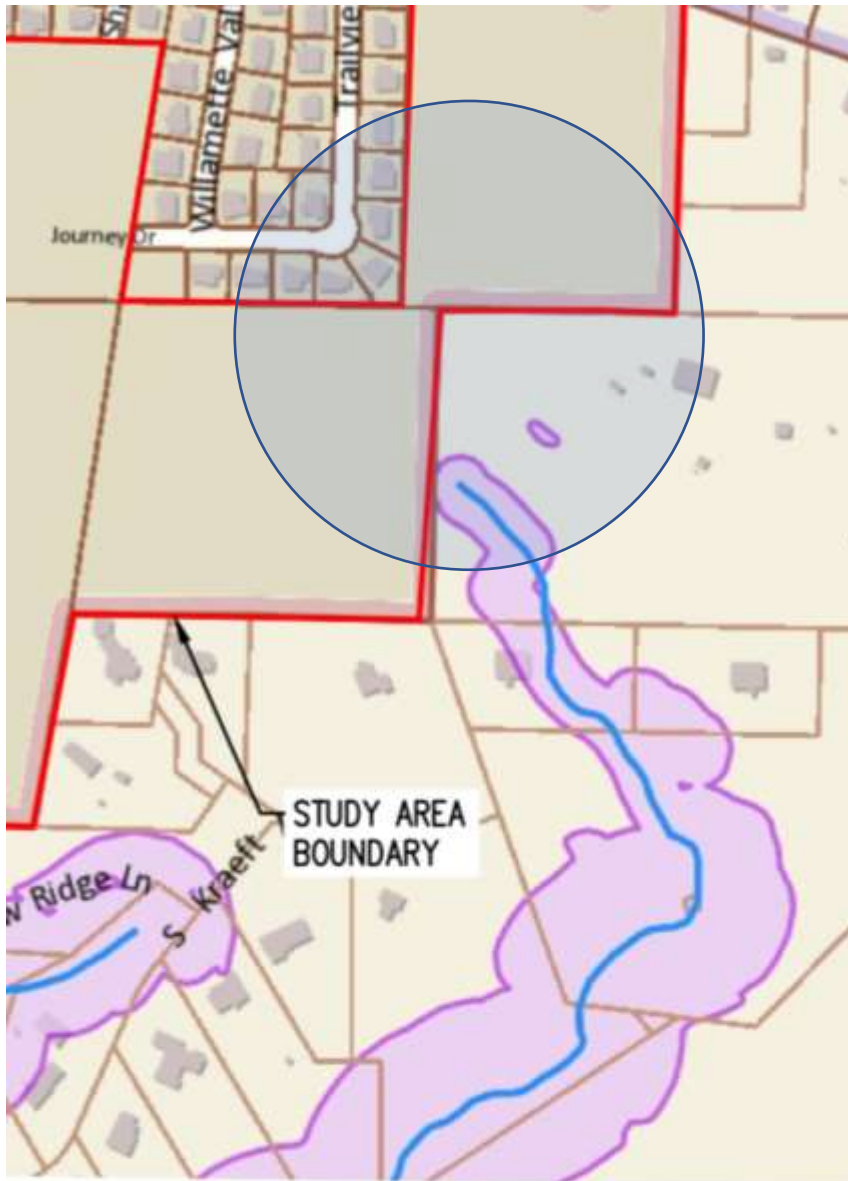
Staff Report: NROD Analysis and Goal 5

- The wetlands are outside of the inventoried resources and thus are not subject to NROD review. However, they are subject to protection under Comprehensive Plan Policies in Goal 5; see findings in OCMC 17.65.050.C.6.
- **Staff has determined that it is possible, likely and reasonable that the applicant shall meet this standard through the Conditions of Approval.**

However...

Item #1.





“None of the wetlands delineated on the project site are mapped within an NROD boundary”

Two tributaries of Charman Creek are missing from the NROD

17.04.1205 - Stream

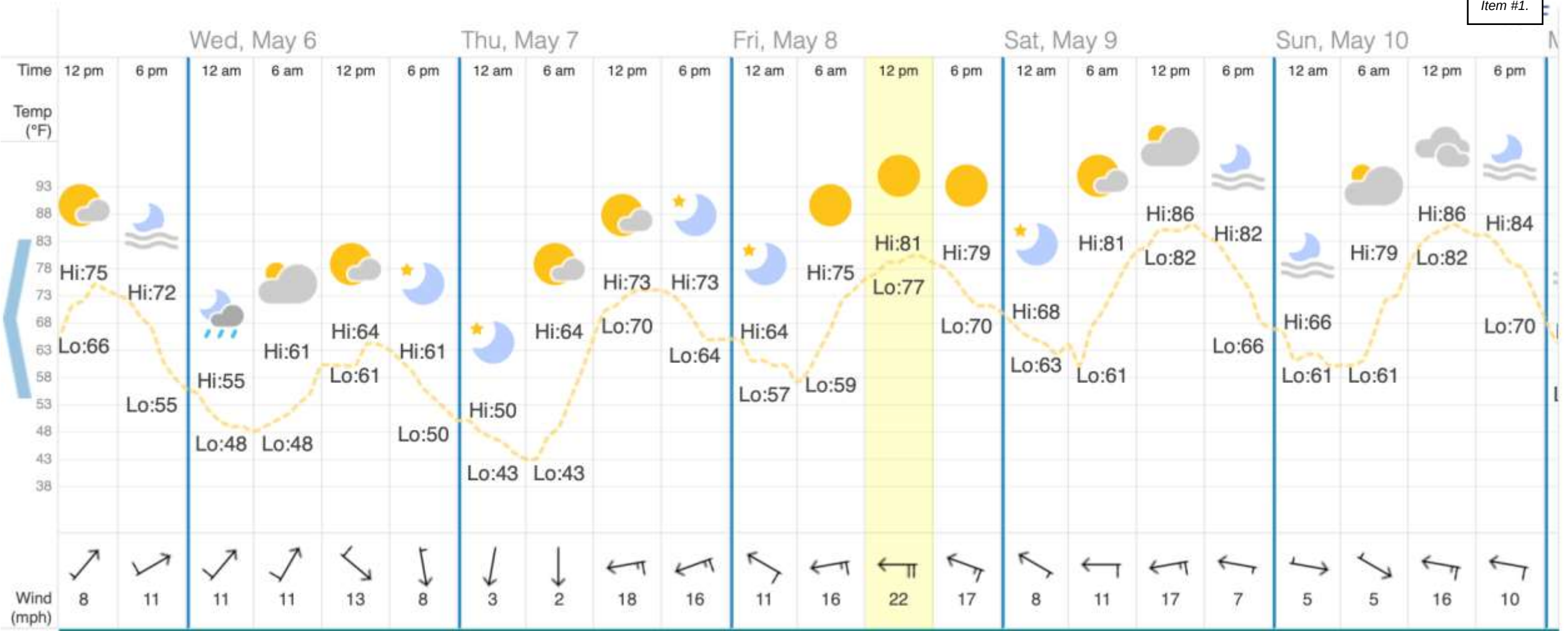
- "Stream" means areas where surface water produces a defined channel or bed, including bedrock channels, gravel beds, sand and silt beds, and defined-channel swales. The channel or bed does not have to contain water year-round.
- Streams are categorized into two classes: Perennial streams and intermittent streams. Perennial stream means a stream that flows year-round during years of normal precipitation. Intermittent stream means a stream that flows only part of the year, or seasonally, during years of normal precipitation.

Site visits were on May 28, June 2, and August 5, 2020

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

May 2020 Weather in Oregon City — Graph

Item #1.



Friday, May 8, 2020, 12:00 pm — 6:00 pm



81 / 77 °F
Sunny.

Humidity: 22%
Barometer: 30.01 "Hg

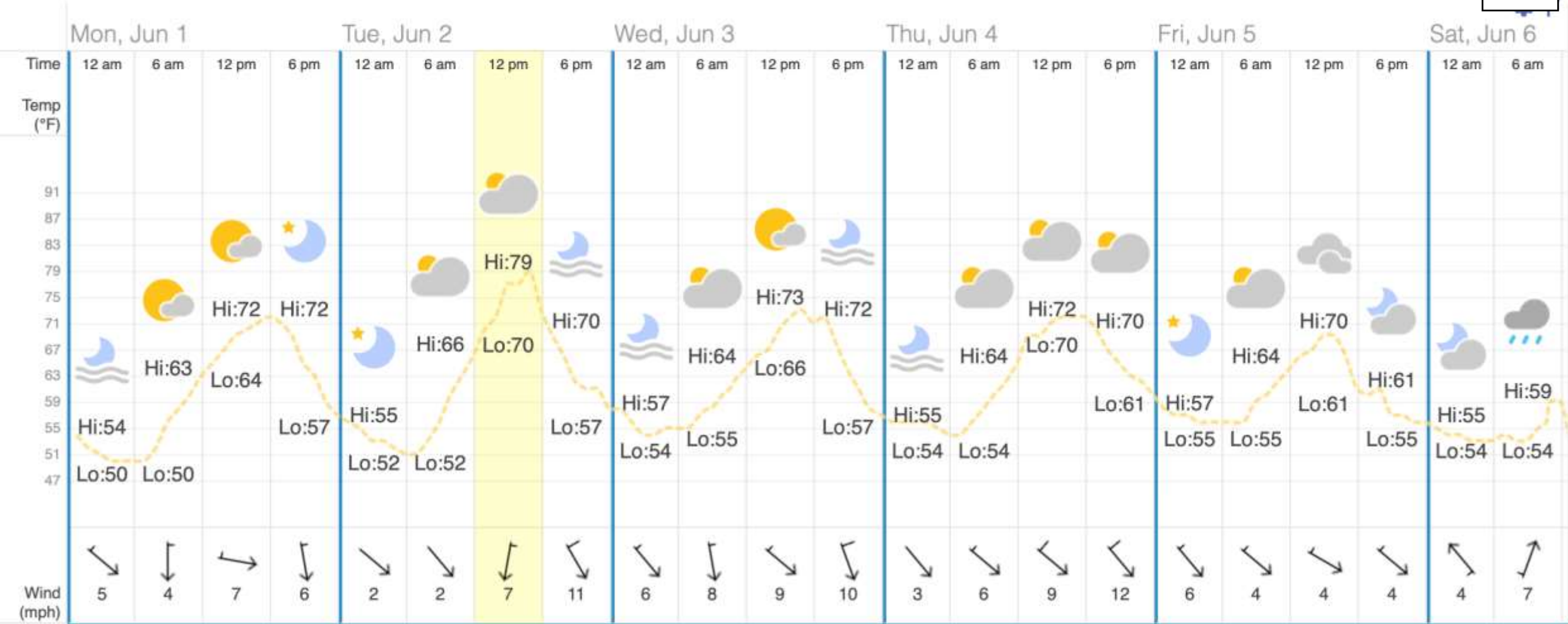


E
Wind: 21.75 mph

Page 153

June 2020 Weather in Oregon City — Graph

Item #1.



Tuesday, June 2, 2020, 12:00 pm — 6:00 pm



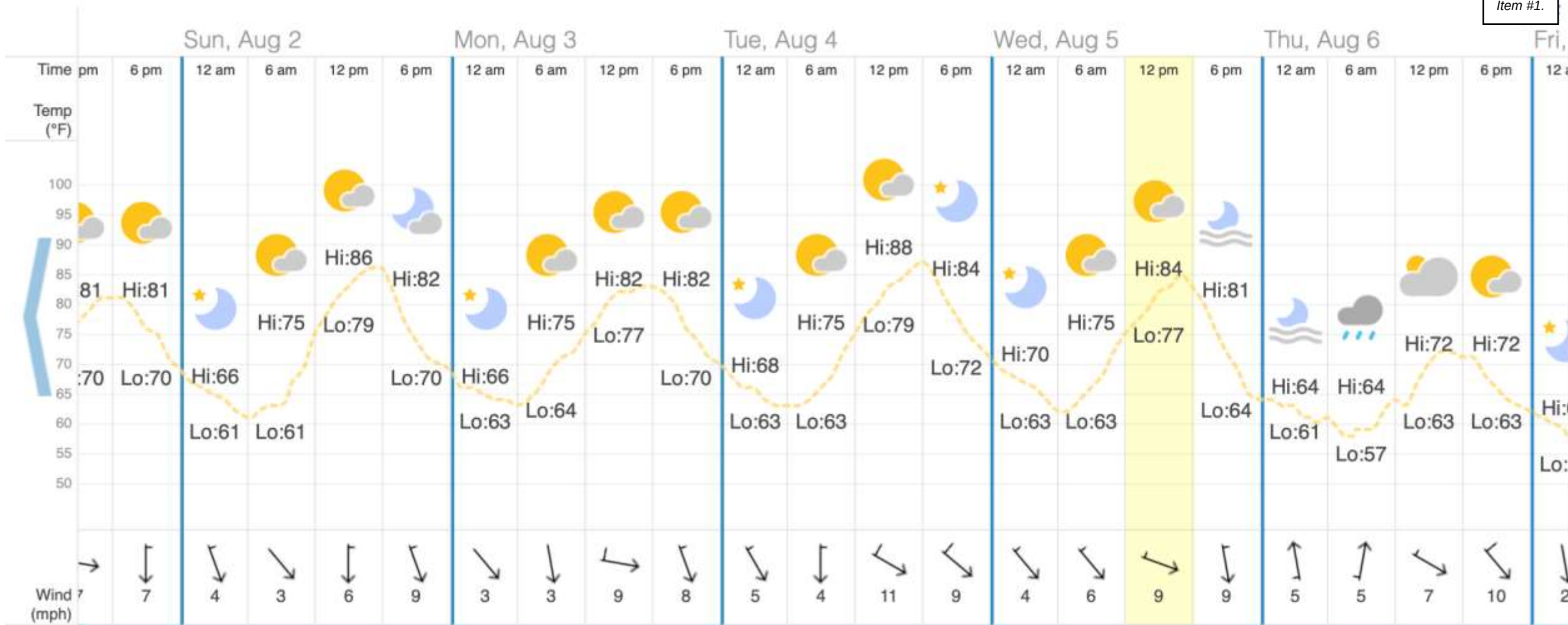
79 / 70 °F
Partly sunny.

Humidity: 30%
Barometer: 30.15 "Hg

Wind: 6.836 mph
N

August 2020 Weather in Oregon City — Graph

Item #1.

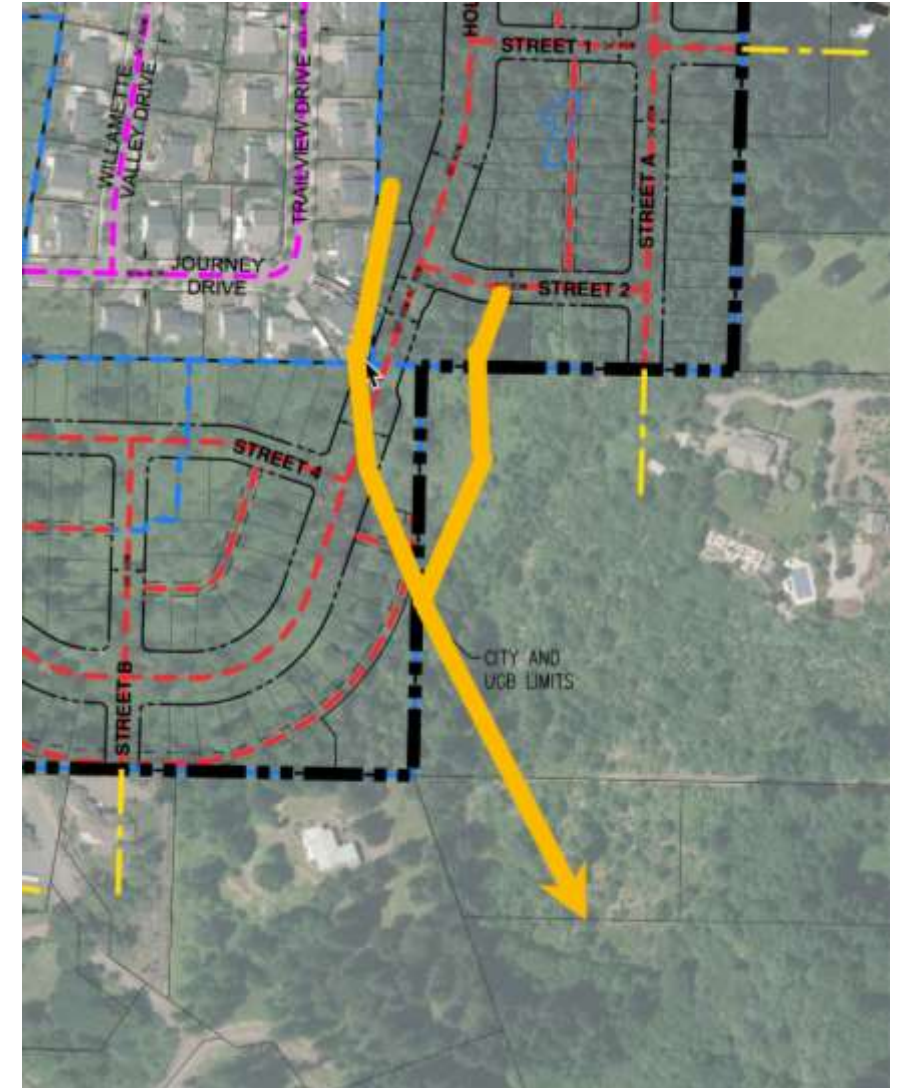


17.49.030 - Map as reference

1. This chapter applies to all development within the Natural Resources Overlay District as shown on the NROD Map, which is a regulatory boundary mapped ten feet beyond the required vegetated corridor width specified in OCMC 17.49.110. The mapped NROD boundary is based on a GIS-supported application of the adopted documents, plans and maps listed in OCMC 17.49.020A.1.—17.19.020A.8., however the adopted map may not indicate the true location of protected features.
2. Notwithstanding changing field conditions or updated mapping approved by the City (and processed as a Type I Verification per OCMC 17.49.255), the applicant may choose to either accept the adopted NROD boundary or provide a verifiable delineation of the true location of the natural resource feature pursuant to the Type I or Type II procedure in accordance with this chapter.
3. The NROD boundary shall be shown on all development permit applications
4. The official NROD map can only be amended by the City Commission.
5. Verification of the map shall be processed pursuant to OCMC 17.49.250.

Impact of missing streams

- Potentially affects
 - Holly Lane
 - Street 2
 - Lots 26-28
 - Lots 60-62
 - Lot 314
- Regulated by OCMC
 - 17.49.070
 - 17.49.080
 - 17.49.090
 - 17.49.100
 - 17.49.110



Policy 5.4.5 – Staff Report (p 65)

- *Ensure that riparian corridors along streams and rivers are conserved and restored to provide maximum ecological value to aquatic and terrestrial species. This could include an aggressive tree and vegetation planting program to stabilize slopes, reduce erosion, and mitigate against invasive species and stream impacts where appropriate.*
- **Finding: Complies as Proposed.** Portions of the site are within the Natural Resources Overlay District, which serves to protect the resources through regulation of development within the vicinity of streams and wetlands. The proposal demonstrates that riparian corridors are protected and conserved, although no verification of the NROD boundary is proposed at this time. The applicant has provided a preliminary NROD report and will be required to comply with overlay district standards for future DDP applications, including verification of the NROD boundary.

17.49.035 - Addition of wetlands to map following adoption

- The NROD boundary shall be expanded to include a wetland identified during the course of a development permit review if it is within or partially within the mapped NROD boundary and meets the state of Oregon's definition of a "Locally Significant Wetland." In such cases, the entire wetland and its required vegetated corridor as defined in Table 17.49.110 shall be regulated pursuant to the standards of this chapter. The amended NROD boundary may be relied upon by the community development director for the purposes of subsequent development review.

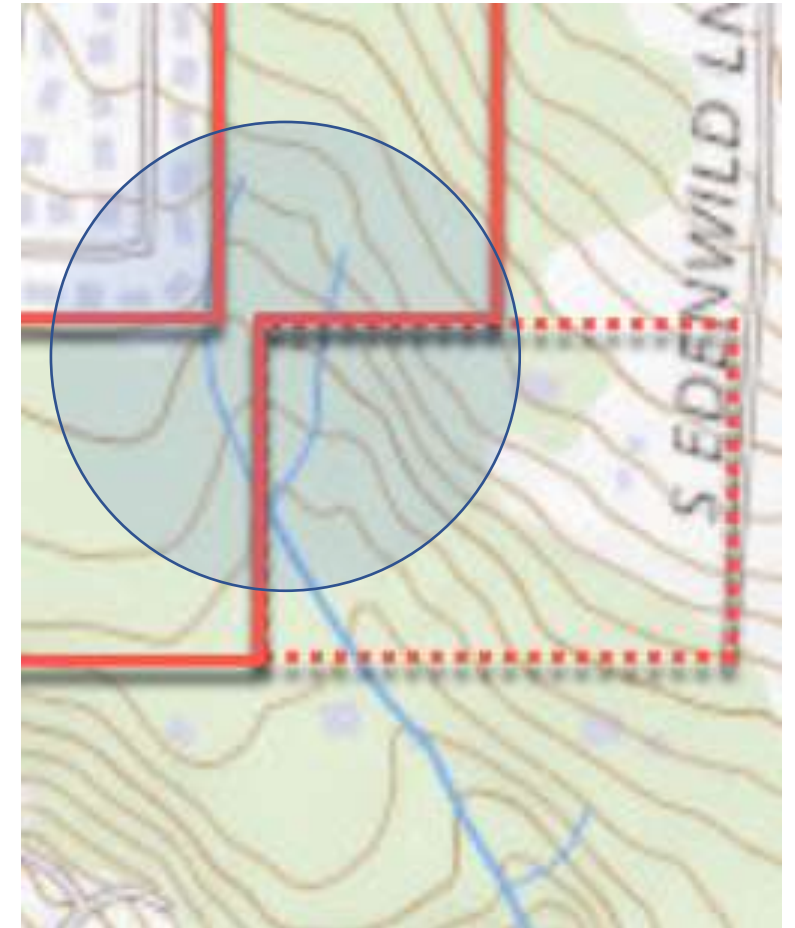
Oregon Department of State Lands: Rule 141-086-0350 : Locally Significant Wetland Criteria

- Mandatory LSW Criteria. A local government shall identify a wetland as locally significant if it meets one or more of the following criteria:
- **(a)** The wetland performs any of the following functions at the levels indicated below using the Oregon Freshwater Wetland Assessment Methodology:
 - (A)** “Diverse” wildlife habitat; or
 - (B)** “Intact” fish habitat; or
 - (C)** “Intact” water quality function; or
 - (D)** “Intact” hydrologic control function.

Multiple standards in Rule 141-086-0350 need to be investigated

Summary

- The NROD Boundary Map shows that Charman Creek is part of the NROD boundary (purple shaded area)
 - Does the NROD boundary extend to the full extent of the creek (on lots 190 and 1000)?
- Wetland D may be an extension of the Charman Creek headwater (as it is fed by a natural spring)
- Wetland D/Charman Creek are potentially Locally Significant Wetlands and should be within the existing NROD boundary map
- The Oregon City Local Wetland Inventory was last completed in September 1999, does not include the subject property, and is out of date.



17.49.250 - Verification of NROD boundary.

- *The NROD boundary may have to be verified occasionally to determine the true location of a resource and its functional values on a site. This may be through a site specific environmental survey or a simple site visit in those cases where existing information demonstrates that the NROD significance rating does not apply to a site-specific area. Applications for development on a site located in the NROD area may request a determination that the subject site is not in an NROD area and therefore is not subject to the standards of OCMC 17.49.100. Verifications shall be processed as either a Type I or Type II process.*

Summary

- The city must clarify whether all tributaries of a creek are included in the NROD boundary
 - If so, the NROD boundary map must be updated according to OCMC 17.49.035
- An *independent* wetland specialist must perform a delineation study of Lots 1000 and 190 Wetland D to determine if they are LSWs.
 - If so, the NROD boundary map must be updated according to OCMC 17.49.035
- The Local Wetland Inventory needs to be updated
- The development of Lots 1000 and 190 must comply with OCMC 17.49.070, 17.49.080, 17.49.090, and 17.49.110

17.49.060.B.2 Compliance with Federal and State Requirements.

Timing is important!

The requirements of this chapter apply only to areas within the NROD and to locally significant wetlands that may be added to the boundary during the course of development review pursuant to OCMC 17.49.035.

*If, in the course of a development review, evidence suggests that a property outside the NROD may contain a wetland or other protected water resource, **the provisions of this chapter shall not be applied to that development review.***

However, the omission shall not excuse the applicant from satisfying any state and federal wetland requirements which are otherwise applicable. Those requirements apply in addition to, and apart from the requirements of the City's comprehensive plan and this code.

Summary

- There are unanswered questions as to whether there are Locally Significant Wetlands on or around the subject property (Lots 1000 and 190)
- There are unanswered questions as to whether the NROD boundary map and the Local Wetland Inventory are accurate
- The city commissioners have the ability and responsibility to verify NROD boundaries
- Request for continuance until all of these questions are resolved
- Do not let the developers ask for forgiveness rather than for permission

Oregon City Planning Commission
 c/o Planner Kelly Reid
 625 Center Street
 Oregon City, OR 97045
 kreid@orccity.org

RE: Park Place Crossing General Development Plan
 GLUA-21-00045 / MAS-21-00006 / VAR-22-00001

May 9, 2020

Dear Chair Schlagenhauser and Commissioners:

Thank you for the opportunity to address further our concerns about the Park Place Crossing General Development Plan (PPC GDP). We believe that there were some errors and omissions in the documents submitted with the GDP and in the conclusions drawn by the developer and the OC Planning Commission (OCPC) staff – specifically with respect to the Natural Resource Overlay District (NROD) as regulated by Chapter 17.49 of the Oregon City Municipal Code (OCMC).

Background

Chapter 17.49 of the OCMC is intended to resolve conflicts between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps. Specific chapters of OCMC 17.49 describe:

- 17.49.070 - *Prohibited uses*
- 17.49.080 - *Uses allowed outright (exempted)*
- 17.49.090 - *Uses allowed under prescribed conditions*
- 17.49.100 - *General development standards*
- 17.49.110 - *Width of vegetated corridor*

OCMC 17.49.020 lists the [1999 Oregon City Local Wetland Inventory \(LWI\)](#) as one of the identifying documents for the NROD. It further states that the NROD provisions apply only to properties within the NROD as shown on the NROD Map.

Unfortunately, the 1999 OC LWI [Figure 1] is out of date and does not include all of the subject property (outlined) in the PPC GDP. Furthermore, the official OC NROD Boundary Map [Figure 2] similarly excludes part of the subject property (outlined). Note that the vegetative corridor markings terminate abruptly at the urban growth boundary (UGB), even though the streams and waterways obviously extend past the UGB.

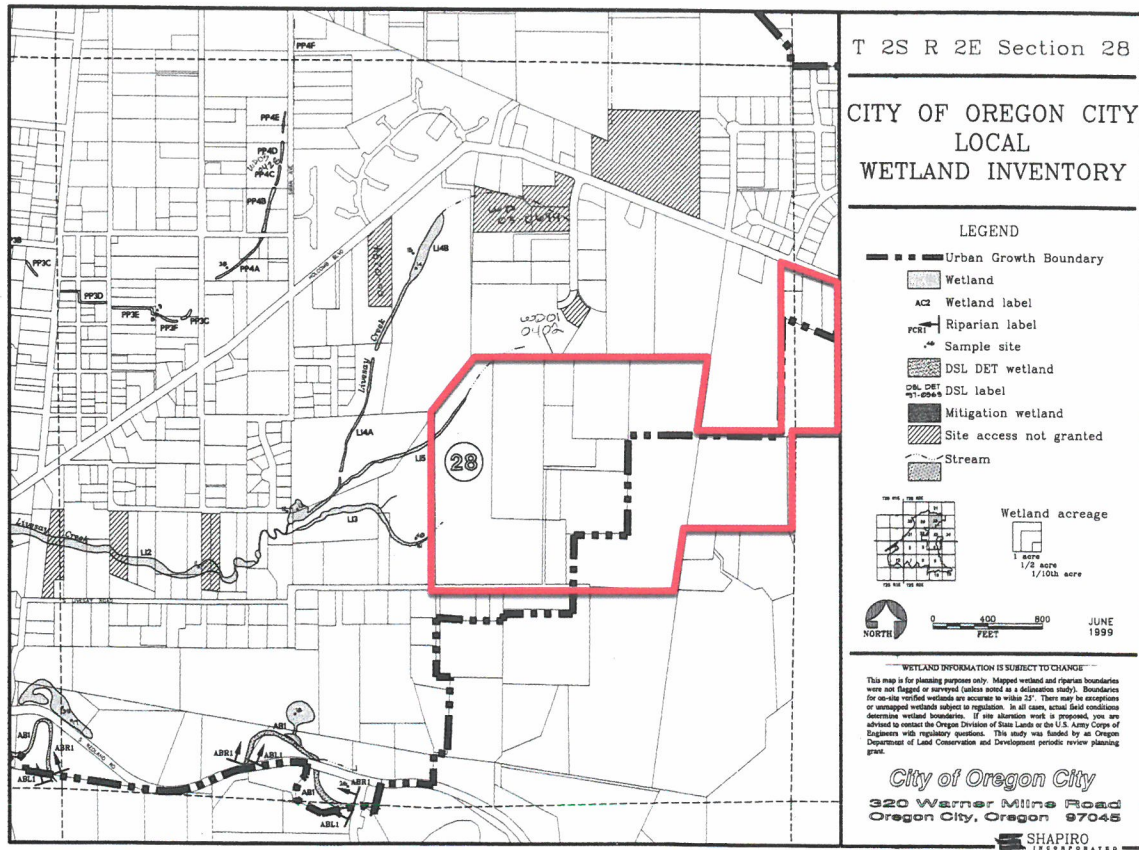


Figure 1. Oregon City Local Wetland Inventory

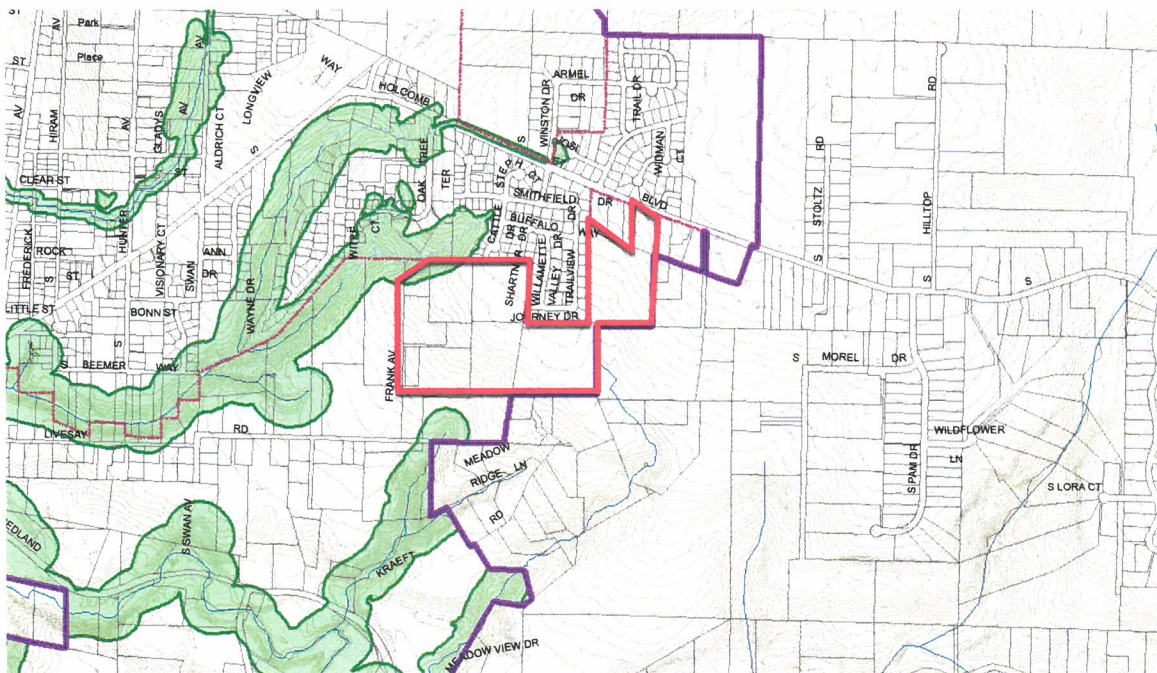


Figure 2. Oregon City Natural Resource Overlay District Map

Developer's Application

AKS Engineering and Forestry/Icon Construction submitted an [NROD analysis](#) that reported that:

- AKS Senior Wetland Scientist Stacey Reed, PWS and Natural Resource Specialist Sonya Templeton conducted site visits on **May 28, June 2, and August 5, 2020** to delineate Protected Water Features (wetlands and/or waters) within the project site and assess whether Protected Water Features were present immediately off-site to determine if a vegetated corridor buffer should extend onto the project site.
- Three isolated wetlands (referred to as Wetlands A-C) and Wetland D (which extends off-site to the southeast) were delineated on the project site. **None of the wetlands delineated on the project site are mapped within an NROD boundary;** therefore, according to Chapter 17.49.035 of Oregon City Municipal Code (OCMC), Chapter 17.49 NROD review does not apply to these wetlands. **Wetlands A-D are likely to be regulated by the Oregon Department of State Lands (DSL) requiring state authorization for impact.**
- Wetland D is a palustrine emergent (PEM) wetland situated on a subtle slope in the southeastern portion of the site. **Wetland D appears to be fed by a natural spring. Wetland conditions extend off-site to the southeast.**
- A wetland and waters delineation report in accordance with OAR 141-090-0030 and OAR-141-090-0035 (1-17) was prepared by AKS to describe the results of a wetland and waters delineation. **The delineation report was submitted to DSL and is currently under review per DSL File WD 2021-0311.**

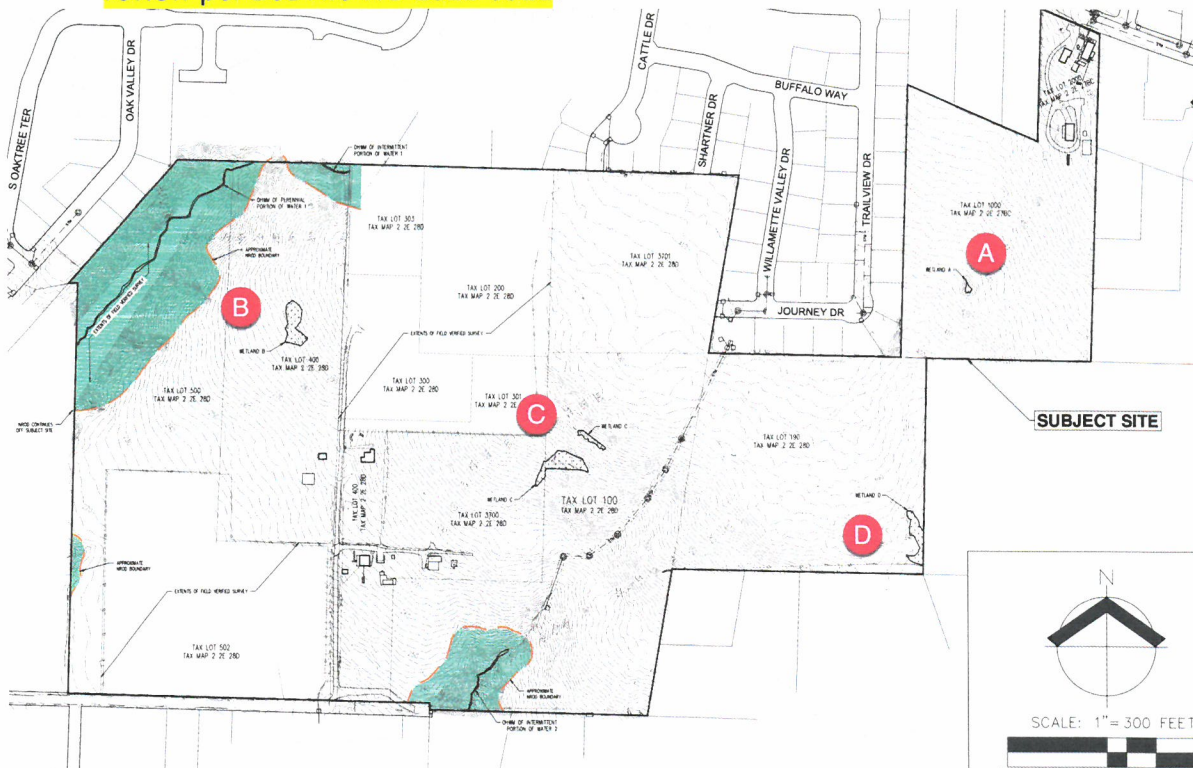


Figure 3. NROD Existing Conditions Map, Exhibit 6

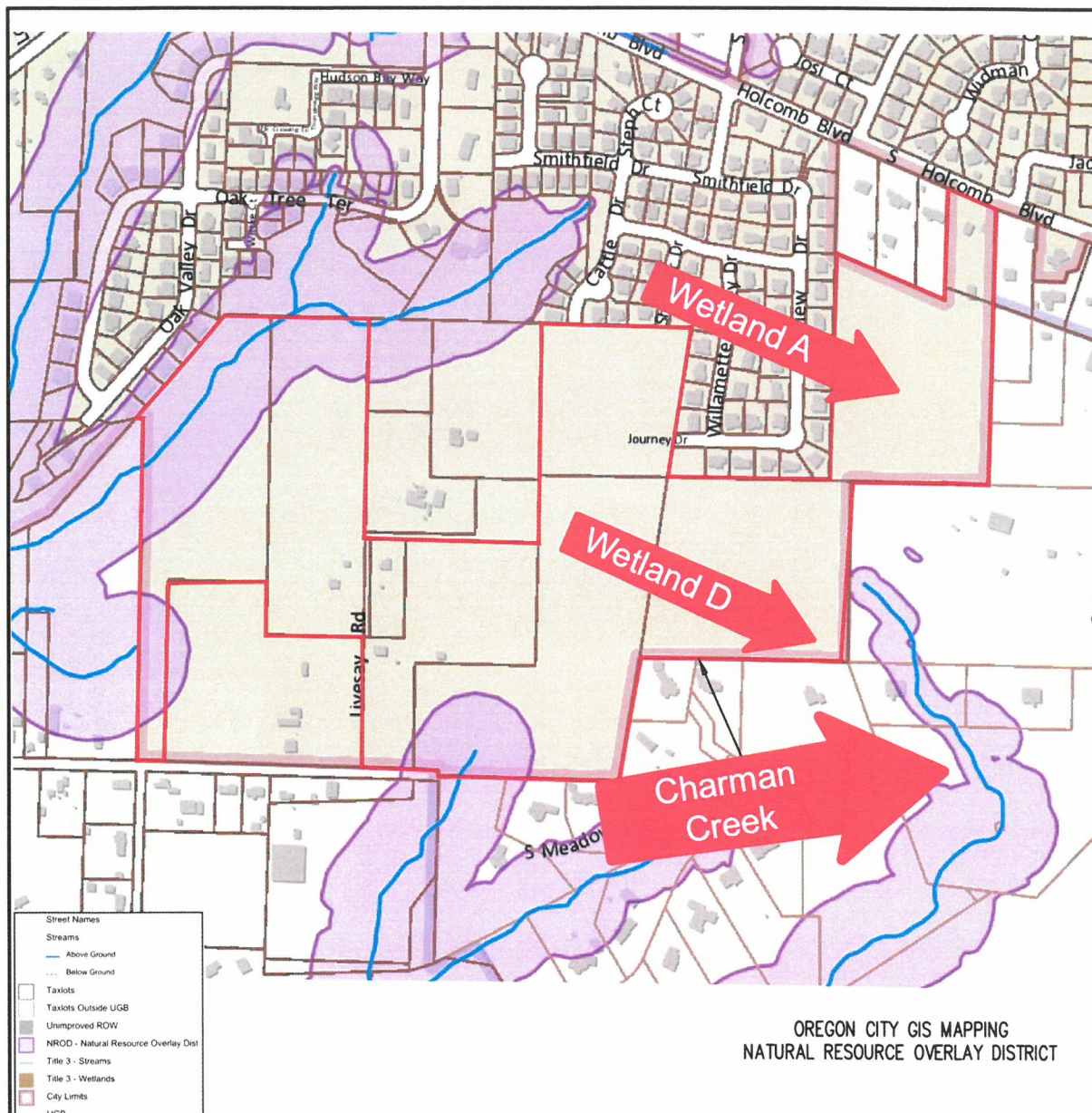


Figure 4. AKS provided NROD Boundary Map

The OCPC Staff Report concurred with the AKS NROD Analysis that:

1. Page 47: See findings in OCMC 17.49. Any Natural Resources Overlay District areas impacted by development will be reviewed for compliance with this section either before or at the time of first DDP application. Since Phase 1 area does not contain any mapped resources, an NROD review is not required for the proposed Phase 1 area.
2. Page 49: The wetlands are outside of the inventoried resources and thus are not subject to NROD review. However, they are subject to protection under Comprehensive Plan Policies in Goal 5; see findings in OCMC 17.65.050.C.6.

Error in AKS NROD Boundary Map

The AKS NROD Analysis also includes a topographical map of the Oregon City Quadrangle [Figure 5]. It clearly shows the presence of Charman Creek – a tributary feeding into Holcomb Creek. The most upland portion of Charman Creek extends onto Tax Lots 1000 and 109, which represent Phase 1 and Phase 2 of the PPC GDP. These waterways are absent on the AKS NROD Boundary Map [Figure 6].

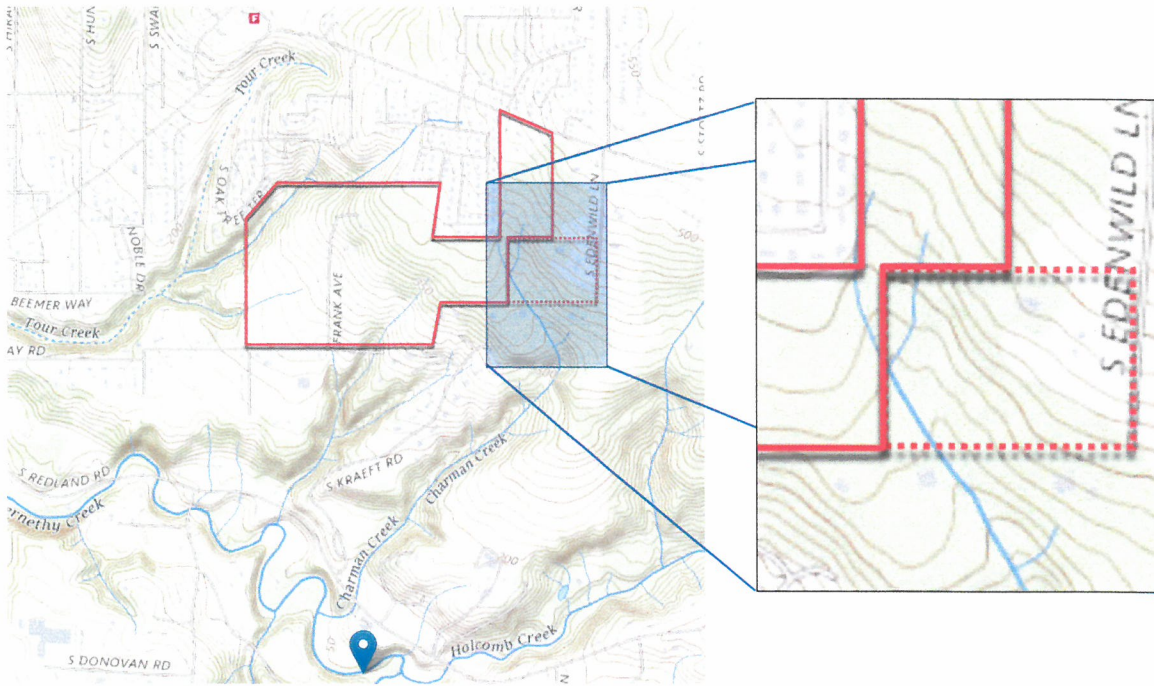


Figure 5. USGS Map - Oregon City Quadrangle 2020

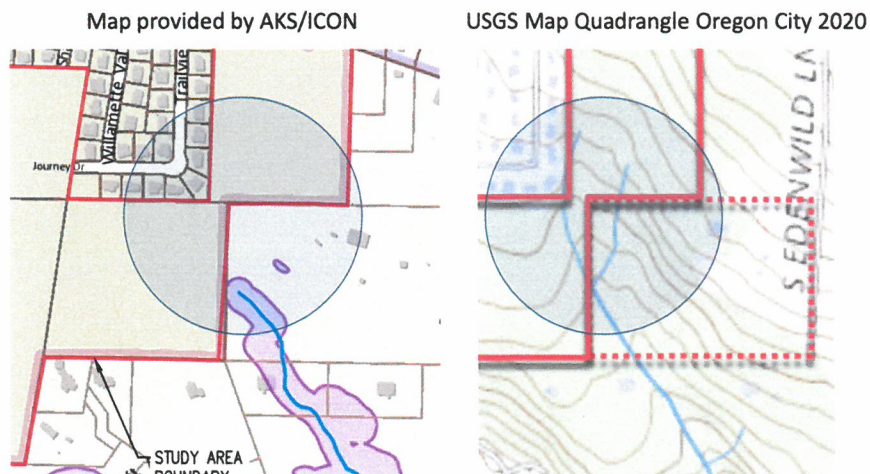


Figure 6. A side-by-side comparison shows the absence of any waterway on the subject property.

This evidence directly contradicts the conclusions of the AKS NROD Analysis and the staff report.

Reconciling the Differing Maps

The AKS Survey team went to subject property on three separate occasions, but the weather on those days was dry and warm with no precipitation that day or the days before [Figure 7]. It is possible that the team did not appreciate the presence of these intermittent streams.

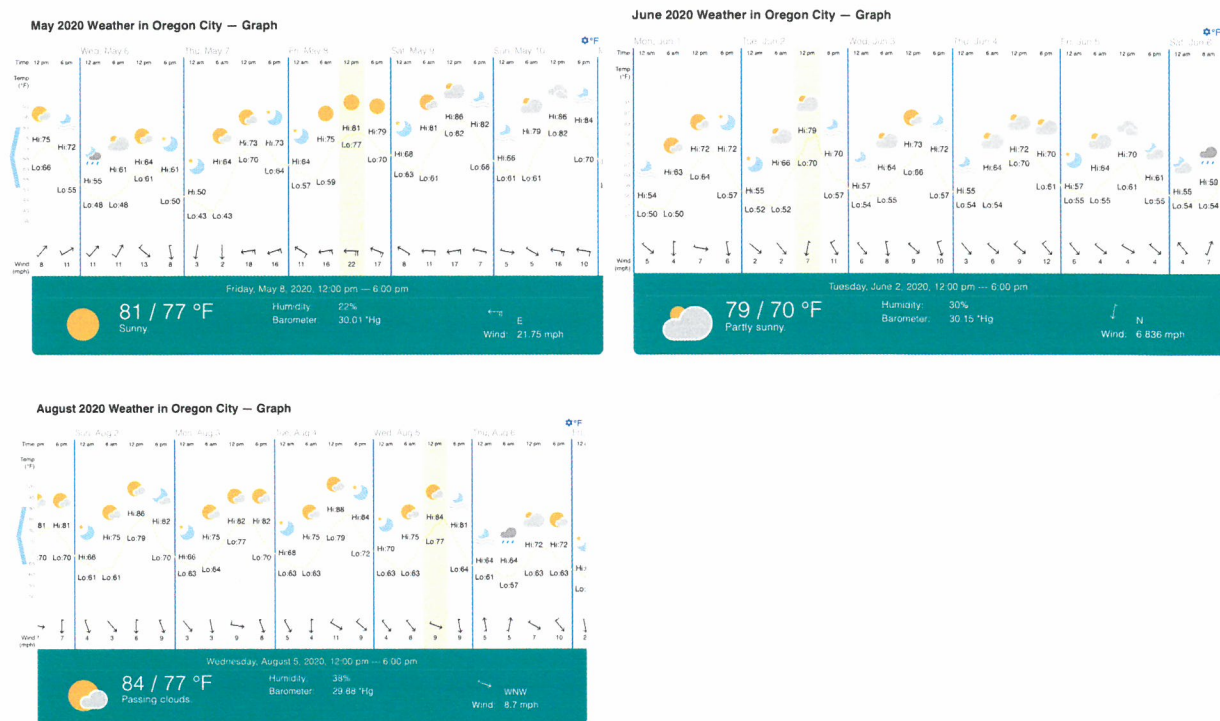


Figure 7. Weather in Oregon City on dates of AKS Wetland Survey a) May 8, 2020 b) June 2, 2020, and c) August 5, 2020

It is likely that the dry weather resulted in conditions that hid the location of these streams. The OCMC 17.04.1205 defines a Stream:

- "Stream" means areas where surface water produces a defined channel or bed, including bedrock channels, gravel beds, sand and silt beds, and defined-channel swales. The channel or bed does not have to contain water year-round.
- Streams are categorized into two classes: Perennial streams and intermittent streams. Perennial stream means a stream that flows year-round during years of normal precipitation. Intermittent stream means a stream that flows only part of the year, or seasonally, during years of normal precipitation.

The presence of these streams [Figure 8] within an NROD boundary directly impacts Phase 1 and Phase 2 of the development, as these streams affect

- Holly Lane
- Street 2
- Lots 26-28, 60-62, and 314

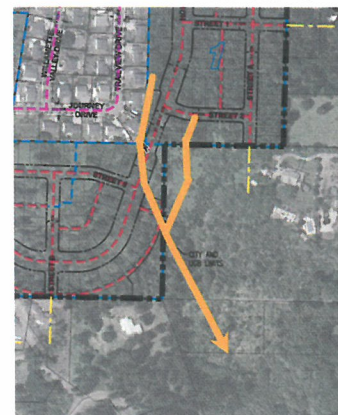


Figure 8. Missing Streams

OCMC 17.49.030 states that

1. This chapter applies to all development within the Natural Resources Overlay District as shown on the NROD Map, which is a regulatory boundary mapped ten feet beyond the required vegetated corridor width specified in OCMC 17.49.110. The mapped NROD boundary is based on a GIS-supported application of the adopted documents, plans and maps listed in OCMC 17.49.020A.1.—17.19.020A.8., however the adopted map may not indicate the true location of protected features.
2. Notwithstanding changing field conditions or updated mapping approved by the City (and processed as a Type I Verification per OCMC 17.49.255), the applicant may choose to either accept the adopted NROD boundary or provide a verifiable delineation of the true location of the natural resource feature pursuant to the Type I or Type II procedure in accordance with this chapter.
3. The NROD boundary shall be shown on all development permit applications
4. The official NROD map can only be amended by the City Commission.
5. Verification of the map shall be processed pursuant to OCMC 17.49.250.

What can be done at this point?

At this time, the applicants have chosen to accept the NROD boundary rather than provide verifiable delineation of the true location of the natural resource features on the property. But, the City Commission is empowered to amend the NROD map *before* approving the PPC GDP.

OCMC 17.49.030.4 grants the City Commission the power to amend the official NROD map.

The NROD boundary can be verified according to OCMC 17.49.250

- The NROD boundary may have to be verified occasionally to determine the true location of a resource and its functional values on a site. This may be through a site specific environmental survey or a simple site visit in those cases where existing information demonstrates that the NROD significance rating does not apply to a site-specific area. Applications for development on a site located in the NROD area may request a determination that the subject site is not in an NROD area and therefore is not subject to the standards of OCMC 17.49.100. Verifications shall be processed as either a Type I or Type II process.

The NROD boundary can be expanded according to OCMC 17.49.035, which regulates the addition of wetlands to map following adoption and states

- The NROD boundary shall be expanded to include a wetland identified during the course of a development permit review if it is within or partially within the mapped NROD boundary and meets the state of Oregon's definition of a "Locally Significant Wetland." In such cases, the entire wetland and its required vegetated corridor as defined in Table 17.49.110 shall be regulated pursuant to the standards of this chapter. The amended

NROD boundary may be relied upon by the community development director for the purposes of subsequent development review.

- Oregon Department of State Lands: Rule 141-086-0350 defines Locally Significant Wetland (LSW) Criteria
 - Mandatory LSW Criteria. A local government shall identify a wetland as locally significant if it meets one or more of the following criteria:
 - (a) The wetland performs any of the following functions at the levels indicated below using the Oregon Freshwater Wetland Assessment Methodology:
 - (A) "Diverse" wildlife habitat; or
 - (B) "Intact" fish habitat; or
 - (C) "Intact" water quality function; or
 - (D) "Intact" hydrologic control function.

Why does this have to happen before approval of the PPC GDP?

Timing of the NROD boundary map question should be done *before* approval of the PPC GDP as 17.49.060.B.2 Compliance with Federal and State Requirements states:

The requirements of this chapter apply only to areas within the NROD and to locally significant wetlands that may be added to the boundary during the course of development review pursuant to OCMC 17.49.035. If, in the course of a development review, evidence suggests that a property outside the NROD may contain a wetland or other protected water resource, the provisions of this chapter shall not be applied to that development review. However, the omission shall not excuse the applicant from satisfying any state and federal wetland requirements which are otherwise applicable. Those requirements apply in addition to, and apart from the requirements of the City's comprehensive plan and this code.

This may mean that developers would get a free pass if there are environmentally significant waterways or wetlands on their property and are in an NROD zone if it is discovered AFTER approval of the GDP.

Do not allow ICON to ask for forgiveness, but require that they ask for permission based on accurate, up-to-date maps and data.

Based on the above information, we request a continuance to allow further investigation into the precise location of the NROD boundary map and the location of LSW on the subject and neighboring properties.

Sincerely,

Enoch Huang and Roya Mansouri
16509 S Edenwild Lane
Oregon City, OR 97045

From: [Aquilla Hurd-Ravich](#)
To: [Kelly Reid](#)
Subject: FW: statement for Park Place
Date: Tuesday, May 10, 2022 9:58:27 AM

From: Emily <emilylisborg@gmail.com>
Sent: Sunday, May 8, 2022 9:18 PM
To: recorderteam <recorderteam@orcity.org>
Subject: statement for Park Place

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Virtual statement from Emily Lisborg, OC resident

Requesting that the original design plan that incorporated community spaces, including natural areas and park space, be the one that is implemented. There needs to be another access road for safe evacuation in case of wildfires or other immediate hazards. The people who will be moving to Park Place deserve community spaces. The wildlife that lives there now deserves access to habitats that will be managed with their needs in mind, including clean water, air, and soil. I urge the planning commission to leave native habitat where it remains and improve any green spaces with invasives and non-natives with appropriate native plants.

From: [Ken Iverson](#)
To: [Planning](#)
Subject: Park Place Crossing
Date: Monday, May 9, 2022 7:22:07 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am firmly against this development as I believe the areas roads cannot safely handle the increase in traffic that would result from so many additional housing units. During the wildfire evacuation a drive from our house, located at 16100 S. Redland Rd., to safety in Milwaukie took 2 hours and 40 minutes, the drive usually takes only 12 minutes.

We were evacuating before our house went into the forced evacuation statues, traffic got worse after we got out.

There is no reason other than greed that any developer wants to add 475+/- homes to this area. Please do not lower the current zoning footage requirement.

Thank you,

Ken Iverson

O.C. Resident

My name is Barb Seekins. I live on Holcomb Blvd at the top where the hill levels off.
 Residence; 15190 Holcomb Blvd. seekinsb@gmail.com

I appreciate having this opportunity to speak to you. I hope that you seriously consider these comments.

Our neighborhood has already had a substantial amount of development. The latest was 100 homes built directly across the street (on the old airstrip). We've observed the effects. I want to go on record as sharing many of the concerns of our neighbors;

- Continued loss of wildlife habitat (ex; no longer see deer, coyotes)
- Increase in noise levels (power tools, barking dogs, lawn mowers, etc.)
- New security issues
- Less protection of remaining trees from winds
- Increased traffic causing congestion and safety issues

Our property lies just to the east of the northeastern edge of this development. The maps of the PPCMP show 4 small lots that would abutt my property with another 18 small lots just one narrow lot away from my home. This project would mean a huge drop in our quality of life.

- **Inconsistencies with PPCCP;**

- PPCMP shows 8 lots to be built in the northeastern corner all the way up to Holcomb. The area where these lots are shown is not part of the development area in the final PPCP. They are an addition.
- Variances requested to make lot sizes (20%) smaller and to make street width narrower vary from the PPCCP. These variances should not be granted. These lots would change the nature of the neighborhood.

- **Maps in the plan show numerous potential roads on private property.** Assumptions are being made that these properties would be sold to developers. I object to these **assumptions being made and being used to market development plans.** Oregon City's Core Values state that they "value protection of property owners' rights".

- The city has a "standard of having a neighborhood or community park within ½ mile of all residents." **Currently, this standard is not being met nor would the proposed project meet it.** The nearest park is Park Place Park on Front St. which is 1.8 miles away down a long hill from my home and others on Holcomb hill. Due to the slope of the hill and distance it's not walkable. The development of 100 homes just finished did not add any park or open space other than a very small fenced bioswale. This standard of a "parks within a ½ mile of all residents" is referenced in the PPCP-PPCMP Comparison Final document. The first phase of the project in the northeast corner would add 59 residences yet only 0.14 acres of open space/ street connections. The Master Plan shows a park and open space located in the south, southwestern corner, and western parts of their project areas. These are also all located downhill and are approximately 2 miles from our area on the top elevations of the Holcomb hill and the lots planned in the northeastern section of the project. **Regardless of their claims, the standard would not be met.**



VIALFOTHERINGHAM LLP

MICHAEL D. MONTAG

503.684.4111

MDM@VF-LAW.COM

Admitted to practice in:

Oregon

Washington

May 5, 2022

5671-001

City of Oregon City
Planning Commission

Re: *Proposed Park Place Crossing Development: Trailview Heights Homeowners' Association Objections*

To Whom it May Concern:

This office represents the Trailview Heights Homeowners' Association, Inc. ("Association"). The Association is the homeowner association responsible for the Trailview subdivision in Oregon City. ICON Construction and Development, LLC's proposed Park Place Crossing development is adjacent to, and in some locations directly abuts, Trailview. In addition, ICON owns Trailview Lot 14 (15058 Journey Drive).

The purpose of this letter is to address ICON's potential use of Lot 14 and express the Association's objection. Last year, ICON presented their development proposal to the Park Place Neighborhood Association. At that meeting, ICON representatives suggested that Lot 14 could be used to provide either temporary construction access or permanent access to the proposed development, and presented a plan that depicted a road over part of Lot 14.

Put simply: current restrictions prohibit ICON's proposed use of Lot 14, and the Association will not approve any alteration or variance that would accommodate such use.

The current restrictions are clear. Trailview and the Association are governed by the Declaration of Covenants, Conditions and Restrictions for Trailview Heights Subdivision (the "Declaration") recorded January 16, 2003 as Document No. 2003-006569 in the records of Clackamas County. First, Section 9.5 of the Declaration prohibits subdivision of Lot 14. Thus, it cannot be subdivided in order to accommodate access to the proposed Park Place Crossing development.

Second, any alteration of Lot 14 would require the Association's prior approval. Article VI of the Declaration establishes the Association's broad architectural control authority, and Section 6.3 spells it out unambiguously:

No building, fence, wall, patio, deck, outbuilding, landscaping, pool, athletic facility or other structure or improvement shall be erected, altered, added onto or repaired

upon any portion of the Property without the prior written consent of the ACC [Architectural Control Committee]...

In short, any change to Lot 14 requires Association consent. That means that the existing home cannot be altered, and no roadway can be constructed across the lot, even temporarily, without the Association's consent. That would remain true if ICON were to grant an easement across Lot 14 to a third party.

To be clear, the Association and its ACC will not approve any alteration to Lot 14 to facilitate using the lot to access ICON's proposed development site. More specifically, the Association and its ACC will reject any proposal to alter the existing home on Lot 14 to permit access to Park Place Crossing, and will likewise reject any proposal to alter the land itself for that purpose. Approving any such proposal would be detrimental to the Trailview Community, inconsistent with the existing development, and contrary to the requirement in Sections 8.1 and 8.2 of the Declaration that all lots in Trailview be limited to single-family residential use.

In addition, the above-referenced ICON representatives suggested the existing waterline easement over Lot 14 could be used for access to the proposed new development. This is not true. The easement is for the benefit of the Clackamas River Water District, and is for a waterline. ICON is not the beneficiary of the easement and, in any event, it cannot reasonably be interpreted as permitting general access across the lot.

Again, the Association will not approve any alteration of Lot 14 to accommodate access to the proposed Park Place Crossing development. If you have any questions or concerns, please feel free to contact me directly.

Sincerely,

VIAL FOTHERINGHAM LLP

s/ *Michael D. Montag*

Michael D. Montag

MDM/ajn

The area in yellow is governed by the Covenants, Conditions, and Restrictions for Trailview Heights Subdivision recorded January 16, 2003 as Document No. 2003-006569 in the records of Clackamas County. When Icon purchased Lot 14 in 2020, they agreed to abide by these CC&R's. These will not allow Lot 14 of Trailview to be used for any construction related to Park Place Crossing, including the new sidewalk that crosses Lot 14 on Icon's drawings. Nor will we approve any alterations or allow variances to the property itself.

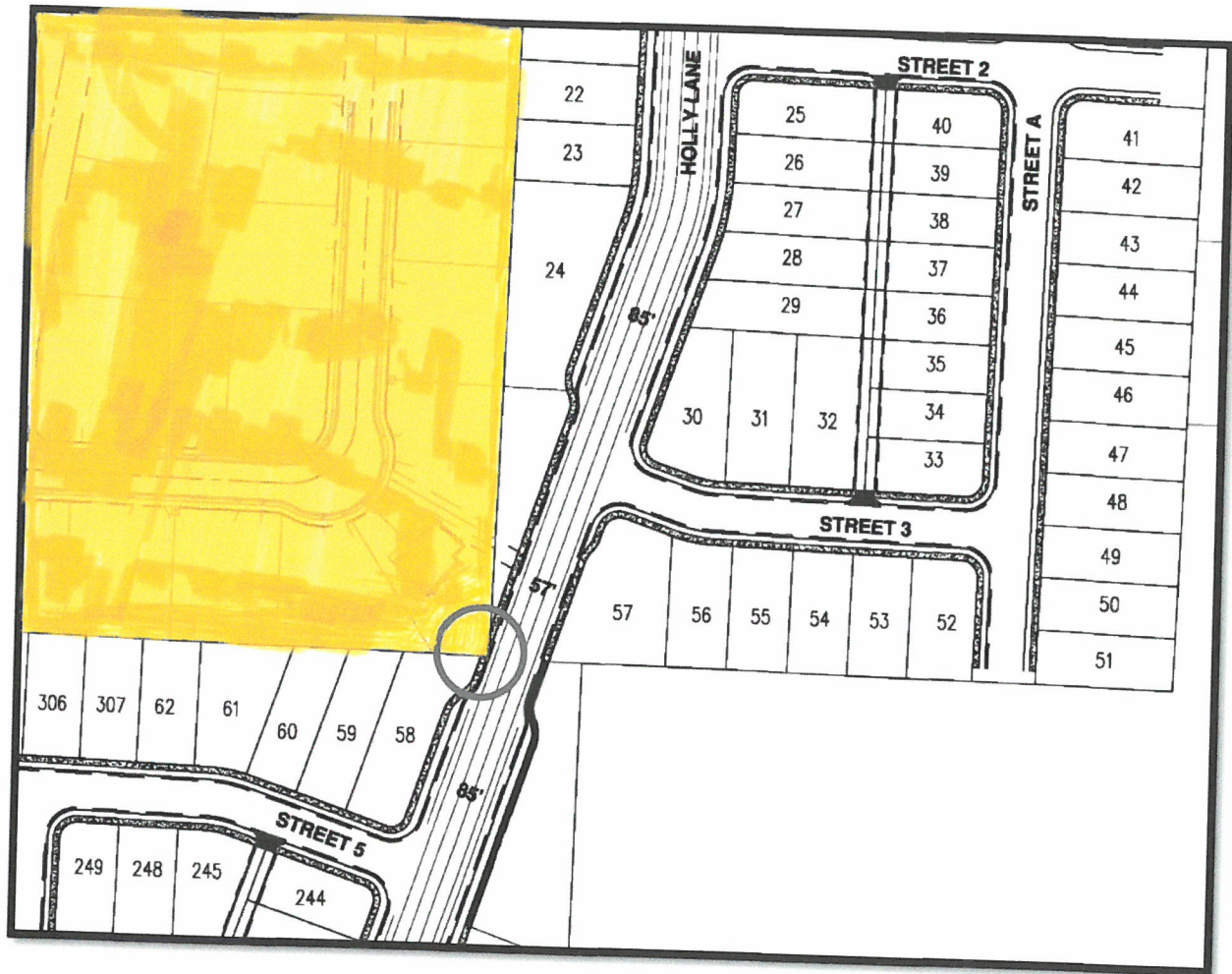
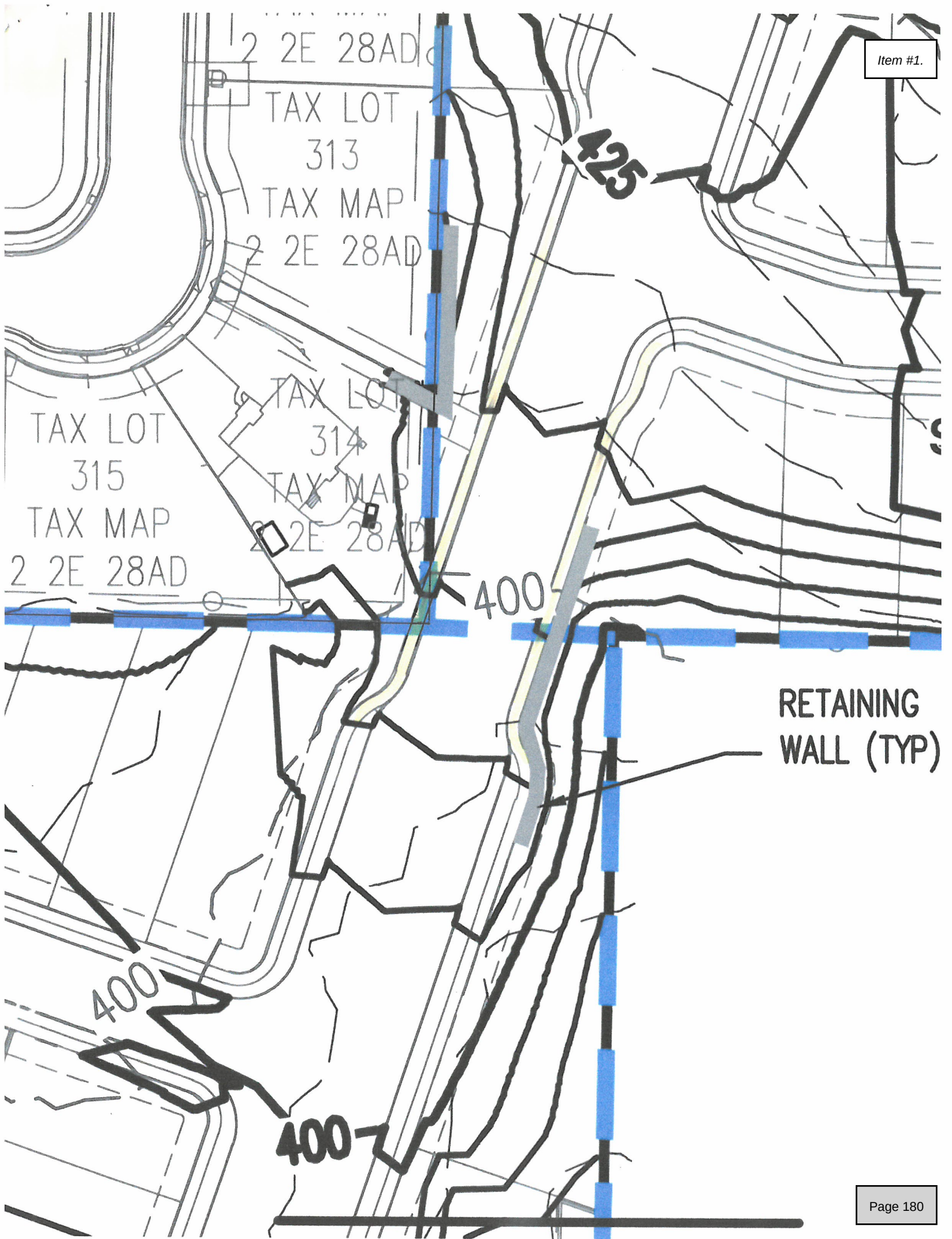


Figure 9: Reduced S Holly Lane Cross-Section

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Major Arterial	Residential	126'	94'	0.5'	5'	10.5'	6'	8'	(5) 12' Lanes	6'
Minor Arterial	Residential	100'	68'	0.5'	5'	10.5'	6'	7'	(3) 12' Lanes	6'
Collector	Residential	85'	59'	0.5'	5'	7.5'	6'	7'	(3) 11' Lanes	N/A
Holly Lane Variance	Residential	57'	45'	0.5'	5'	0.5'	6'	0'	(3) 11' Lanes	N/A
Local	Residential	54'	32'	0.5'	5'	7.5'	(2) 16' Shared Space			N/A
Holly Lane Variance without using Trailview Lot #14 (Tax Lot 2-2E-28D-00190) ????????										



The area in yellow is governed by the Covenants, Conditions, and Restrictions for Trailview Heights Subdivision recorded January 16, 2003 as Document No. 2003-006569 in the records of Clackamas County. If you have purchased Lot 14 in 2020, they agreed to abide by these CC&R's. These will not allow Lot 14 of used for any construction related to Park Place Crossing, including the new sidewalk that crosses Icon's drawings. Nor will we approve any alterations or allow variances to the property itself.

Item #1.



Figure 9: Reduced S Holly Lane Cross-Section

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Major Arterial	Residential	120'	94'	0.5'	5'	10.5'	6'	8'	(5) 12' Lanes	6'
Minor Arterial	Residential	100'	68'	0.5'	5'	10.5'	6'	7'	(3) 12' Lanes	6'
Collector	Residential	85'	59'	0.5'	5'	7.5'	6'	7'	(3) 11' Lanes	N/A
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Holly Lane Variance without using Trailview Lot #14 (Tax Lot 2-2E-28D-00190) ????????										

Park Place Crossing Concerns

Monday May 9th, 2022
Oregon City Planning Commission



The Criteria of Livability

- The Original Park Place Concept Plan called for a road to connect Holcomb Blvd to Redland to reduce traffic on an already constrained, narrow road.
- Instead there is currently **no planned road to connect to Redland**
- Their plan dead ends at an emergency locked gate down near Livesay Rd.
- Instead there is a connector road UP to Holcomb, with openings of stub roads through an existing neighborhood, for the 476 homes.
- Opening these stub roads will entice new residents to cut through a small neighborhood, leading to a half road entrance called Winston Drive.

An Independent Traffic Engineer's thoughts

- An independent traffic engineer (who could not testify because he has worked for this traffic engineer company before) stated that
- **“vehicular traffic is much like water. It will find the path of least resistance, which in this case is through existing neighborhoods.”**
- **He estimated that traffic at Winston could exceed 3,000 vehicles before any changes could be made.**

- The neighborhoods off Holcomb, off Winston Drive have only one way in and one way out on a half a block Winston Dr.
- During the Fire evacuations, it took our residents an hour and more to exit out of our neighborhood just to get onto Holcomb, and then another hour to get down Holcomb, due to the traffic coming from outer Clackamas County.
- What if another evacuation be necessary, how could another 476 homes be able to escape.



- Page 52 of the Staff Report has a section about
- **“the trigger to complete the road to Redland”**
- b. The applicant shall measure average daily trip volume on Winston Drive, Cattle Drive and Shartner Drive at the time of each DDP application that would route trips on these streets.
- **If trips (total existing plus new) will exceed 2,000 per day on any of these streets, the applicant shall ensure a secondary street connection is provided to the south connecting to Redland Road, so that drivers have multiple route choices.**

In Summary

- By the time daily trips reach 2,000 or more, it will be too late for residents of these neighborhoods...because, AGAIN, there is only one half block to enter or exit this existing neighborhood.
- If the developer or city would then consider alternative routes
- **WHERE? There are no feasible outlets.**
- **WHY NOT COMPLETE THOSE NOW!**
- I ask for a continuance to provide more detail information that we cannot get in within our limited 3 minutes.

- **AGAIN, I encourage our Planning Commissioners to do a site visit to understand the constraints of this area.**
- We request that this development **NOT BE APPROVED** until better roads are planned to allow **safe travel routes** for existing and NEW residents of restricted area off Holcomb Blvd..

CITY OF OREGON CITY, OR
PLANNING COMMISSION MAY 9, 2022 MEETING
REMARKS REGARDING PARK PLACE CONCEPT PLAN

I TAKE THIS OPPORTUNITY TO COMMEND THE OREGON CITY COMMISSIONERS AND THE OC PLANNING COMMISSION FOR THEIR IMPRESSIVE OUTSTANDING DEPTH AND DETERMINATION TO PROVIDE INCLUSIVE AND COLLABORATIVE CITIZEN OPPORTUNITIES FOR THE FUTURE OF OREGON CITY.

MY NAME IS CAPTAIN STEPHEN F. FORD AND A TWENTY-ONE YEAR RESIDENT OF CLACKAMAS COUNTY AT THE TOP OF HOLCOMB BLVD

I HAVE A MASTER'S DEGREE WITH HONORS IN GEOGRAPHIC INFORMATION SYSTEMS (GIS). I AM QUITE FAMILIAR WITH HOW MAPS HAVE MANY MANIPULATIVE VAGARITIES AND THAT THEY REQUIRE THE MOST CAUTIOUS OF ANALYSES, PARTICULARLY WITH RESPECT TO HAVING SYNCHRONOUS TIME AND DATUM CONTINUITY.

GIS IS THE ART AND THE SKILL OF **CONVERTING "DATA"** INTO TABULAR AND VISUAL **"INFORMATION"** SUITABLE FOR ADVANCED DECISION-MAKING FOR OVER-SIGHT MANAGEMENT.

I FURTHER STRESS THE BENEFITS OF INTEGRATED, INTERACTIVE 3D MAPS FOR MANAGEMENT'S IMPROVED COMMUNICATION WITH STAKEHOLDERS AND MORE INFORMED DECISION-MAKING ABILITIES.

THE 15-YEARS-IN-THE-MAKING, PROPOSED PLAN IS RIFE WITH OUT OF DATE, NON-INTEGRATED, PIECEMEAL **"DATA"**, NUMBERS AND ECONOMICS. THE CURRENT DOCUMENT DOES NOT PROVIDE A STAKEHOLDER THE TIMELY, INTEGRATED "APPLES-TO-APPLES" INFORMATION SUITABLE TO MAKE INFORMED DECISIONS

AS IS, THE PLAN IS NOT CONVEYING TO STAKEHOLDERS ACCURATE, REAL-TIME, APPLES-TO-APPLES, INFO/DATA/MAPS FOR THE PARK PLACE CONCEPT PLAN. MY CONCERNS INCLUDE, BUT ARE NOT LIMITED TO:

1. TRANSPORTATION
2. STORM WATER MANAGEMENT
3. STREET SYSTEM

- a. NOTE: THE 2019 HOLCOMB BLVD. CORRIDOR ANALYSIS IS IN PART BASED ON AN OREGON CITY SUBDIVISION MAP MORE THAN 5 TO 10 YEARS OUT OF DATE

b. AS PER THE SEPT. 11, 2019 OC TRANSPORTATION ADVISORY COMMITTEE MEMO NOTATION, THE HOLCOMB BLVD. IS CLASSIFIED AS A MINOR ARTERIAL STREET

- FOR PUBLIC SAFETY, BOTH ENDS OF HOLCOMB BLVD. WILL REQUIRE SIGNIFIGANT TRAFFIC IMPROVEMENTS OF STOPLIGHTS, CROSSWALKS, SIGNAGE, ETC.
- SUCH TRAFFIC SAFETY IMPROVEMENTS SHOULD BE GIVEN PRIORITY #1 BEFORE ANY GROUND BREAKINGS OCCUR. NOTE THAT COSTS ARE NOT INCLUDED IN CURRENT PROPOSED "PARK PLAN".

4. FOR THE RECORD, I RESERVE MY POSITION AND THAT OF ALL STAKEHOLDERS TO COMMENT ON THESE AND OTHER APPROPRIATE FUTURE CITY CODE AND PLANNING TOPIC CHANGES AND DEVELOPMENTS.

THE OREGON CITY PLANNING COMMISSION IS CAUTIONED IN PROVIDING THE OREGON CITY COMMISSIONERS WITH TIMELY, UP-TO-DATE MAPS AND ECONOMICS THAT WILL PERMIT THE COMMISSIONERS TO MAKE THEIR MOST INFORMED DECISION ON THIS PLAN,

THE COMMISSIONERS ARE FURTHER DIRECTED TO THE OREGON CITY CIRCULAR LOGIC THAT "OREGON CITY GIS MAPS" DISCLAIM & AVOID RESPONSIBILITY AND ASSUME NO RESPONSIBILITY FOR THEIR USE.

I OPINE:

ON THESE BASIS, UNTIL THE ORIGINATORS/INSTIGATORS/STAKEHOLDERS AND CITY CODES, Etc. "GET IT TOGETHER" ON ONE TIME-FRAME, ONE ECONOMIC FOUNDATION, ONE CODE, ONE CITY, ONE UNIFYING AUTHORITY, Etc., IS ACHIEVED AND THAT THE RESPONSIBLE PARTIES FOR THE PLAN'S OUTCOME ARE DETERMINED.

I RECOMMEND: THE OC PLANNING COMMISSION **Continue the hearing to a date certain. This option may be used if the Planning Commission requires more information or more time to reach a decision.**

S/S: STEPHEN F. FORD

5/9/2022

REFERENCES
ATTACHED:

REFERENCES:

https://www.orcity.org/sites/default/files/fileattachments/public_works/page/26931/holcomb_bldv_corridor_memo_-_tac_sept_2019.pdf



**OREGON
CITY**

Public Works

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7892

MEMORANDUM

TO: Transportation Advisory Committee
FROM: John M. Lewis, P.E., Public Works Director
Dayna Webb, P.E., City Engineer
DATE: September 11, 2019
SUBJECT: Holcomb Boulevard Corridor Analysis

Background

The City has received feedback from residents related to the speed and safety along the Holcomb Boulevard corridor.

Holcomb Boulevard is classified as a Minor Arterial. The posted speed limit on Holcomb Boulevard between Redland Road and Bradley is 40 mph. This is based on a speed zone order #2982 issued March 15, 1978 by the Oregon Department of Transportation. This order rescinded Res No. 1971, dated July 21, 1971.

The Oregon City Transportation System Plan states Minor Arterial Roadways are intended to serve local traffic traveling to and from major arterial roadways. These roadways provide greater accessibility to neighborhoods, often connecting to major activity generators and provide efficient through movement for local traffic. Posted speeds on minor arterial roadways typically range between 25 and 45 miles per hour.

Holcomb Elementary School is located north of Holcomb Boulevard and is accessed via Holcomb School Road.

Holcomb Boulevard has a TriMet bus route that runs from Redland Road up to Longview Way and then back to Redland Road.

Holcomb Boulevard Volume Counts, Speed Studies, and Classification Studies

<https://www.orcity.org/publicworks/holcomb-bldv-volume-counts-speed-studies-and-classification-studies>

OREGON CITY MAPS DISCLAIMS & AVOIDS RESPONSIBILITY

SEE: <https://www.oregoncity.org/maps/ocwebmaps>

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information, maps, and data contained herein. This data is for informational purposes only and should not be used for legal, engineering, or surveying purposes. This data is provided with the understanding that it is not guaranteed to be correct or complete, and conclusions drawn, or decisions made from such information are the responsibility of the user. The City of Oregon City assumes **no responsibility** for its use.

- **OREGON CITY MAPS TRAFFIC**

https://maps.oregoncity.org/Html5Viewer_4_14_2/index.html?viewer=TrafficCounts2021.TrafficCounts2021

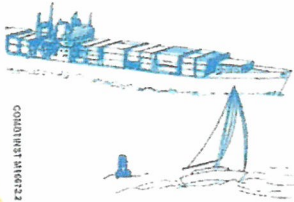
- **ONE OF MANY DANGEROUS, LOOSE PLAN SPECULATION EXAMPLES**

- THE PARK PLACE CROSSING MASTER PLAN HAS **PLANNED** AREAS OF ATTACHED HOUSING. CODE CHANGES CURRENTLY BEING UNDERTAKEN BY CITY **WILL ALLOW** FOR ALTERNATIVE HOUSING TYPES
- **THERE SHOULD BE NO ACTION TAKEN ON PLANNING COMMISSION PLANS UNTIL THE DETAILS OF THE CITY'S CODE DECISIONS ARE ON RECORD AND AVAILABLE TO ALL SHAREHOLDERS.**

INNOVATION RULES

U.S. Department
Of Homeland Security
United States
Coast Guard

NAVIGATION RULES
INTERNATIONAL—INLAND



CONTINENTAL SHIPWRECK

CAPTAIN STEPHEN FORD

QUALIFIED
ADMIRALTY EXPERT WITNESS
NAVIGATION, TANKERS,
RULES OF THE ROAD

S & J INTERNATIONAL, Inc.
15190 HOLCOMB Blvd
OREGON CITY, OR 97045
971-295-2846
1978captain@gmail.com

May 9th 2022

Dear Commissioners,

I was a member of the Park Place Concept Plan (PPCP) committee and am very familiar with the intent of the original concept plan.

This proposed Master Plan submitted to you falls short of that intent.

The first mentioned "**Key Component**" of the PPCP is the two primary north/south connections between Holcomb and Redland, namely the Swan Ave connection and the Holly Lane extension. However in this Master Plan there is no mention of the Swan Ave Connection and Holly Lane does not connect Holcomb to Redland as mandated in the PPCP, indeed it does not connect to either street.

16.12.095 Public Facilities and Services

A. Transportation System

"Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments "

In the Master Plan only Street A is designated as access off Holcomb and no additional direct access is provided.

On page 47 of the **Transportation Impact Study** submitted by the applicant it states:

Prior Annexation & Future Connectivity

The annexation TIS assumed the S Holly Lane connection between S Holcomb Boulevard and S Redland Road would have been constructed prior to or concurrent with full buildout of the Park Place Crossing Master Plan project. Because this application precedes the construction of the S Holly Lane connection, this TIS assumes all site generated traffic uses S Holcomb Boulevard and the intersections of Redland Road at OR-213 and Redland Road at Holcomb Boulevard/Abernethy Road.

Page 95 of applicants Master Plan
Ordinance no. 18-1007-AN-17-0004
Appendix A: Conditions of approval.

#4

*The general development plan and all phases of development authorized by it **must implement the Park Place Concept Plan** and Oregon City's adopted Public Facilities Plans **with regard to the provision of open space, parks and trails, sewer, water, stormwater and **transportation improvements.*****

The north Park Place Village (now Park Place Crossing) was always designed to mitigate the build up of traffic on Holcomb by providing north/south connections through to Redland with the construction of the Holly Lane Extension and the Swan Ave connection (now removed.) These extensions were designed to provide additional access into and out of our neighborhood, which currently is served just by the two lane Holcomb Blvd. The additional connections were designed not only to relieve traffic on Holcomb but also to provide additional access in case of emergencies.

A map recently released by PGE earlier this month has identified 10 areas of Critical Fire Danger, one of which is less than a mile due east from this proposed development. Good access and evacuation routes WILL be needed in the future in this development and in the whole neighborhood.

I am asking that you attach a Condition of Approval to this Master Plan mandating that the key component of the Park Place Concept Plan namely a north/south direct connection be built between Holcomb and Redland before any development occurs.

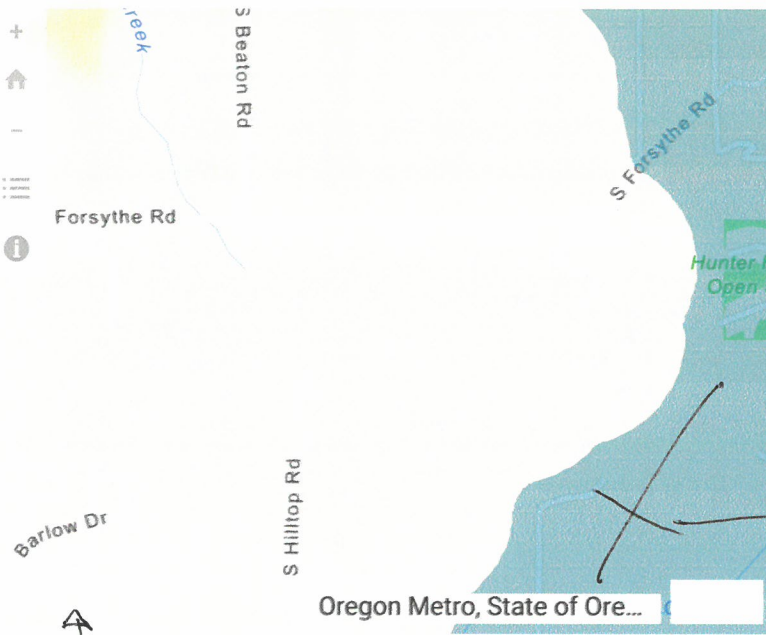
Jackie Hammond-Williams
16303, Wayne Dr

Oregon City
503 753-5321

2022 PSPS Areas

Learn more about these safety-related...

Item #1.



Critical
Fire
Danger
Area.

Holcaub
+
PPC

Please refer to PGE's
Web site Map
this did not
print correctly!

0 0.2 0.4mi

My name is Tara McElhannon and I am an Oregon City resident. According to Planning Commission guidelines, the Planning Commission may approve an application for general development plan only upon finding that the following approval criteria are met with respect to Section C Public service areas: schools and transportation, specifically evacuation safety.

The applicant has not met the Public Services condition to demonstrate that the Oregon City School District is capable of serving the proposed development now or by the time each phase of the development is completed.

The applicant and the city planner reference a 2017 quote from Wes Rogers, representative from OCSD. The quote itself is from the Serres property annexation, which tangentially references the annexation of 92 acres for the Park Place Concept Plan. Not only is this quote over 5 years old, it does not include Holcomb Elementary serving residents of Park Place Crossing current tax lots 1000 and 3701, Phase 1 and Phase 3.

Wes Rogers states that additional elementary and middle school capacity would need to be constructed. That did not happen in the 2018 Bond measure the city planner references in their approval recommendation. According to the Bond 18 plan, middle school capacity increase occurred in Gardiner Middle School, which does not serve Park Place Crossing or have any impact on this application.

The applicant references "several other methods of providing or shifting capacity" the school district can employ, which they are inaccurately basing off of Wes' 'additional tools available' statement which was made in the context of dealing with capacity concerns while waiting for voter approval and development of the 2018 school construction bond and not in support of the Park Place Concept Plan.

The district has no documented plans to redraw attendance boundaries or set up semi-permanent buildings for this development. Any reference to this 2017 quote or the 2018 Bond are irrelevant and out of date do not justify the meeting of this approval criteria.

The city planner's recommendation for approval states that they coordinate with the district during the review process and that the Planning decision follows standard procedure of actively participating at pre-planning conferences in anticipation of development. There is no data to show this has occurred.

The city planner's recommendation for approval also states that quote "The city has not received comments from the Oregon City School District at this time."

Did the city inquire of the school district and the district refused to participate? I sent an email to Wes on May 5th and he responded within one hour.

According to Portland State Population Research Center a 2020 study shows that 45 students on average are generated from every 100 new homes. Is the School District ready to serve 225

new students? None of us know, because the Oregon City School district has not participated in this application.

Regarding the impact to evacuation concerns: The Staff memo from Kelly Reid states the intent is to provide the Planning Commission with additional information regarding emergency evacuation concerns in Park Place. The recommendation to move forward with approval without conditions regarding emergency evacuation concerns is egregious. Kelly quotes Daniel Nibouar regarding Clackamas County's upcoming efforts to address emergency evacuation plans. I reached out to the Disaster Management office staff, to find out when the county evacuation planning efforts started or when they will be completed. It is May, well past early 2022 and there is no data. The county has not produced a schedule for evacuation planning. Kelly's recommendation only provides the hope and potential plans for evacuation planning. The Disaster Management office committed to respond to my request for data with respect to 7 focus areas included in my document packet and email.

In summary, the City Planning Commission does not have the data necessary from the Oregon City School District or the Clackamas County Disaster Management office to find that this approval criteria is met for Public Services. I recommend the Committee deny the application on a basis of false information or continue the hearing to a date certain, so the applicant and city planner can work with the school district and Disaster Management of Clack Co to provide the City Planning commission accurate and relevant data.

Planning Commission Public Hearing re: Park Place Development Plan

Section 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.

3. Public services...are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

Public Services- noncompliance with conditions

1. Oregon City School District Impact and accuracy of Application
2. Impact to existing Disaster Management and evacuation capacity

Comments by: Tara McElhannon May 9, 2022

The Applicant has not demonstrated Oregon City School District has current capacity by the time each phase of development has been completed

Applicants statement, p.71 of Land Use Application, updated March 2022:

"...the School District voiced no major concerns regarding school capacity or serving the new homes as build-out of the project aligned with the School District's stated timeline to provide additional school capacity and several other methods of providing or shifting capacity are available."

2017 Comments from Wes Rogers, annexation in AN-17-04 stated:

*"...the District has always known that as the Park Place Concept Plan was significantly developed, additional elementary and middle school capacity **would have to be constructed**."*

*"...although well maintained, District facilities **do not support** current educational practice and all District facilities are in need of serious renovation or replacement and in some cases minor expansion."*

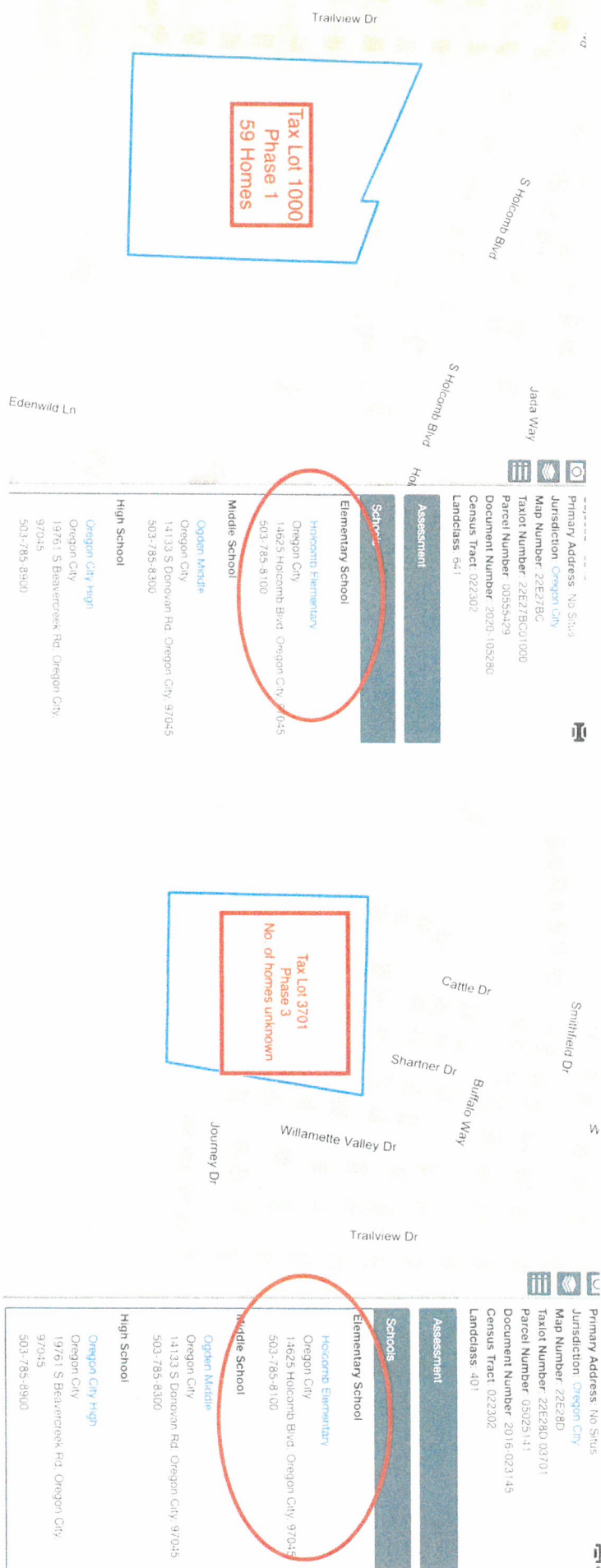
"The subject property is served by Oregon City Public Schools. The schools serving this site are Redland Elementary School, Ogden Middle School, and Oregon City High School."

Facts:

- ✓ Holcomb Elementary was not factored into the 2017 statements by Wes Rogers and there is no data on enrollment impact as part of this application. Kitty Hawk and Serres Farm developments must be factored into capacity.
- ✓ No additional elementary school capacity was included in the 2018 Bond and none is documented by the School District as of this writing on 5/9/22.
- ✓ There is no documented plan to redraw attendance boundaries or install semi-permanent buildings for this development. Wes Rogers' statement from 2017 was in the context of waiting for voter approval of the 2018 school construction bond and not in support of the Park Place Concept Plan.

2017 School District Comments do not reference Holcomb Elementary Impact

Tax Lots 1000 (Phase 1) and 3701 (Phase 3 (*partial*)) are in **Holcomb Elementary Boundary**, not Redland Elementary



Serres Farm approved Land Use Application brings 123 homes in the Holcomb Elementary Boundary in 2022-23

The City Planner has not completed due diligence with the Oregon City School District, is not following standard procedures and is not holding the applicant accountable

Two statements have been made by the City Planner in their recommendation for approval dated 5/3/22:

1. Staff coordinates with the Oregon City School District **during the development review process** in accordance with adopted Comprehensive Plan Goals and Policies.
2. Standard procedures for the Planning Division includes notice of all land use actions, both long range and current proposals, to the School District, the School District **actively** participates at **pre-application conferences** in anticipation of development.

In email conversation with Wes Rogers last week he did not indicate he has been a part of any development review process. Wes did not indicate he is actively participating in any pre-application conferences for the Park Place Crossing application. The last documented contact with Wes was in 2017 for the annexation of property, and no evidence suggests he has been contacted since 2017 with respect to the Park Place Crossing Land Use application.

Statement from City Planner: Finding: Complies as Proposed. The City has not received comments from the Oregon City School District at this time.

Did the City even attempt to get comments from Wes Rogers at the Oregon City School District in preparation for this application, or are they relying on inaccurate data that is 5 years old? Wes Rogers responded to my email within one hour.

The City Planner has not completed due diligence with the Oregon City School District, is not following standard procedures and is not holding the applicant accountable

Statement from City Planner in staff report and recommendation: *Since the time of the annexation, voters approved a bond measure for the Oregon City School District to fund capacity increases for two middle schools, including Ogden Middle School.*

Facts:

- ✓ Ogden Middle school capacity was not increased as part of the 2018 Bond, it only received improvements. Capacity was increased at Gardiner Middle School.
- ✓ Increased capacity at Gardiner Middle School **does not positively impact** the Park Place Crossing development. It is not within this school boundary.



Gardiner Middle School Replacement

Replace a 1954 school to reduce overcrowding, enhance learning spaces, improve safety and security and increase energy efficiency

Begin Design November 2018
End Design October 2019
Begin Construction April 2020
Building Opens September 2021



Ogden Middle School Renovation

Renovate Ogden Middle School to add common areas, improve safety and security, and improve learning conditions.

Begin Design November 2018
End Design October 2019
Begin Construction May 2020
End Construction August 2021
Building Opens September 2021

The City Planner has not done due diligence with the Clackamas County Disaster Management office for evacuation planning and I have requested the following information, which they have agreed to provide.

1. Names of consultants and contractors who were hired on a project in early 2022 to perform evacuation zone planning and create a mapping system and current status on their recommendations or plans.
2. Clackamas County Disaster Management office documentation of work in flight with municipalities, ODOT, and law enforcement to create evacuation zones for different types of disasters.
3. Clackamas County Disaster Management office documentation of work in flight with municipalities to figure out how to maximize traffic flow during an incident.
4. Progress to date on a more strategic evacuation procedure (the example provided mentions levels of evacuation in a sequential, organized manner). The quote from you mentions this is only a hope at this time. Have any actions on this materialized past a hope?
5. An update on the Clackamas County interactive map system that provides real time traffic information (the quote links to Medford as an example).
6. Data on the formation of the Emergency Preparedness Council, its members, how often they meet, how you can join, etc.
7. Overall project planning timeline with milestones and delivery dates.

Securi...  [Learn more](#)

----- Forwarded message -----

From: **Rogers, Wes** <wes.rogers@orecity.k12.or.us>
Date: Thu, May 5, 2022 at 3:23 PM
Subject: Re: New Housing Developments impact on Holcomb Elementary
To: Tara McElhannon <tara.e.mcelhannon@gmail.com>

These BIG projects generate hundreds of pages of information. Hang in there.
.wes rogers

On Thu, May 5, 2022 at 2:46 PM Tara McElhannon <tara.e.mcelhannon@gmail.com> wrote:
Thank you! Extensive and multi-faceted and technical is absolutely accurate. It's really overwhelming for a lay person.

On Thu, May 5, 2022 at 2:45 PM Rogers, Wes <wes.rogers@orecity.k12.or.us> wrote:
I cc'd Michael separately. Yes land use application requirements are quite extensive and multi-faceted not to mention very technical at times.
..wes

On Thu, May 5, 2022 at 2:42 PM Tara McElhannon <tara.e.mcelhannon@gmail.com> wrote:
Also... I did not see Michael cc'd on your email, unless he was Bcc'd. :)

On Thu, May 5, 2022 at 2:40 PM Tara McElhannon <tara.e.mcelhannon@gmail.com> wrote:
Wes, thanks so much for your quick response and hello Michael! You're correct, the May 9th 2022 Planning Commission meeting. Agenda for that meeting is [here](#). There is A LOT of material to weed through.

Thank you,
Tara

On Thu, May 5, 2022 at 2:37 PM Rogers, Wes <wes.rogers@orecity.k12.or.us> wrote:
Tara, I am working with the current Director of Operations Michael Sweeten to respond to your comments/questions. Hopefully we'll have something to you tomorrow. Mr. Sweeten is the current District representative for land use applications involving OCSD. I've copied him with this e-mail. I'm assuming you are referencing the May 9th 2022 Planning Commission meeting?
..wes rogers

On Thu, May 5, 2022 at 1:31 PM Tara McElhannon <tara.e.mcelhannon@gmail.com> wrote:
Hello Wes-

You are quoted in two applications for new housing developments.

The first is for Serres Farm (123 single family homes). [The application](#) references your statement that you have no school capacity concerns for Serres Farm, with the phase 1 development for ~60 homes in the summer of 2022 and the phase 2 the summer after for the other ~60 with respect to Holcomb Elementary.

You are referenced as such:

Based upon the size of the project and the price range of the homes, he estimated that development would only generate 10 to 20 elementary school students.

Item #1.

However, a study conducted by Portland State in 2020 (attached, p 8) states as follows: *For detached single family homes in OCSD about 10 years old or newer, the average number of OCSD K-12 students per home was 0.45, or 45 students in every 100 homes.*

The study further breaks this data down by K-5, with 0.23, or 23 students in every 100 homes (table 12 on pg 25). By my math the projection should be an average of 28 enrollments expected. **Can you help me understand how you arrived at your estimation of 10 to 20 given the data provided by the study?** The price range of the homes do not seem to impact enrollment numbers at all due to the study given these are all single family dwellings with the same average price point.

The [second application](#) is for Park Place Crossing, which is a 476 mixed single/detached and row homes initiative. It is a part of the overall Park Place Concept plan which has been around since the early 00's. The Oregon City Planner states that although they have reached out to OCSD they have not received a response, so they are basing their recommendation on a 2017 note from you. This application incorrectly reflects the elementary school impacted as Redland Road Elementary. Based on the current Clackamas tax map, the phase 1 for the Park Place Crossing plan is Holcomb Elementary, not in the boundary of Redland Road Elementary.

An excerpt from your quote states:*additional elementary and middle school capacity would have to be constructed. Currently the elementary school of attendance for this area would be Redland Elementary.*

Can you tell me if the district has constructed additional elementary and middle school capacity to handle this development?

Lastly, there is this quote:

In the meantime the District has several other tools to help with over capacities by installing semi-permanent buildings and/or redrawing attendance boundaries."

Can you help me understand what the applicant of this development needs to do or what steps they need to follow to work with the school district in order to enact these tools mentioned? The application states that it is the responsibility of the applicant, not Oregon City Planners.

I apologize for the fire drill request on this email, but the City Planners just released a recommendation on 4/2, which leaves little time for the community to gather data by the 4/9 planning meeting. I'd respectfully ask that you be willing to review the current application and respond to the questions the City Planners have, in response to the modified application. I am not comfortable with the Planning Commission approving an application based on half-a-decade old data, which is what the City Planner is [currently recommending](#).

Thank you,
Tara,

Oregon City Resident and Parent with 2 children in OCSD

--

Wes Rogers, Director of Capital Projects
503-785-8531 desk
503 732-6528 cell
wes.rogers@orecity.k12.or.us
Oregon City School District

PO Box 2110
Oregon City, OR 97045

Item #1.

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Wes Rogers, Director of Capital Projects
503-785-8531 desk
503 732-6528 cell
wes.rogers@orecity.k12.or.us
Oregon City School District
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wes.rogers@orecity.k12.or.us
Oregon City School District
PO Box 2110
Oregon City, OR 97045

Securi...  [Learn more](#)

From: **Tara McElhannon** <tara.e.mcelhannon@gmail.com>

Date: Thu, May 5, 2022 at 10:58 AM

Subject: Re: Request for Data & Documentation on CC Evacuation Zone and creation of Mapping System

To: Poole, Jamie <JPoole@clackamas.us>

Cc: Nibouar, Daniel <DNibouar@clackamas.us>, Hanto, Aryka <AHanto@clackamas.us>

Hello Jamie,

Thank you so much for getting back to me. I sincerely appreciate it. Do you foresee a response back by the end of the week (tomorrow)? The next City Planning meeting is Monday 4/9. If a response back is not possible by EOD tomorrow I will request the Planning Commission to continue to a date certain at the meeting, so we can include this data in order to provide them the information they need to reach an informed decision. Apologies for this rush ask- the recommendations and memo on this subject were not made available to the community until 4/2, which leaves little time for community members to respond accordingly by 4/9.

Thanks,
Tara

On Thu, May 5, 2022 at 9:55 AM Poole, Jamie <JPoole@clackamas.us> wrote:

Ms. McElhannon,

Your request for information and documentation was received May 4, 2022. We will do a review of your request and follow up after we have had time to review our files.

Thank you,

Jamie Poole, Interim Deputy Disaster Manager

Pronouns: she/her

Clackamas County Disaster Management

1710 Red Soils Ct., Suite 225, Oregon City, OR 97045

503-655-8838 (office) | 503-278-9150 (cell)

www.clackamas.us/dm

From: Tara McElhannon <tara.e.mcelhannon@gmail.com>

Sent: Tuesday, May 3, 2022 10:29 PM

To: Nibouar, Daniel <DNibouar@clackamas.us>; Hanto, Aryka <AHanto@clackamas.us>; Poole, Jamie <JPoole@clackamas.us>

Subject: Request for Data & Documentation on CC Evacuation Zone and creation of Mapping System

Item #1.

Warning: External email. Be cautious opening attachments and links.

Hi Daniel-

I hope this email finds you well. You were recently cited in a memo (attached) stating Clackamas County is underway on planning efforts to better manage the logistics of evacuation efforts. The information shared in this memo on your behalf resulted in the City Planner's recommendation to the Planning Commission to move past any emergency evacuation concerns from our community, in order to approve a new housing development.

In short, the memo suggests that 1) Clackamas County has an established plan to ensure what happened with the wildfire evacuations in September 2020 does not happen again on Holcomb Blvd, Redland Rd, or 213, and 2) the development of roughly 500 new homes directly off Holcomb Blvd is not a concern relative to evacuation safety, given your office's planning efforts coming in time for before phase 1 of the new development.

Can you please kindly provide documentation and data on the following:

1. Names of consultants and contractors who were hired on a project in early 2022 to perform evacuation zone planning and create a mapping system and current status on their recommendations or plans.
2. Clackamas County Disaster Management office documentation of work in flight with municipalities, ODOT, and law enforcement to create evacuation zones for different types of disasters.
3. Clackamas County Disaster Management office documentation of work in flight with municipalities to figure out how to maximize traffic flow during an incident.
4. Progress to date on a more strategic evacuation procedure (the example provided mentions levels of evacuation in a sequential, organized manner). The quote from you mentions this is only a hope at this time. Have any actions on this materialized past a hope?

5. An update on the Clackamas County interactive map system that provides real time traffic information (the quote links to Medford as an example).

6. Data on the formation of the Emergency Preparedness Council, its members, how often they meet, how you can join, etc.

7. Overall project planning timeline with milestones and delivery dates.

Thank you,
Tara McElhannon, Oregon City resident

From: [Sharon Neish](#)
To: [Kelly Reid](#)
Subject: Park place Crossing
Date: Tuesday, May 10, 2022 3:00:19 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kelly,

Two questions I have are as follows:

1. Does Kate Brown's HB 2001 effective in July negate the need for a variance given that they are asking give that there is bonus incentives if the cram more houses in? Also, do they have to stay at a certain price point for possible funding or lot size variances? Is this going to be considered middle housing? Are they forced to build these small lots based on metro?
2. How are the current increasing interest rates effect this housing project? Are they going to be able to finish it without tax payer funding? Of course, I hope they end up with 10 percent rates and a 2008 recession to bankrupt this particular better business bureau C plus rated Icon Development company that appeared so disorganized at the meeting. Also, what is a contract to purchase meaning they don't actually own all the land???
3. Clackamas County voted this project down that effects all of us in the area. Why is Oregon City pushing it forward?

Sincerely,
Sharon

From: [Carolyn Lu](#)
To: [Kelly Reid](#)
Subject: Re: Park Place Crossing Development
Date: Wednesday, May 11, 2022 10:14:42 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,
I would like to give my testimony as a neighbor to the proposed Park Place Crossing Development.

I am excited to see our area developed, but have concerns about the flow of traffic onto HWY 213 and on Holcomb Blvd.

If over 500 living units are being planned for the Park Place Crossing, then we need to seriously look at how to support the potential 1000 daily commuters that will be added to the following areas:

1. Holcomb Road,
2. Holcomb and Redland
3. Redland/213 HWY interchange

The planning commission needs to require the developer to augment the existing infrastructure or contribute money for the city/county to do this before the completion of the housing.

I would also like to request that the shopping needs of this community be addressed. Currently, in order to buy groceries, one has to go all the way up hwy 213 to the hilltop area to find a Fred Meyers, Safeway etc, or get on the freeway (I-205) to get to a Costco, 82nd drive Fred Meyers, etc. The only other grocery shopping options are convenience-store type options, which is not suitable for family grocery shopping. Without addressing this need for additional grocery shopping options, cars will need to access HWY 213 and I-205 even more frequently, only placing a higher demand on the roadways.

In addition, walkable trails, sidewalks and pathways would make this a more liveable area. I would strongly encourage the planning commission to require this kind of infrastructure as a part of the plan. I would prefer to see mixed use trails (bike & Walking trails) to bike lanes on the roadway. Our need in this hilly area is always going to be for more lanes for cars, so the addition of bike lanes only cuts into the street space for cars. I drive these roads every day, and rarely do I see them used by bicycles. It seems that this area is most well suited for walking/leisure-use trails that could accommodate bikes should anyone want to use them for that.

Sincerely,
Carolyn Lu
16192 Widman Court
Oregon City, OR 97045

On Wed, May 11, 2022 at 9:58 AM Kelly Reid <kreid@orcity.org> wrote:

Hi Carolyn,

Yes, the meeting was continued to May 23rd and you may submit additional testimony by emailing it to me, dropping it off at our office, or testifying at the hearing on the 23rd.

Thanks,

Kelly Reid

She/her/hers

Planner

Community Development Department, City of Oregon City

695 Warner Parrott Rd, Oregon City, OR 97045

kreid@orccity.org

(503) 496-1540 Direct

(503) 722-3789 Main

[Website](#)

[Interactive Maps and Apps](#)

[On-Line Submittal of Land Use Applications](#)

The City of Oregon City continues to offer services and programs in-person and online - find facility hours of operation [here](#).

Website: www.orccity.org

Visit us on [Facebook](#)! and [Twitter](#)

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the

State Retention Schedule and may be made available to the public.

From: Carolyn Lu <mscarolynlu@gmail.com>
Sent: Tuesday, May 10, 2022 4:31 PM
To: Planning <planning@orccity.org>
Subject: Park Place Crossing Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I heard that I can write a testimony for the May 9th OCPC meeting? Do I just send it to this email address to be included?

--

Carolyn Lu, LPC, CMS, CADCI, NCC

Goal-Execution Coaching

www.carolynlu.net

clu@carolynlu.net

From: [Kelly Reid](#)
To: [Kelly Reid](#)
Subject: FW: Form submission from: Contact Us
Date: Wednesday, May 11, 2022 10:58:33 AM

First Name x
 Last Name x
 Email xxx@yahoo.com
 Question/Comment

RE: PARK PLACE CROSSING DEVELOPMENT

As required by any / all federal, state & local rules, regulations and laws:

- Did any / all involved entities make publicly available and transparent the:
 - o land purchases or transfer, costs incurred by public agencies / to the public to-date as well as the estimated future costs to the public?
 - o all meetings and gatherings?
 - o proposals and recommendations?
- Did any / all involved parties get vetted for:
 - o connection to / potential (or perceived) conflict of interest with any / all involved agencies & other entities including neighborhood associations?
 - o safe work practices / safety records?
 - o quality of work, business ratings and records?
- Did any / all transportation concerns get adequately reviewed including:
 - o current amount of traffic on Holcomb, Redland and any / all other nearby roads?
 - o safety concerns, issues, accidents on the above mentioned roads, recent speed reductions, crosswalks & signage added for safety / liability get reviewed?
 - o terrain issues such as; hills, curves, curves up and down hills, bridges...all of which can be especially slippery when wet, frost, ice, snow get reviewed?
- Did any / all historical / cultural and environmental / Wildlife concerns, issues, matters including, but, not limited to the following get reviewed:
 - o Migratory Bird Treaty Act
 - o Native plants & trees get inventoried including ones that are food for wildlife in the area i.e. Oregon Grape? Did old growth trees get cataloged?
 - o Potential for historical, cultural artifacts, archeological items on the land get reviewed? Did the historical significance of the land get addressed?
 - o Did the Oregon City Charter get applied?
 - o Did the potential impacts to displacing wildlife get reviewed, including, wildlife being displaced onto residential areas & preying on pets more frequently?

o Did the endangered, threatened status of wildlife in the area or that may use the area at times i.e. eagles get reviewed and considered?

The results of this submission may be viewed at:

<https://www.orcity.org/node/7/submission/31728>

From: [Lynnette Basiou](#)
To: [Kelly Reid](#)
Subject: May 23 Park Place zoom meeting
Date: Thursday, May 12, 2022 11:12:43 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am the last house on Cattle Drive. We respectfully ask for you to select a more suitable exit street to Holcomb.. Cattle Drive is a very narrow street east/west of our home and also a culdasic and does not make sense to open this up to 2000 cars a day. Why did this change from the previous plan? What happened to Swan being the go thru for traffic? And with no parks where are all these kids going to play? Right now in Trailsview kids play in the streets and with more traffic I see a recipe for disaster someone is going to get hurt. Thank you for addressing this. We have lived here for over 15 years and continue to vote no for this plan but no one is listening.
Sent from my iPhone



Oregon

Kate Brown, Governor

Item #1.

Department of State Lands

775 Summer Street NE, Suite 100

Salem, OR 97301-1279

(503) 986-5200

FAX (503) 378-4844

www.oregon.gov/dsl

State Land Board

August 26, 2021

Icon Construction & Development, LLC
Attn: Mark Handris
1969 Willamette Falls Drive, Suite 260
West Linn, OR 97068

Kate Brown
Governor

Re: WD # 2021-0311 **Approved**
Wetland Delineation Report for Park Place Crossing
Clackamas County; T2S R2E S27BC TLs 1000 and 2000;
S28D TLs 100, 190, 302, 400, 500, 3700 and 3701

Shemia Fagan
Secretary of State

Tobias Read
State Treasurer

Dear Mark Handris:

The Department of State Lands has reviewed the wetland delineation report prepared by AKS Engineering & Forestry, LLC for the site referenced above. Based upon the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figure 6, 6A, 6B and 6C of the report. Please replace all copies of the preliminary wetland maps with these final Department-approved maps.

Within the study area, 4 wetlands (Wetland A, B, C and D, totaling approximately 0.41 acres) and 5 waterways (Perennial Water 1, Intermittent Water 2, and Ephemeral Drainage 1, 2 and 3) were identified. The wetlands and 2 of the waterways (Perennial Water 1 and Intermittent Water 2) are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined). The remaining 3 waterways (Ephemeral Drainage 1, 2 and 3) are exempt per OAR 141-085-0510(49); therefore, they are not subject to these state permit requirements.

This concurrence is for purposes of the state Removal-Fill Law only. We recommend that you attach a copy of this concurrence letter to any subsequent state permit application to speed application review. Federal or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction. Individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact the Jurisdiction Coordinator for Clackamas County, Chris Stevenson, PWS, at (503) 986-5246.

Sincerely,



Peter Ryan, SPWS
Aquatic Resource Specialist

Enclosures

ec: Stacey Reed, PWS, AKS Engineering & Forestry, LLC
Clackamas County Planning Department
Trey Fraley, Corps of Engineers
Michael De Blasi, DSL

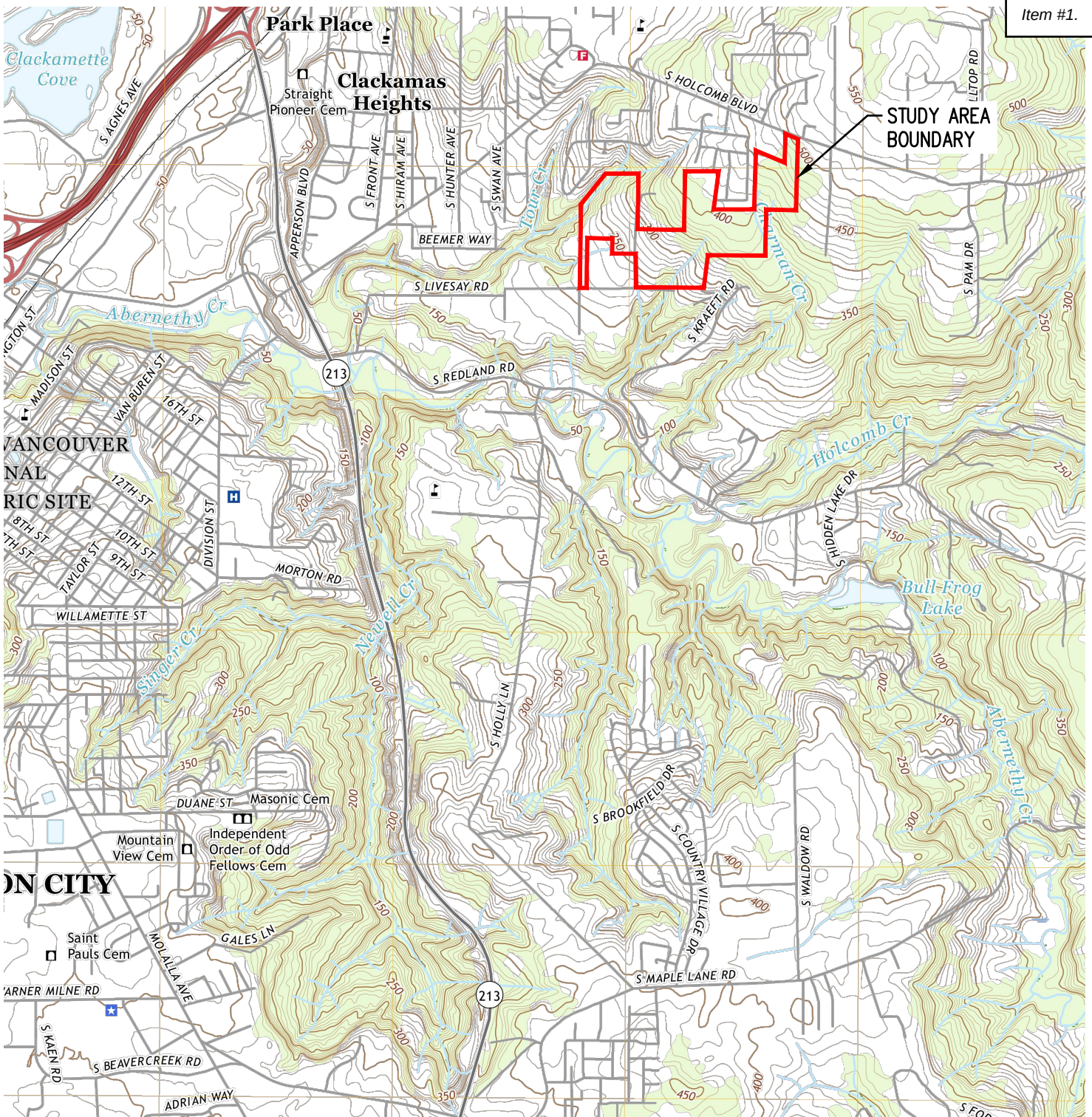
WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Item #1.

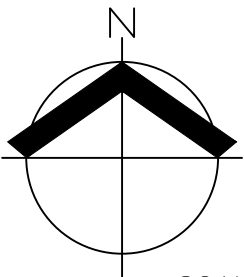
Fully completed and signed report cover forms and applicable fees are required before report review timelines are initiated by the Department of State Lands. Make checks payable to the Oregon Department of State Lands. To pay fees by credit card, go online at: <https://apps.oregon.gov/DSL/EPS/program?key=4>.

Attach this completed and signed form to the front of an unbound report or include a hard copy with a digital version (single PDF file of the report cover form and report, minimum 300 dpi resolution) and submit to: **Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279**. A single PDF of the completed cover form and report may be e-mailed to: **Wetland_Delineation@dsl.state.or.us**. For submittal of PDF files larger than 10 MB, e-mail DSL instructions on how to access the file from your ftp or other file sharing website.

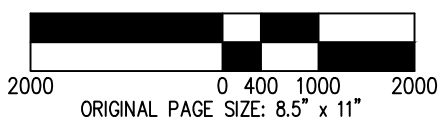
Contact and Authorization Information			
☒ Applicant ☐ Owner Name, Firm and Address: ICON Construction & Development, LLC 1969 Willamette Falls Dr, Suite 260, West Linn Or 97068		Business phone # <u>(503) 657-0406</u> Mobile phone # (optional) E-mail: <u>Harlan@IconConstruction.net</u>	
☐ Authorized Legal Agent, Name and Address (if different):		Business phone # Mobile phone # (optional) E-mail:	
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.			
Typed/Printed Name: <u>Mark Handris</u>		Signature: <u>[Signature]</u>	
Date: <u>6/10/21</u>		Special instructions regarding site access: _____	
Project and Site Information			
Project Name: Park Place Crossing		Latitude: 45.36760653 Longitude: -122.56610041 decimal degree - centroid of site or start & end points of linear project	
Proposed Use: Residential Subdivision		Tax Map # 2 2E 27BC Tax Lot(s) 1000, 2000 Tax Map # 2 2E 28D Tax Lot(s) 100, 190, 302, 400, 500, 3700, 3701	
Project Street Address (or other descriptive location): South of Holcomb Boulevard		Township 2S Range 2E Section 27, 28 QQ Use separate sheet for additional tax and location information	
City: Oregon City County: Clackamas		Waterway: N/A River Mile: N/A	
Wetland Delineation Information			
Wetland Consultant Name, Firm and Address: Stacey Reed, PWS AKS Engineering & Forestry, LLC 12965 SW Herman Road, Suite 100 Tualatin, OR 9062		Phone # (503) 563-6151 Mobile phone # (if applicable) E-mail: staceyr@aks-eng.com	
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.			
Consultant Signature: <u>[Signature]</u>		Date: 06/10/2021	
Primary Contact for report review and site access is ☒ Consultant ☐ Applicant/Owner ☐ Authorized Agent			
Wetland/Waters Present? ☒ Yes ☐ No Study Area size: 68.74 Total Wetland Acreage: 0.4100			
Check Applicable Boxes Below			
☐ R-F permit application submitted ☐ Mitigation bank site ☐ Industrial Land Certification Program Site ☐ Wetland restoration/enhancement project (not mitigation) ☐ Previous delineation/application on parcel If known, previous DSL # _____		☐ Fee payment submitted \$ _____ ☐ Fee (\$100) for resubmittal of rejected report ☐ Request for Reissuance. See eligibility criteria. (no fee) DSL # _____ Expiration date _____ ☐ LWI shows wetlands or waters on parcel Wetland ID code _____	
For Office Use Only			
DSL Reviewer: <u>CS</u>		Fee Paid Date: ____ / ____ / ____	
Date Delineation Received: <u>06/11/2021</u>		Scanned: ☐ Electronic: ☒	
DSL App.# _____		DSL WD # <u>2021-0311</u>	



USGS 7.5' TOPOGRAPHIC SERIES
QUADRANGLE: OREGON CITY, OR (2020)



SCALE: 1" = 2000 FEET



DATE: 05/26/2021

USGS VICINITY MAP
PARK PLACE VILLAGE WETLAND AND WATERS DELINEATION REPORT

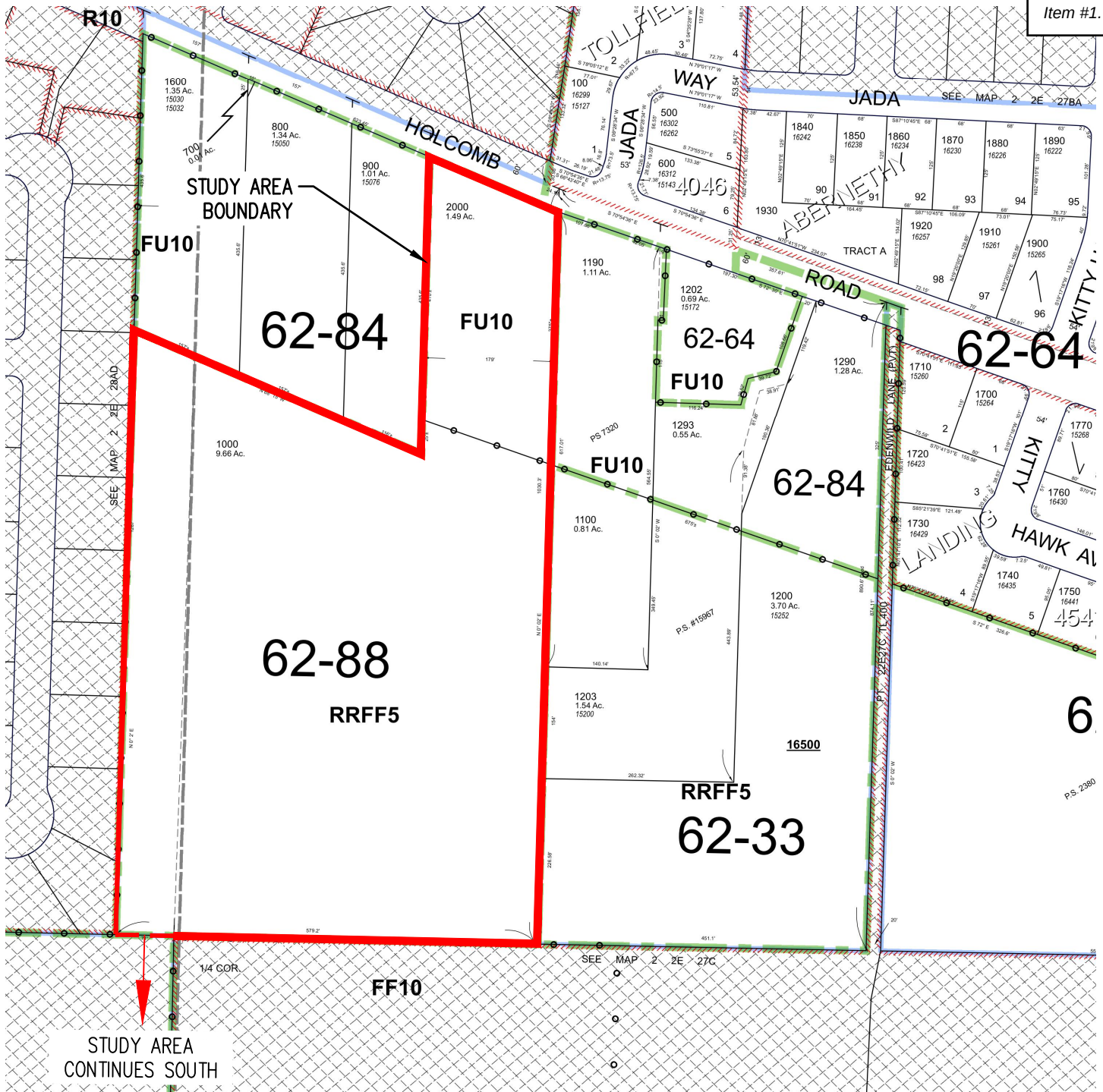
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



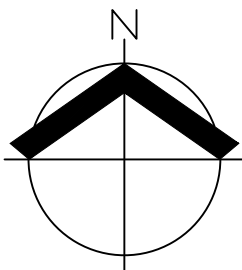
FIGURE
1

DRWN: SKT
CHKD: SAR

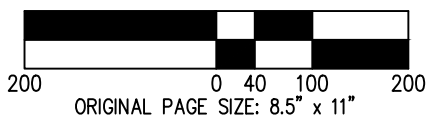
Page 223



STUDY AREA
CONTINUES SOUTH



SCALE: 1" = 200 FEET



CLACKAMAS COUNTY
TAX LOTS 1000 AND 2000
TAX MAP 2 2E 27BC

DATE: 05/26/2021

TAX MAP (MAP 2 2E 27BC)
PARK PLACE VILLAGE WETLAND AND WATERS DELINEATION REPORT

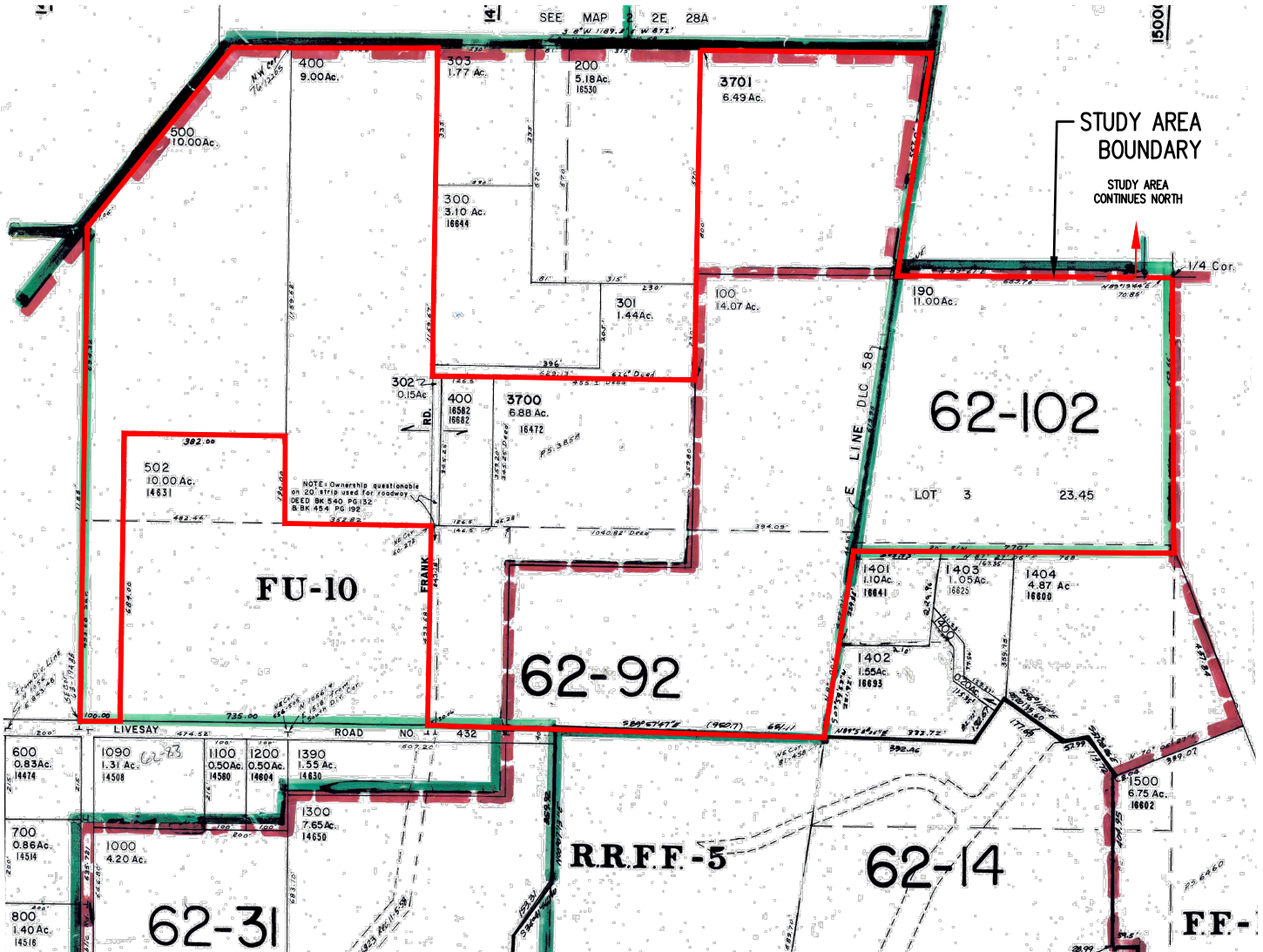
FIGURE
2A

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



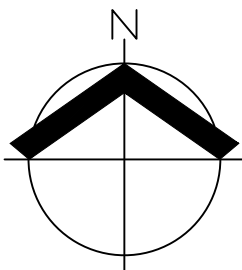
DRWN: SKT
CHKD: SAR

Page 224

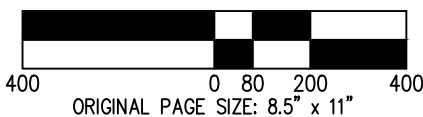


STUDY AREA
BOUNDARY
STUDY AREA
CONTINUES NORTH

CLACKAMAS COUNTY
TAX LOTS 100, 190, 302,
400, 500, 3700, 3701
TAX MAP 2 2E 28D



SCALE: 1" = 400 FEET



DATE: 05/26/2021

TAX MAP (MAP 2 2E 28D)
PARK PLACE VILLAGE WETLAND AND WATERS DELINEATION REPORT

FIGURE
2B

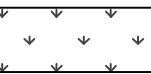
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TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM

AKS

DRWN: SKT
CHKD: SAR

Page 225

LEGEND:



TOTAL WETLAND AREA ON-SITE: 17,716 SF± (0.41 ACRES±)



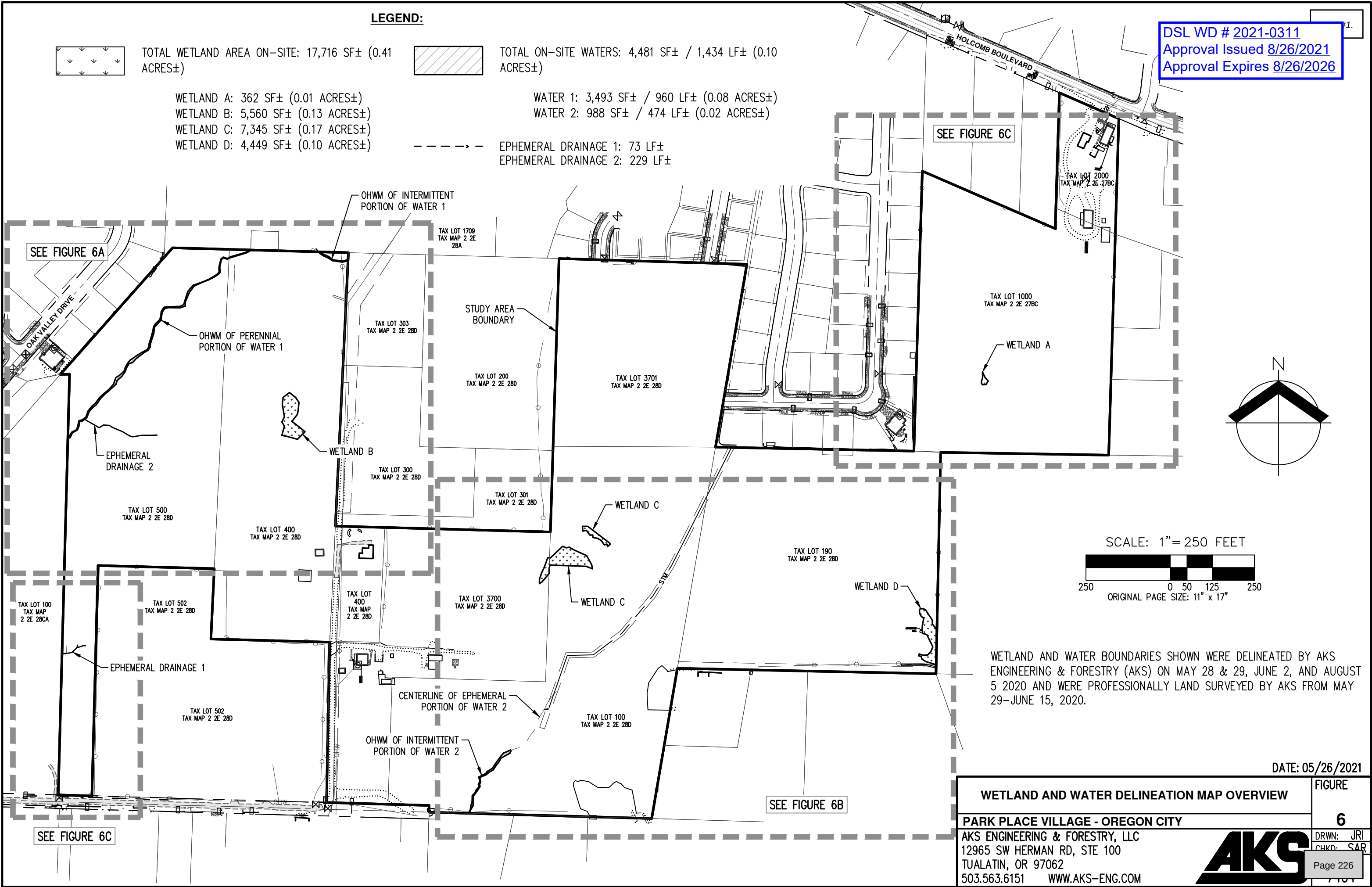
TOTAL ON-SITE WATERS: 4,481 SF± / 1,434 LF± (0.10 ACRES±)

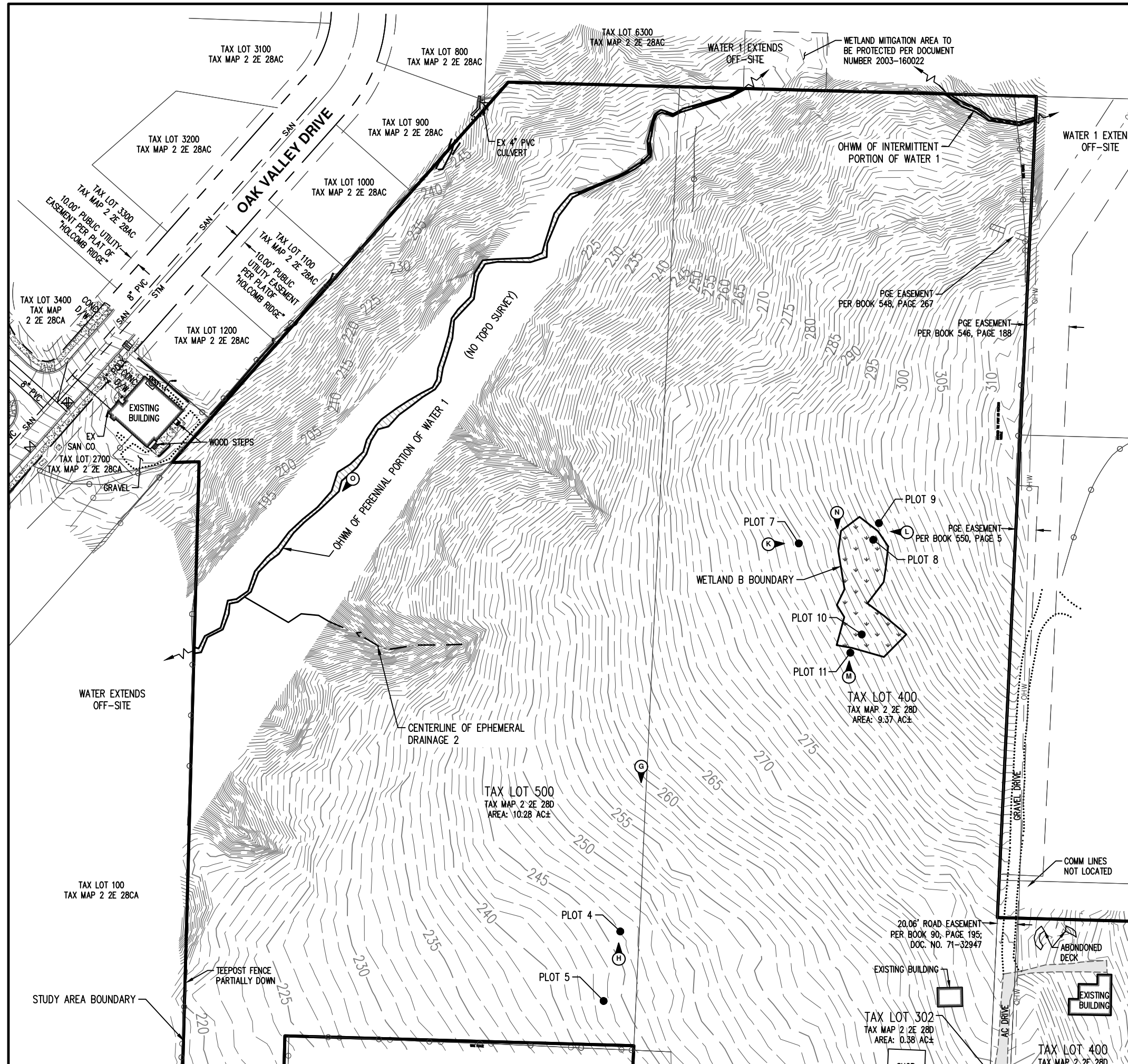
WETLAND A: 362 SF± (0.01 ACRES±)
WETLAND B: 5,560 SF± (0.13 ACRES±)
WETLAND C: 7,345 SF± (0.17 ACRES±)
WETLAND D: 4,449 SF± (0.10 ACRES±)

WATER 1: 3,493 SF± / 960 LF± (0.08 ACRES±)
WATER 2: 988 SF± / 474 LF± (0.02 ACRES±)

----- Ephemeral Drainage 1: 73 LF±
Ephemeral Drainage 2: 229 LF±

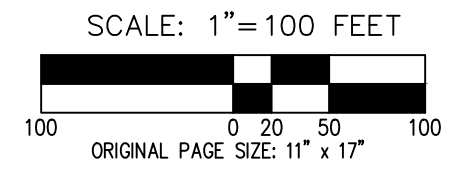
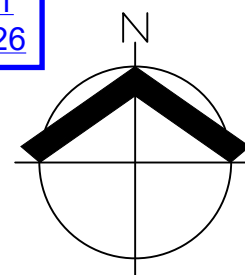
DSL WD # 2021-0311
Approval Issued 8/26/2021
Approval Expires 8/26/2026





DSL WD # 2021-0311
Approval Issued 8/26/2021
Approval Expires 8/26/2026

Item #1.



LEGEND:

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- WATER 2: 988 SF± / 474 LF± (0.02 ACRES±)
- EPHEMERAL DRAINAGE 1: 73 LF±
EPHEMERAL DRAINAGE 2: 229 LF±
- PHOTO LOCATION & ORIENTATION

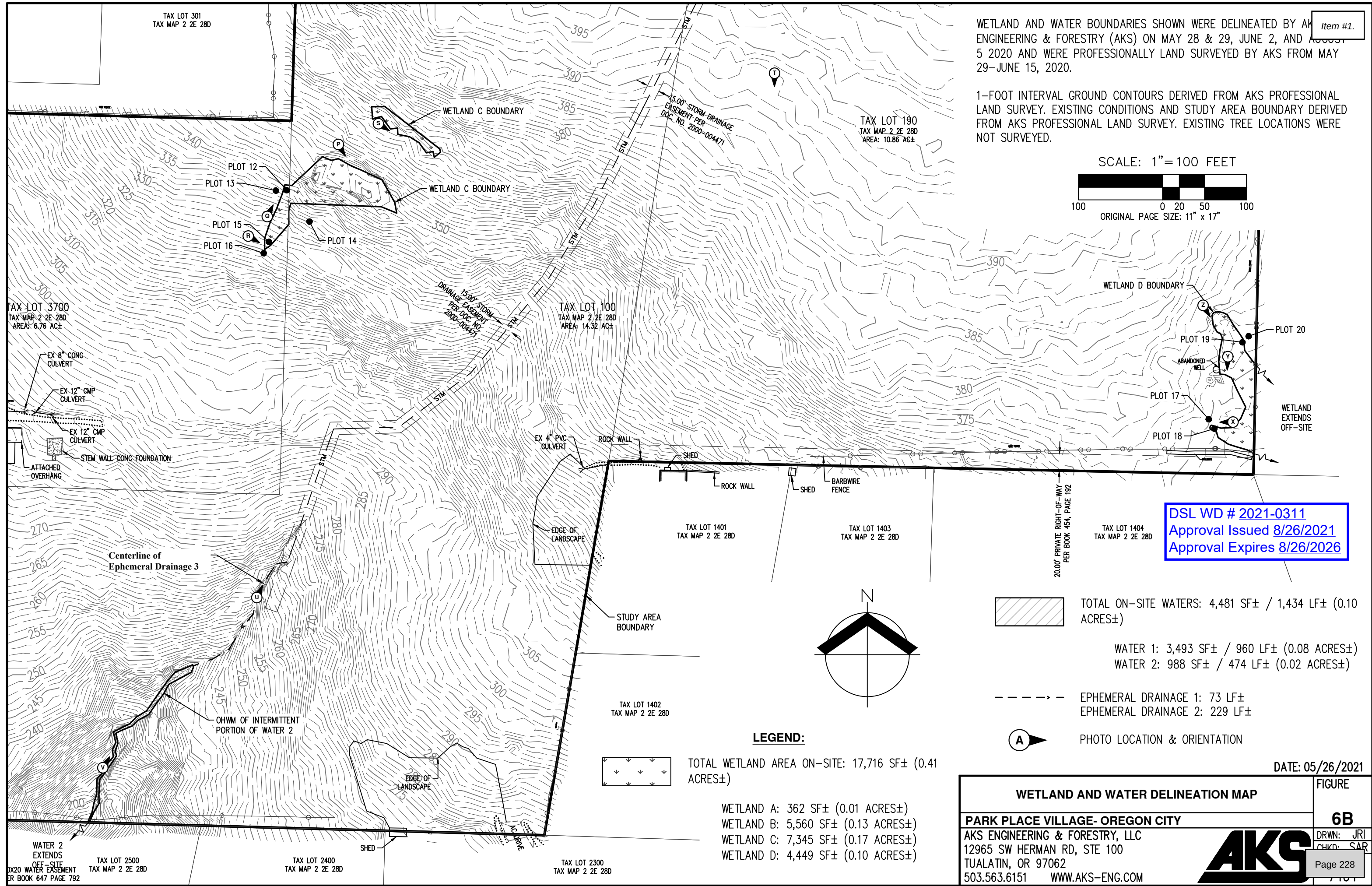
WETLAND AND WATER BOUNDARIES SHOWN WERE DELINEATED BY AKS ENGINEERING & FORESTRY (AKS) ON MAY 28 & 29, JUNE 2, AND AUGUST 5 2020 AND WERE PROFESSIONALLY LAND SURVEYED BY AKS FROM MAY 29-JUNE 15, 2020.

1-FOOT INTERVAL GROUND CONTOURS DERIVED FROM AKS PROFESSIONAL LAND SURVEY. EXISTING CONDITIONS AND STUDY AREA BOUNDARY DERIVED FROM AKS PROFESSIONAL LAND SURVEY. EXISTING TREE LOCATIONS WERE NOT SURVEYED.

DATE: 05/26/2021

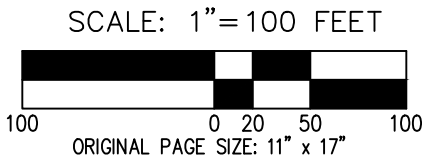
WETLAND AND WATER DELINEATION MAP		FIGURE
PARK PLACE VILLAGE - OREGON CITY		6A
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 503.563.6151 WWW.AKS-ENG.COM		DRWN: JRI CHKD: SAR Page 227



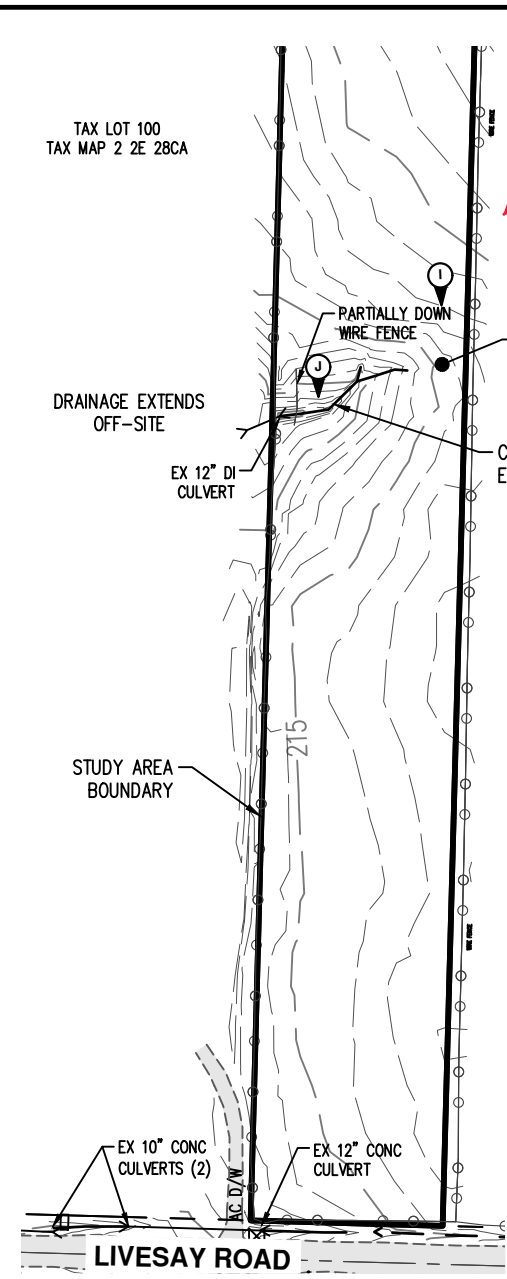
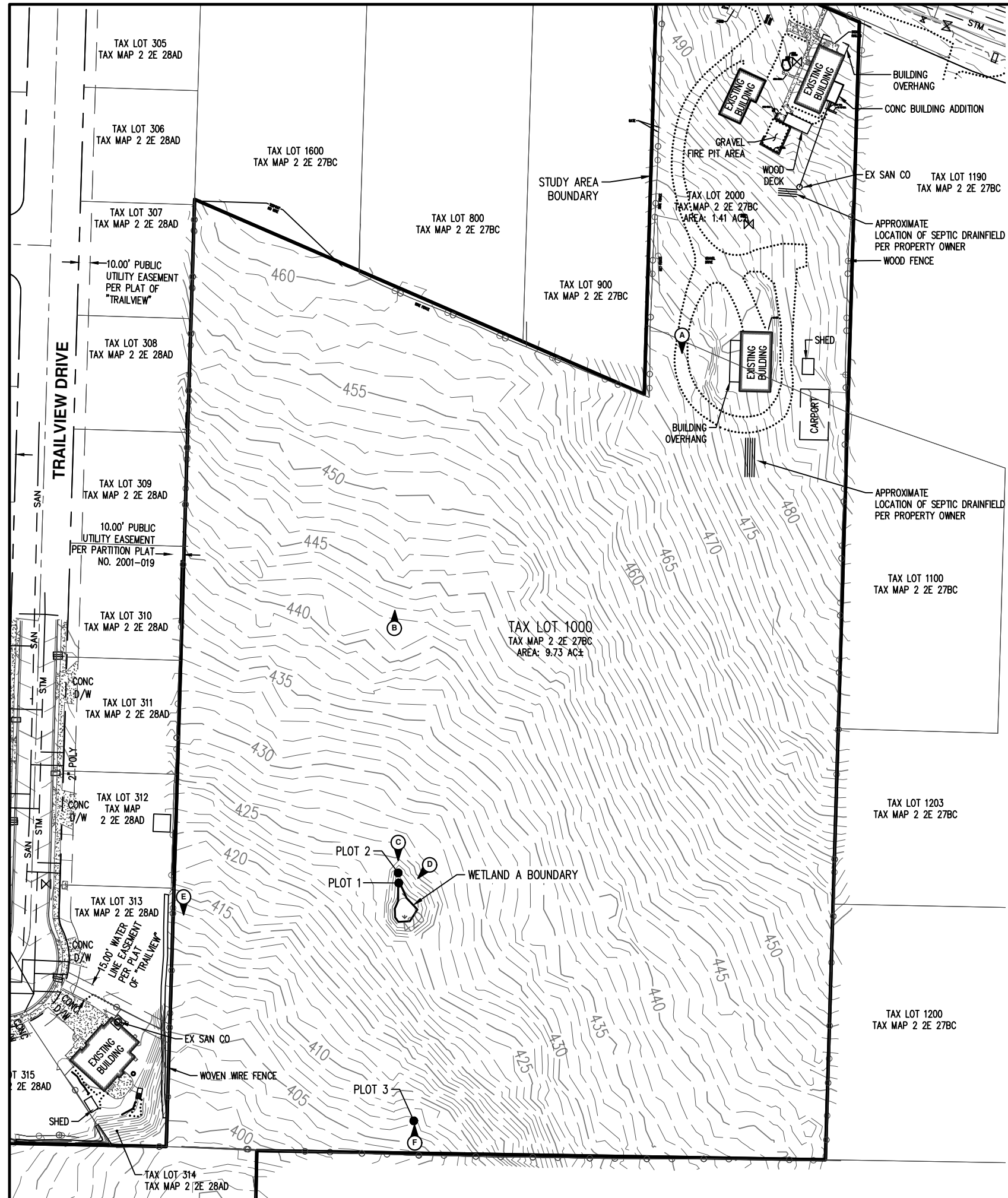


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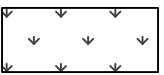
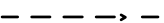
DSL WD # 2021-0311
Approval Issued 8/26/2021
Approval Expires 8/26/2026



Item #1.

SCALE: 1"=100 FEET
 100 0 20 50 100
 ORIGINAL PAGE SIZE: 11" x 17"

LEGEND:

-  TOTAL WETLAND AREA ON-SITE: 17,716 SF± (0.41 ACRES±)
- WETLAND A: 362 SF± (0.01 ACRES±)
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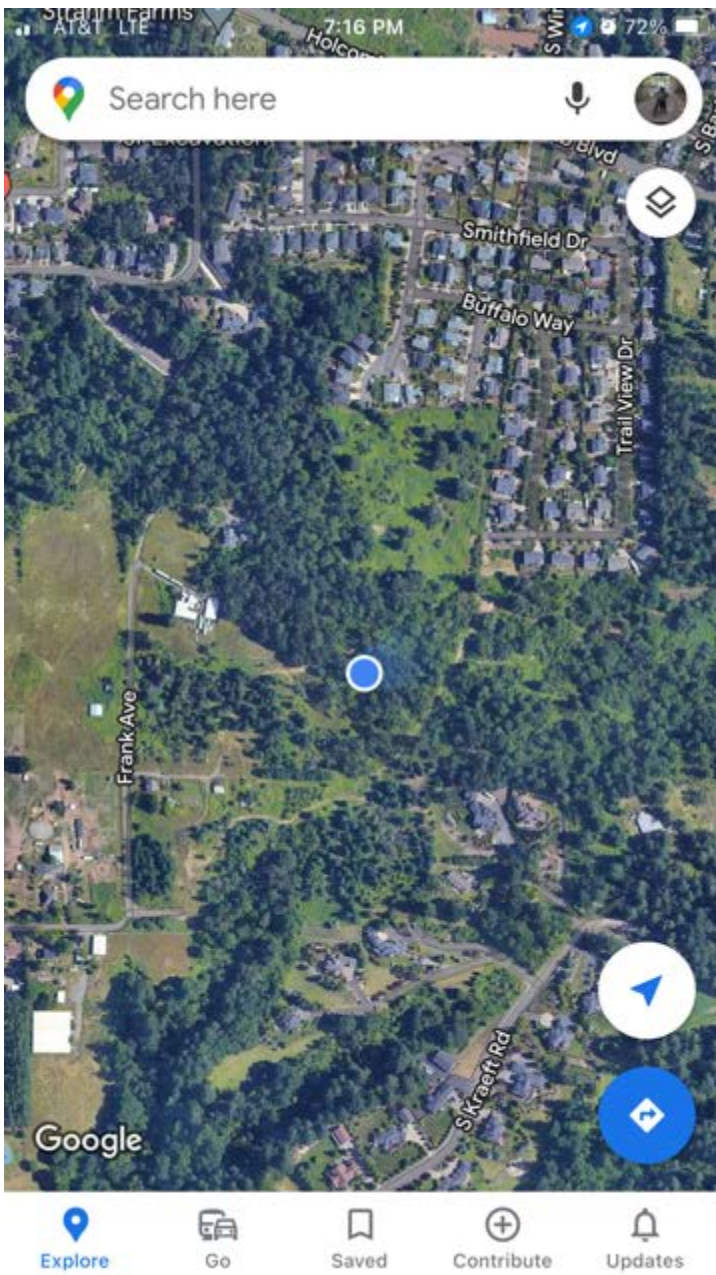
1-FOOT INTERVAL GROUND CONTOURS DERIVED FROM AKS PROFESSIONAL LAND SURVEY. EXISTING CONDITIONS AND STUDY AREA BOUNDARY DERIVED FROM AKS PROFESSIONAL LAND SURVEY. EXISTING TREE LOCATIONS WERE NOT SURVEYED.

DATE: 05/26/2021	
WETLAND AND WATER DELINEATION MAP	
PARK PLACE VILLAGE - OREGON CITY	
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 503.563.6151 WWW.AKS-ENG.COM	
FIGURE	6C
DRWN: JRI	CHKD: SAR
Page 229	



From: [Kelly Reid](#)
To: [Kelly Reid](#)
Subject: FW: Hard copy plans for Planning Commissioners
Date: Monday, May 9, 2022 2:57:41 PM
Attachments: [image1.png](#)
[image5.png](#)

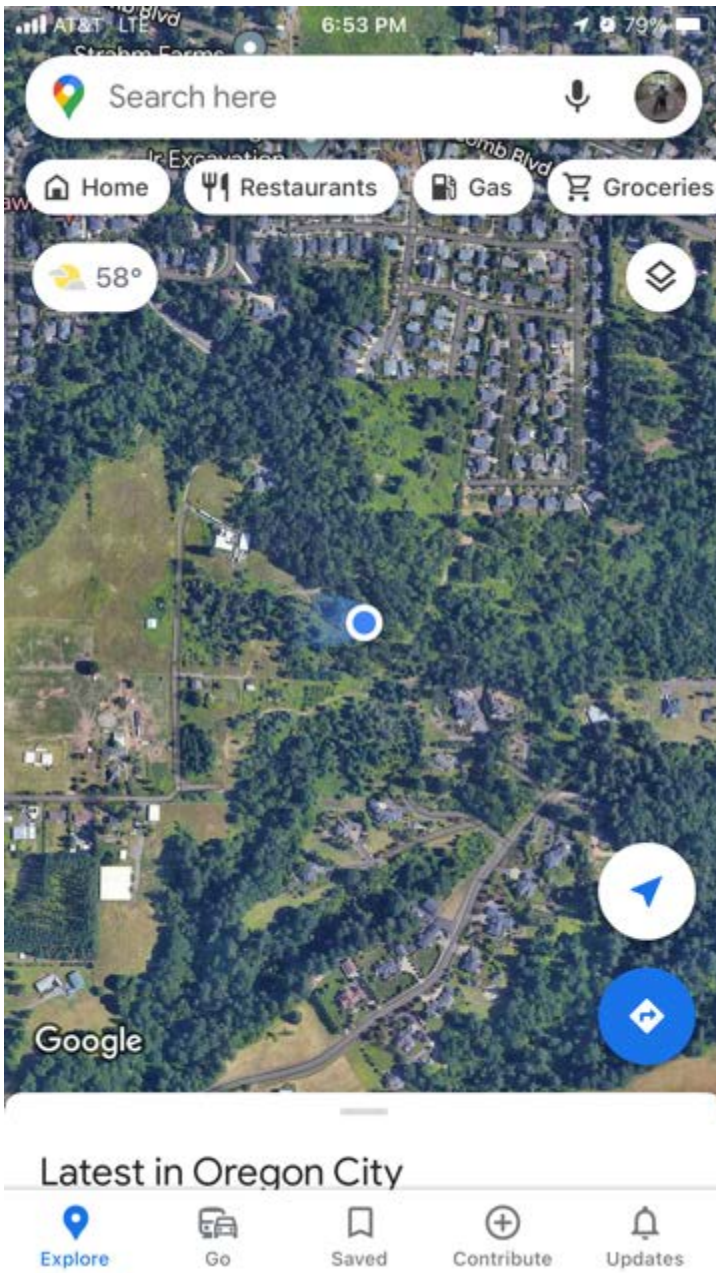






















Sent from my iPhone

From: [Kelly Reid](#)
To: [Kelly Reid](#)
Subject: FW: Request for Data & Documentation on CC Evacuation Zone and creation of Mapping System
Date: Wednesday, May 11, 2022 9:54:01 AM

From: Poole, Jamie <JPoole@clackamas.us>
Sent: Tuesday, May 10, 2022 2:31 PM
To: Kelly Reid <kreid@orccity.org>
Cc: Nibouar, Daniel <DNibouar@clackamas.us>
Subject: FW: Request for Data & Documentation on CC Evacuation Zone and creation of Mapping System

Hi Kelly,
Below is just an FYI.
Thank you,
Jamie

From: Poole, Jamie
Sent: Tuesday, May 10, 2022 2:32 PM
To: 'Tara McElhannon' <tara.e.mcelhannon@gmail.com>
Cc: Nibouar, Daniel <DNibouar@clackamas.us>; Hanto, Aryka <AHanto@clackamas.us>
Subject: RE: Request for Data & Documentation on CC Evacuation Zone and creation of Mapping System

Ms. McElhannon,

After a review with departmental staff I have determined the following:

1. Names of consultants and contractors who were hired on a project in early 2022 to perform evacuation zone planning and create a mapping system and current status on their recommendations or plans.

Response: Due to delayed recruitments and current staff being out on extended leave this project has been delayed. A consultant/contractor has not been hired to complete this project.

2. Clackamas County Disaster Management office documentation of work in flight with municipalities, ODOT, and law enforcement to create evacuation zones for different types of disasters.

Response: This work has not commenced, therefore there is no documentation to provide regarding creation of evacuation zones.

3. Clackamas County Disaster Management office documentation of work in flight with municipalities to figure out how to maximize traffic flow during an incident.

Response: This work has not commenced, therefore there is no documentation to provide regarding maximizing traffic flow during an incident.

4. Progress to date on a more strategic evacuation procedure (the example provided mentions levels of evacuation in a sequential, organized manner). The quote from you mentions this is only a hope at this time. Have any actions on this materialized past a hope?

Response: In person discussions have occurred with Clackamas County Sheriff's Office, Department of Transportation and Development, and various Fire District staff in regards to sequential evacuations and need for planning, however there is no formal documentation or plans created.

5. An update on the Clackamas County interactive map system that provides real time traffic information (the quote links to Medford as an example).

Response: This work has not commenced.

6. Data on the formation of the Emergency Preparedness Council, its members, how often they meet, how you can join, etc.

Response: The Emergency Preparedness Council first met in February. Its 15 voting members were recruited from the community at the end of last year. The Council is still working out its schedule, but is planning to meet quarterly. The next application period for open positions will be in Spring 2023, but meetings are open to the public. When the next meeting is scheduled it can be found at <https://web3.clackamas.us/abc/abc.jsp#E>.

7. Overall project planning timeline with milestones and delivery dates.

Response: The intent is still to commence the project in this calendar dependent on staffing levels.

Thank you,

Jamie Poole, Interim Deputy Disaster Manager

Pronouns: she/her

Clackamas County Disaster Management

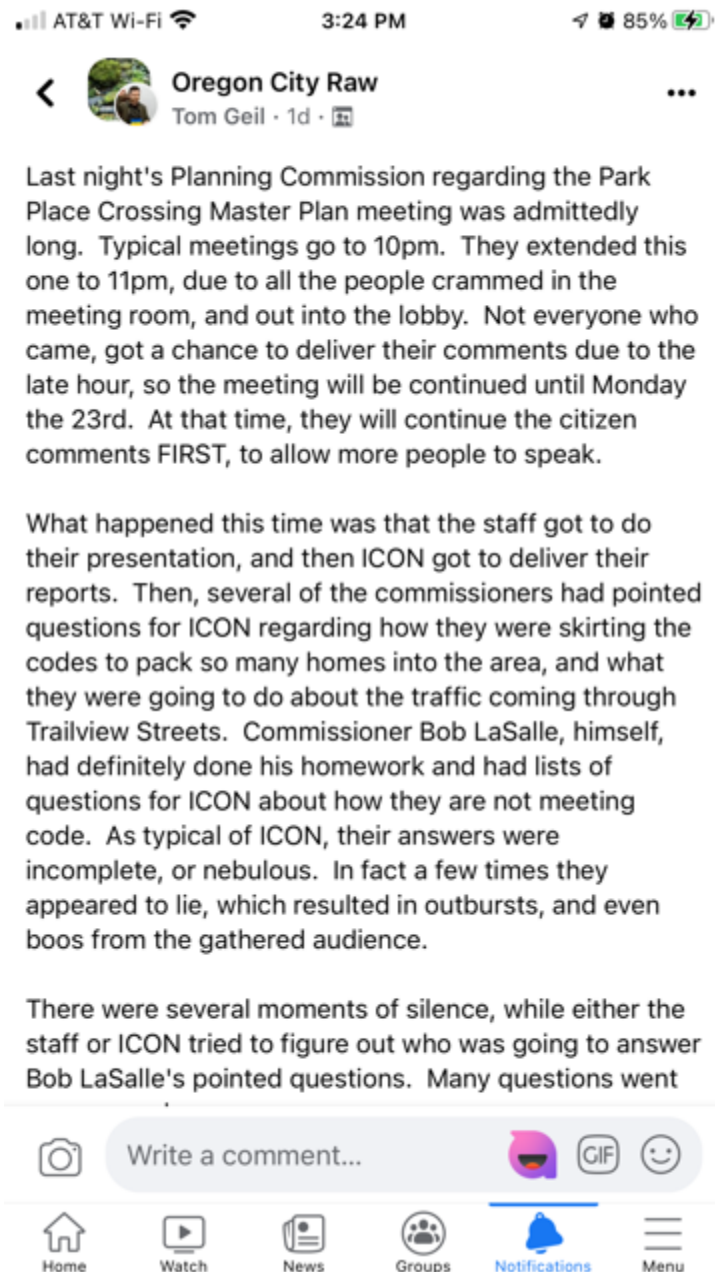
1710 Red Soils Ct., Suite 225, Oregon City, OR 97045

503-655-8838 (office) | 503-278-9150 (cell)

www.clackamas.us/dm

| |

From: [Kelly Reid](#)
To: [Kelly Reid](#)
Subject: FW: Facebook post to enter into record
Date: Thursday, May 12, 2022 12:48:31 PM
Attachments: [image0.png](#)
[image1.png](#)
[image2.png](#)
[image3.png](#)
[image4.png](#)
[image5.png](#)





Tom's post



There were several moments of silence, while either the staff or ICON tried to figure out who was going to answer Bob LaSalle's pointed questions. Many questions went unanswered.

I waited outside after the meeting. Many of the crowd was still there. Most of the comments centered around Enoch Huang and his wife's comments about the Natural Resources list being out of date from 1999, and have completely ignored much of the resources surrounding Trailview. But the bulk of the comments were regarding Trailview's HOA delivery by Jen Reitshtein, Sara Sutton and wrapped up by Brian Sutton which were the sucker punch of the night, reading a letter from the HOA attorney, denying the right of ICON to create an easement of the HOA property for the construction of the North-South construction of Holly Lane. I, again, followed up with a warning of traffic flow through our Trailview and clogging Winston Drive.

The kicker of anger for me and others was that ICON is saying that until the trips at Winston measure 2,000 or more, they will not "CONSIDER" additional roads. Reports by Bob LaSalle and other is that it will be more like 3-4,000 vehicle trips. This is an egregious offense to many, because by that time it will be too late for those of us who live in this development and it could take years to provide another outlet for the traffic.

There were no positive supports for ICON, only negative



Write a comment...



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Groups



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Tom's post



The kicker of anger for me and others was that ICON is saying that until the trips at Winston measure 2,000 or more, they will not "CONSIDER" additional roads. Reports by Bob LaSalle and other is that it will be more like 3-4,000 vehicle trips. This is an egregious offense to many, because by that time it will be too late for those of us who live in this development and it could take years to provide another outlet for the traffic.

There were no positive supports for ICON, only negative. However, this evening also provided ICON the opportunity to use our complaints to come back with even stronger arguments to support their development.

There is still time for our neighbors to send in written comments or appear before the Planning Commission before they make their decision. Next meeting is on May 23rd at 7pm at City Hall. Commissioner have agreed that citizen comments will go first, in order to allow everyone to be heard. We invite, even encourage you, especially those with small children who tend to play in the streets, to make written comments or show up and make verbal comments.

Thank you again to those who spent hours sitting there waiting their turn to speak.

Tom Geil reporting

Like

Comment



Write a comment...



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News



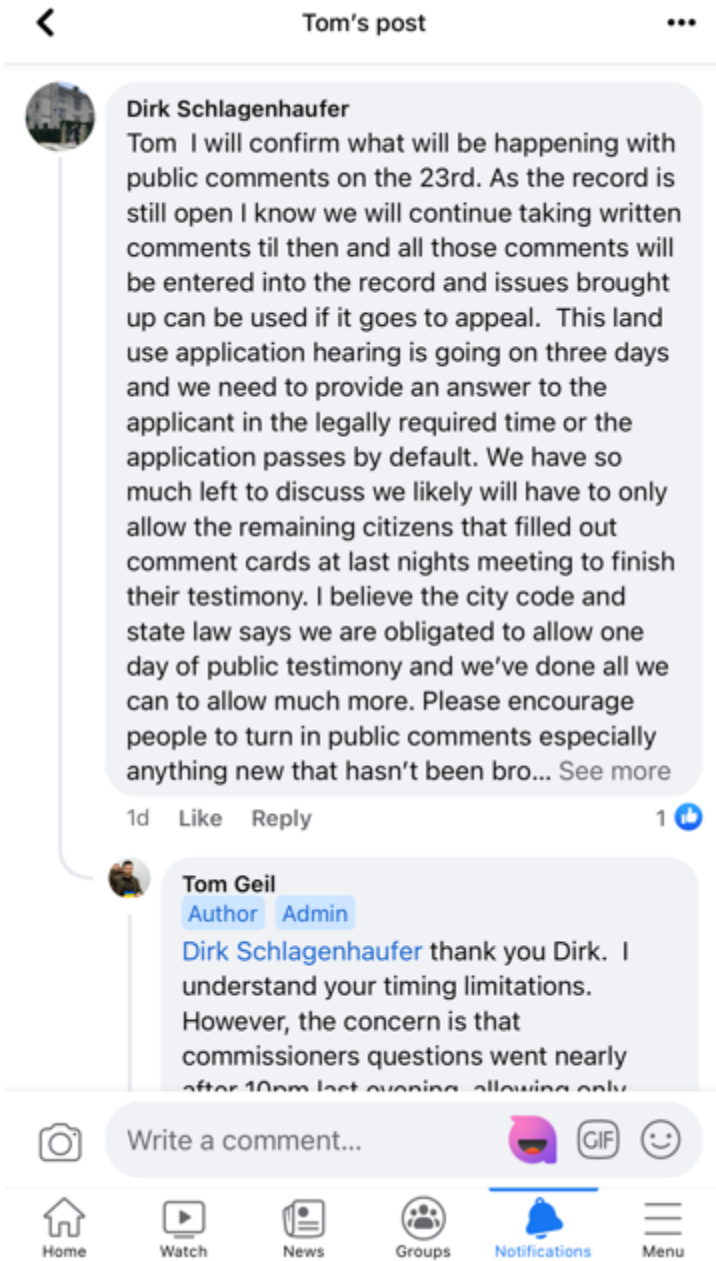
Groups

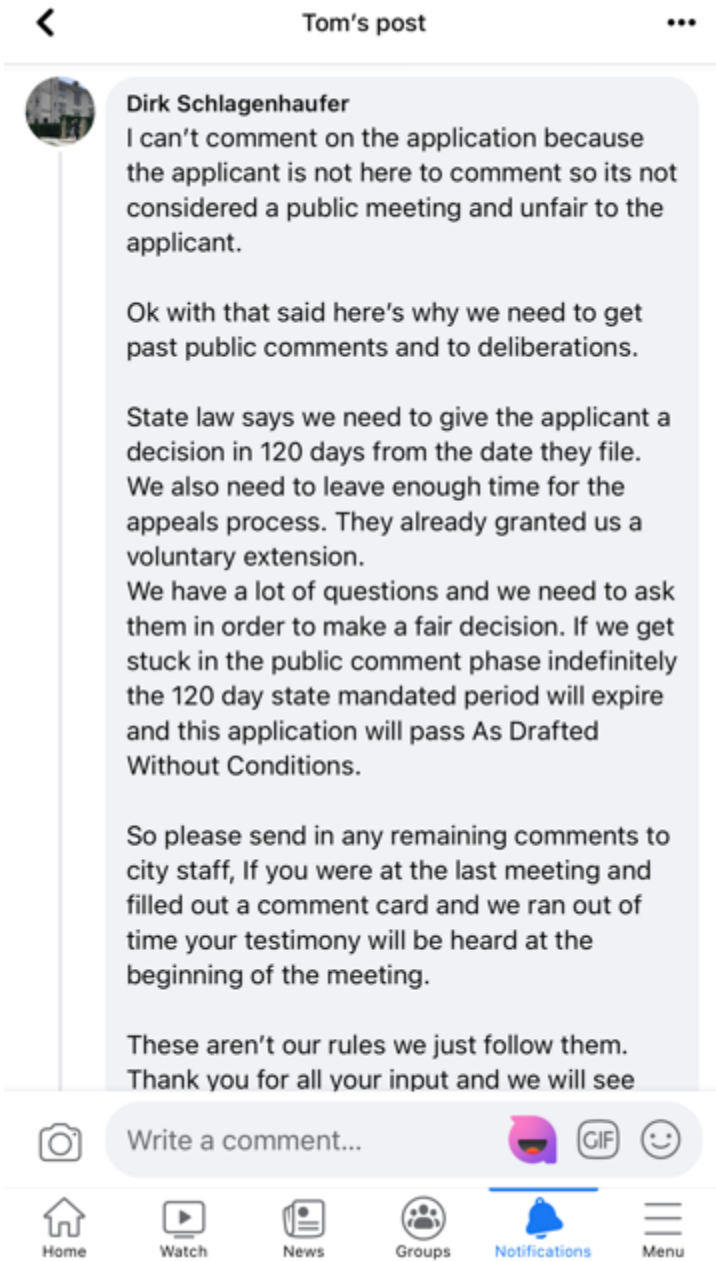


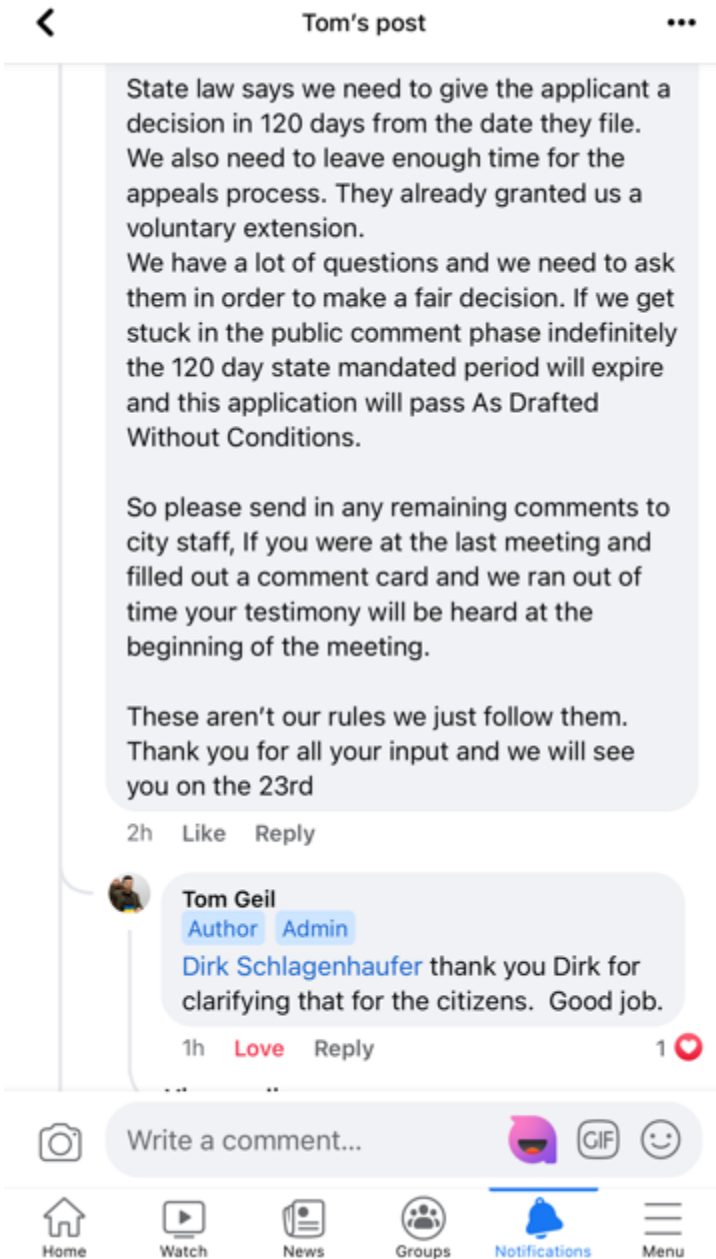
Notifications



Menu







Sent from my iPhone

From: [Jackie Dalseme](#)
To: [Kelly Reid](#); [Planning](#)
Subject: Park Place Crossing General Development Plan - Meeting May 23
Date: Thursday, May 12, 2022 7:06:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Oregon City Planning Commissioners,

The Park Place Crossing Concept Plan is quite an impressive and well-planned project and I believe it would be a tremendous improvement to Oregon City. HOWEVER, to allow the developer to:

- Cut corners to save money
- Reduce minimum lot sizes to increase revenue
- Side-swipe new public safety codes based on "inside" information
- Change the aesthetics of the original concept vision
- Not have a solid plan to extend BOTH Holly and Swan streets
- Use outdated geological maps for a hazardous landslide area
- Delay the building of crucial evacuation streets, especially after what happened during the 2020 wildfires

IS DEAD WRONG!

I encourage the City Planning Commission to show that they are able to hold a neutral position, despite the existing conflicts of interest of a few of the Commissioners and the Community Development Director, by denying the proposed Master Project Plan and demand the developer fix the deviations from the original Park Place Concept Plan.

Thank you.

Jackie Dalseme
16369 Kitty Hawk Ave
Oregon City, OR 97045
760-690-7550



Facebook Twitter (/#twitter) Google+ (/#google_plus)

Email (/#email) LinkedIn (/#linkedin)

Opinion: Icon Construction developers master art of tragic play

Tom Geil May 12 2022

Tom Geil: Oregon City Planning Commission holds its second play/meeting regarding the Park Place Crossing Master Plan

On Monday evening, May 9, a theatrical performance the likes of which Oregon City has never seen took place at City Hall.

It was a standing-room-only performance, with an audience that extended out into the foyer. This tragedy play was brought to you by Icon Construction and their development team. It included moments of laughter, booing, complete silence as actors and audience were stunned by an Icon actor's loss of words in responding to Planning Commission's questions. The play lasted until 11 p.m., longer than most Planning Commission plays that end at 10 p.m. But this play was such a hit that it is being extended over to Monday, May 23.

Get your free tickets early, as it may be a standing-room-only affair again. Seating is limited. Join in the fun as Icon actors stumble and trip over their nearly well-rehearsed lines. The moments of silence will cause you to be as speechless as Icon's actors, lawyers and technical geologists.

On May 9, Oregon City's Planning Commission held its second play/meeting regarding the Park Place Crossing Master Plan. Planning commissioners extended the length of the meeting, due to all the people crammed in the meeting room and out into the lobby, but not everyone who came got a chance to deliver their comments due to the late hour.

Oregon City staff presented first and then Icon got to deliver their reports, which took over an hour. Then, several of the commissioners, led by Chair Dirk Shlagenhauser, had pointed questions for Icon regarding how they were skirting the codes to pack so many homes into the area, and what they were going to do about the traffic coming through opened stub roads.

Commissioners had definitely done their homework, and some had even done site visits. Planning Commissioner Bob La Salle had lists of questions for Icon about how the developers were not meeting code. As typical of Icon, their answers were incomplete or nebulous. In fact, a few times they "appeared to lie," which resulted in outbursts and even boos from the gathered audience.

There were several moments of silence, while either the city staff or Icon tried to figure out who was going to answer La Salle's questions. Many questions went unanswered. La Salle spent over an hour delving into great detail of how the code and their plans were in conflict. La Salle referenced each code by number and oftentimes left Icon and city staff at a loss of words.

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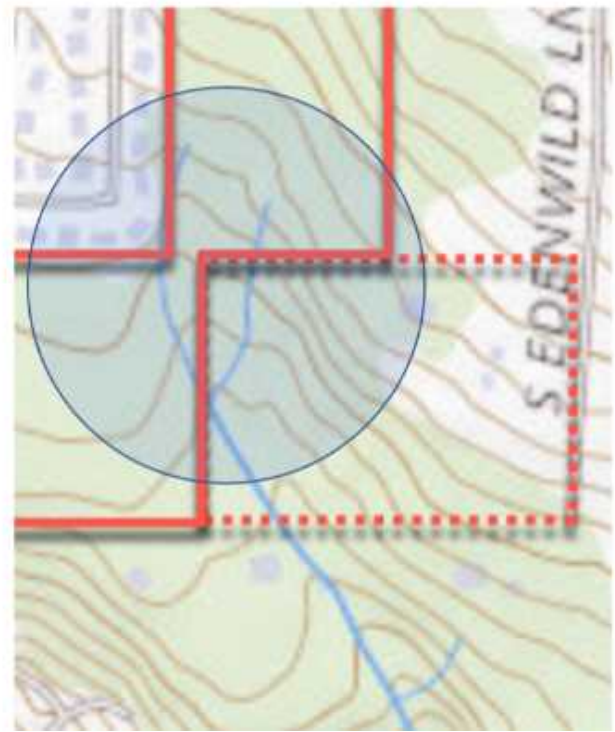
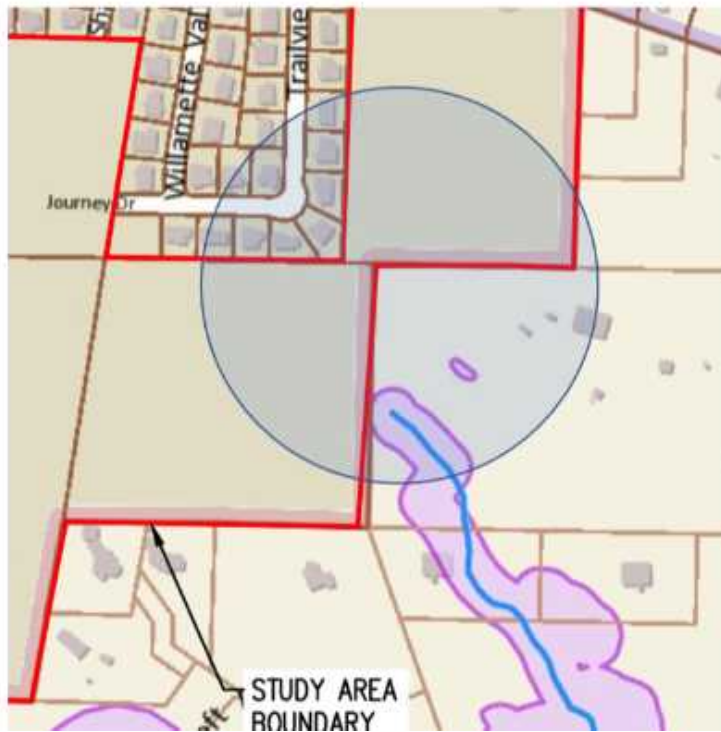


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The residents down Edenwild Lane just east of the project area raised multiple objections highlighting incomplete and inaccurate information in the Oregon City Planning Commission staff report. They pointed out that the Oregon City Local Wetland Inventory has not been updated since 1999 and does not include the eastern half of the proposed Park Place Crossing development. Finding that the developer's map for stream locations didn't match the U.S. Geological Survey topographical map, they requested a full inventory of streams, creeks and ponds that could ultimately impact project areas. (https://pamplinmedia.com/images/artimg/00003735142898-0600.jpg)

Map provided by AKS/ICON

USGS Map Quadrangle Oregon City



COURTESY MAPS: TOM GEIL - Developers provided a Natural Resource Overlay District (NROD) map that leaves out the location of two branches of Charman Creek that begin behind the Trail View subdivision and run through the proposed development. These branches are shown in the U.S. Geological Survey topographical map and should be protected by the NROD regulations.

The evening ended with a powerful delivery by Trail View's HOA President Brian Sutton, along with his wife, Sara, and HOA Vice President Jen Reitshtein. A real sucker punch of the night came when they read a letter from the Trail View HOA attorney, denying the right of Icon to create an easement of HOA property for the construction of the north-south construction of Holly Lane.

A "trigger" point of increased anger for others was Icon saying that until the trips at Winston measure 2,000 or more, they will not "consider" additional roads. Reports by La Salle and others is that it will be more like 3,000-4,000 vehicle trips on the short, half-block Winston Drive. This is an egregious offense to many, because by that time it will be too late for those who live in this development, and it could take years to provide another outlet for the traffic. During the fire evacuations of September 2020, it took residents of this 108-home area over an hour to exit off Winston onto Holcomb, and another hour to get down Holcomb. Imagine the addition of 477 more homes using Winston.

There were no citizens who supported Icon, only negative comments. However, this evening also provides Icon the opportunity to use citizen complaints to come back with even stronger arguments to support their development.

There is still time for our residents to send in written comments or appear before the Planning Commission before they make their decision. Next meeting is at 7 p.m. on May 23 at City Hall. Commissioners have agreed that citizen comments will go first, to allow everyone to be heard.

Tom Geil is an Oregon City resident who formerly volunteered for the city as a planning commissioner.

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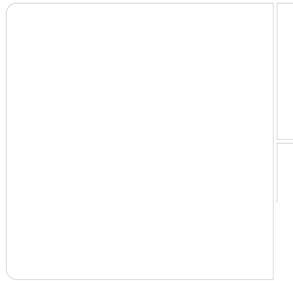
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**Opinions:
Former
secretary of ...**

back to top

From: [KELLY Laura * DLCD](#)
To: [Kelly Reid](#)
Subject: RE: Concept Plan implementation notice - Oregon City
Date: Friday, May 13, 2022 2:17:37 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kelly,
 Thank you for reaching out with these questions.

As you know, comprehensive plans must follow the guidelines and rules of the [statewide planning goals](#). DLCD reviews the plans, and any revisions or updates to the plans, to make sure they align with the Statewide Planning Goals. A plan is said to be "acknowledged" when LCDC approves it. The plan then becomes the controlling document for land use in the area it covers.

The "comp plan," as it's informally called, has three main elements:

- Inventory of local lands uses and resources;
- Goal and policy statements that indicate local objectives over a specific period and guidance on how to achieve them; and
- Detailed map that shows desired uses for each property throughout the entire locale.

State law requires local governments to notify the public when a comp plan or land use regulation is under review or when changes are proposed or adopted. Part of the process includes notice to DLCD regarding any change to a comp plan or land use regulation. This process is referred to as a Post Acknowledgment Plan Amendment (PAPA). The information you provided indicates the applicant is not proposing any changes to the comp plan or land use regulations; thus, it does not meet the threshold for a PAPA. Accordingly, the city is not required to notify DLCD of this proposal and DLCD will not be involved in its review.

Please let me know if you have any further questions on this matter.

Sincerely,

Laura



Laura Kelly

Metro, Clackamas and Multnomah County &
 Interim Washington County and City of Portland Regional Representative
 Oregon Department of Land Conservation and Development
 Cell: 503-798-7587 | Main: 503-373-0050
laura.kelly@dlcd.oregon.gov | www.oregon.gov/LCD

From: Kelly Reid <kreid@orc.city.org>
Sent: Thursday, May 12, 2022 12:41 PM
To: KELLY Laura * DLCD <Laura.KELLY@dlcd.oregon.gov>
Subject: Concept Plan implementation notice - Oregon City

Hi Laura,

I just left you a voicemail as well and here is the same question in writing:

Our Planning Commission is reviewing an application for a large development within one of our Concept Plan areas – this is the first proposal for development in the Park Place Concept Plan area since adoption of the Concept Plan in 2008. We have a lot of questions from community members and calls for all agencies including DLCD to be involved. Now, our understanding is that DLCD would not be involved in this review since no changes to the Concept Plan or Comprehensive Plan are proposed. The City's review of the development includes a detailed review for consistency with the adopted Concept Plan.

Nonetheless, would you be willing to provide a response indicating the role of DLCD in this process? And of course if there is anything that we need to talk to DLCD about, please let me know! The notice we sent out a couple of months ago is attached.

Our next hearing is May 23rd so if it is possible to get a response before then, we'd really appreciate it.

Thank you,

Kelly Reid

She/her/hers

Planner

Community Development Department, City of Oregon City

695 Warner Parrott Rd, Oregon City, OR 97045

kreid@orccity.org

(503) 496-1540 Direct

(503) 722-3789 Main

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

From: [Jane Nitschke](#)
To: [Kelly Reid](#)
Subject: Park place crossing planning commission meeting 5/23/22
Date: Sunday, May 15, 2022 12:11:03 PM

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Thank you for this opportunity to share my concerns about the proposed Park Place housing project.

- (1) Adding two+ cars per household in Park Place project and the proposed Serres neighborhood on Holcomb will cause traffic issues because there are no plans for left turn lanes, traffic circles, or lights included in the planning. Many people on the lower half of Holcomb have no space for widening the road which means they could lose their homes.
- (2) Holcomb is the only egress for both housing developments (Park Place and Serres property - 150 proposed houses). When we had the wildfires and tried to evacuate to a safer place, it took over an hour to get to the bottom of the hill from Abernathy Landing (about two miles). There need to be at least two exits for Park Place - one on a road that does not include Holcomb.
- (3) There is a sharp, blind curve on Holcomb by the elementary school. Adding that many cars onto Holcomb without widening the road, adding turn lanes, and putting in sidewalks, crosswalks, or lights creates hazardous conditions for students walking or biking to school as well as cars and busses trying to turn into the school from both directions.
- (4) Finally, the intersection at Holcomb and Redlands Road needs to be improved to increase traffic flow if that many additional cars are being added to the road. The blind curve at the bottom is dangerous and during rush traffic already backs up the hill as cars wait three or more lights to get through. When making the turn from Holcomb or straight off Redlands Road to get to 205, both left turn lanes are backed up all the way to the intersection. Even with a second egress in Park Place project that empties onto Redlands Road, that intersection will only get worse causing more delays in all direction.

Thank you.

Jane Nitschke
Abernathy Landing

From: [Suze Hammond](#)
To: [Oregon City Planning](#)
Subject: Park Place Crossing North
Date: Saturday, May 14, 2022 11:08:58 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, I wish to send the following comments to the Planning Commission. Having attended a meeting and seeing the rather cavalier way ICON is treating this, I feel the need to speak up.

Dear Planning Commission, living downstream of this proposal worries me. I seem to identify things they may have overlooked.

"What will stop this runaway freight train?" a friend asks.

Maybe hearty doses of reality? They have Livesay rd as a major contributor to the traffic flow, despite it being currently about 1.5 lanes wide with a strong uphill entrance, an ice hazard. Given the rather obvious terrain, "improving" Livesay this much, increasing its load, may very well result in considerable subsidence and concomitant loss of both roadbed and private property. The developers have extending Holly Lane across Redland Road as the other. This looks better, but also will have "issues". Much of the proposed area looks landslide-prone to me, but what do I know? Like my friend said, if it was buildable, there'd already be something on it. Take lots of pictures? Yes, Livesay has a wider easement than currently used, but I wonder how many residents would like 10 feet or more taken off what they've always considered their front yard? In my experience this never goes down well, even though legal.

Why am I interested? Tour Creek crosses my land just two blocks downstream of the northern part of the proposal, it has attracted at least one Beaver, and my yard, though flat, is slowly slipping into its pond. I have already lost a large cedar tree to it, and am tearing down my sauna because it is next. The ground has cracked within ten feet of that. Construction may also pollute the Beaver's pond. Has the Oregon State Game Commission been informed?

This is on Beemer Way, and across Tour Creek gulch from Livesay Road, only two blocks from the northern part of the proposal. I very much do not trust the geological survey, with all its disclaimers. "We did this great survey, got paid, and stand by none of it".

Is the Planning Commission aware Swan Avenue does not cross the creek, I suspect for good reason?

Do they recall the necessary tearing down of an entire apartment building on very similar land? Slides in 1996 and 2005 seem to belie the geo survey.

This is going to make big headaches for everybody...

Suzanne Hammond, 14080 Beemer Way, Park Place.

From: [Carrie Richter](#)
To: [Aquila Hurd-Ravich](#); [Kelly Reid](#)
Subject: FW: GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan
Date: Friday, May 13, 2022 11:36:21 AM
Attachments: [20220509_225915_055020_Chapter_17.24__NC_NEIGHBORHOOD_COMMERCIAL_DISTRICT.docx](#)
[November 7, 2007 City Commission Agenda Packet Excerpt Attachment C.pdf](#)
[PPCP Ordinance 07-1007 .pdf](#)
[Main Street Standards.pdf](#)
[Oops.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Carrie Richter
Bateman◇Seidel
Bateman Seidel Miner Blomgren Chellis & Gram, P.C.
 1000 SW Broadway, Suite 1910
 Portland, OR 97205
 (503) 972-9903 (direct phone)
 (503) 972-9904 (direct fax)
crichter@batemanseidel.com

-
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From: james nicita <jim_nicita@hotmail.com>
Sent: Monday, May 9, 2022 4:29 PM
To: dschlagenhaufer@orccity.org; mmitchell@orccity.org; pgage@orccity.org; gstoll@orccity.org; dwuest@orccity.org; blasalle@orccity.org; cstagg@orccity.org
Cc: ocplanning@orccity.org; Carrie Richter <crichter@batemanseidel.com>
Subject: GLUA-21-00045 / MAS-21-00006 / VAR-22-00001 Park Place Crossing General Development Plan

You don't often get email from jim_nicita@hotmail.com. [Learn why this is important](#)

Hi Planning Commissioners,

Looking at this file I noticed that some things are not in the record that I thought should be. So as a courtesy I thought I would send them along for your consideration and addition to the record.

First, the Park Place Concept Plan was adopted via Ordinance No. 07-1007. I noticed that the version of the Concept Plan uploaded to the online record does not include the Ordinance.

The Ordinance is attached. I don't know what the significance is of its being recorded with the County.

Note that on p. 2, in Section 1 it notes that not only the Concept Plan but also its Appendix was adopted by Ordinance 07-1007. That Appendix is too big to attach to this file, but here is the link:

<https://www.orcity.org/publicworks/park-place-concept-plan>

Then, in Section 2, the Ordinance indicates that it also adopts

"The Ancillary Documents to Oregon City Comprehensive Plan, as amended, included as Attachment C of Item 6a on November 7, 2007."

That Attachment C is attached this email as well. On the last page I have placed an asterisk next to the section that applies to Parks.

Also, I noticed on p. 25 of the Concept Plan this statement:

In order to ensure that architectural design elements are integrated into future development in the North Village, it is necessary to develop implementation measures that reflect these elements. As part of the implementation measures proposed for Park Place, the City's existing Neighborhood Commercial (NC) zone will be modified to include "main street" standards for use in creating vibrant neighborhood centers in the North and South Villages.

Have these "main street" standards have ever been adopted for the NC zone? The NC zone code at OCMC 17.24 has in fact been amended to take into account some features of the Beavercreek Road Concept Plan (Thimble Creek). Likewise OCMC 17.62.058 and .059 have been added to address Thimble Creek

But neither 17.24 nor 17.21 appear to have been amended to implement the "main street" standards for the Park Place neighborhood centers.

On the other hand, OCMC 17.21 includes design standards for the single family residential areas of the Park Place Concept Plan, but by its terms this chapter clearly does not apply to the NC zone as applied to Park Place.

I hope there will be a discussion this evening about why the NC zone "main street" standards for Park Place have not yet been adopted.

Thank you for considering these comments.

James Nicita
Oregon City

PS: Today the link to this hearing's agenda packet has not worked. An "Oops message is generated (see attached). Perhaps this might warrant a continuance.

3

AFTER RECORDING RETURN TO:

Clackamas County Official Records
Sherry Hall, County Clerk

2008-07048

Item #1.

City Recorder (Nancy Ide)
P.O. Box 3040
Oregon City, OR 97045-0304

01254847200800704850030033

\$41.00

10/10/2008 12:21:38 PM

D-ORD Cnt=1 Stn=9 DIANNAW
\$15.00 \$16.00 \$10.00**ORDINANCE NO. 07-1007****AN ORDINANCE ADOPTING THE PARK PLACE CONCEPT PLAN; ADOPTING
AMENDMENTS TO OREGON CITY COMPREHENSIVE PLAN AND ITS ANCILLARY
DOCUMENTS (L 07-01)**

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

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

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

WHEREAS, the City will continue to work with Clackamas County to recommend long-term urban and rural reserves during the upcoming 2-year Metro reserves project for future expansion of the Urban Growth Boundary or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21; and

WHEREAS, notice was mailed to all Oregon City property owners in conformance with Measure 56 requirements and notice was published in the local newspaper. Public meetings and workshops were held where the objectives and concepts of the Park Place Concept Plan were presented and discussed; and

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

WHEREAS, the Planning Commission held three public hearings on the proposed amendments; and

WHEREAS, the Planning Commission, based on the oral and written testimony they received at the public hearings, adopted minor revisions to the amendments and unanimously recommended it be adopted; and

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

WHEREAS, further amendments to the Oregon City Comprehensive Plan and Map and Zoning Code and Map will be necessary in order to implement the Park Place Concept Plan, and these Amendments will be considered and reviewed in a duly noticed Public Hearing which

Ordinance No. 07-1007
Effective: May 2, 2008
Page 1 of 2

will be mailed to all Oregon City residents and interested parties in compliance with Measure 56e; and

WHEREAS, adopting the Park Place Concept Plan, and Amendments to the Comprehensive Plan and its ancillary documents is in the best interest of Oregon City to ensure that the goals and policies of the City can be realized,

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The Park Place Concept Plan and Appendix, included as Attachment B of Item 6a on November 7, 2007, is hereby adopted as an Ancillary Document to the Oregon City Comprehensive Plan based on the findings contained in the Staff Report and Record for Planning File L 07-01.

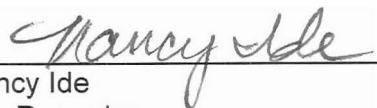
Section 2. The Ancillary Documents to Oregon City Comprehensive Plan, as amended, included as Attachment C of Item 6a on November 7, 2007, are hereby adopted based on the findings contained in the Staff Report and Record for Planning File L 07-01.

Read for the first time at a regular meeting of the City Commission held on the 19th day of March 2008, and the foregoing ordinance was finally enacted by the Commission on this 2nd day of April 2008.



ALICE NORRIS, Mayor

ATTESTED to this 2nd day of April 2008



Nancy Ide
City Recorder

AGENDA
WEDNESDAY, NOVEMBER 7, 2007

REGULAR MEETING OF THE CITY COMMISSION OF OREGON CITY
City Hall – City Commission Chambers
7:00 p.m.

City Commission:

Alice Norris, Mayor
 Trent Tidwell, Commission President
 Damon Mabee
 Doug Neeley
 Daphne Wuest

City Hall:

320 Warner Milne Rd.
 Oregon City, OR 97045
 503-657-0891

Agenda available on [Oregon City's Web site](http://www.orcity.org) at www.orcity.org

6:30 p.m. **EXECUTIVE SESSION – CITY COMMISSION**

- a. Executive Session pursuant to ORS 192.660(2)(h): To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

1. **CONVENE REGULAR MEETING OF NOVEMBER 7, 2007, AND ROLL CALL**

2. **FLAG SALUTE**

3. **CEREMONIES, PROCLAMATIONS, PRESENTATIONS**

- a. Oregon City Law Enforcement Trends – Chief Gordon Huiras, Police Chief and Public Safety Director

4. **CITIZEN COMMENTS**

This section of the agenda allows citizens up to 3 minutes to present information or raise issues relevant to the city, regarding items not on the agenda. As a general practice, the City Commission will not engage in discussion with those making comments. Prior to speaking, citizens should fill out a form (available in the foyer) and hand it to the Mayor or City Recorder.

5. **ADOPTION OF THE AGENDA**

6. **PUBLIC HEARINGS**

- a. **LEGISLATIVE:** Public Hearing and Adoption of the Park Place Concept Plan as an Amendment to the Oregon City Comprehensive Plan and its Ancillary Documents
 [Commission Report](#) [Park Place Concept Plan](#)
 Staff: Dan Drentlaw, Community Development Director
- b. [Public Hearing and Ordinance No. 07-1019](#), Development Agreement between Modena Homes and the City of Oregon City
 Staff: Dan Drentlaw, Community Development Director



Item 6c continued to the December 5, 2007 City Commission meeting at the applicant's request.

- c. Resolution for Proposed Annexation of 114 Acres Located East of Beaver Creek Road and North of Old Acres Lane *(Continued from the August 1, 2007 City Commission meeting)*
Staff: Dan Drentlaw, Community Development Director

7. GENERAL BUSINESS

- a. [Clearwire US LLC](#); Wireless Telecommunications Site Lease at Boynton Water Reservoir
Staff: Nancy Kraushaar, City Engineer and Public Works Director
- b. [Personal Services Agreement](#), Supplement No. 2, Cook Street Pump Station Final Design and Construction Services, Wallis Engineering
Staff: Nancy Kraushaar, City Engineer and Public Works Director

8. CONSENT AGENDA

(This section allows the City Commission to consider routine items that require no discussion and can be approved in one comprehensive motion. An item may only be discussed if it is pulled from the consent agenda.)

- a. [Minutes of the August 15, 2007 Regular Meeting](#) *(all present)*
Staff: Nancy Ide, City Recorder
- b. [Minutes of the August 15, 2007 Work Session](#) *(all present)*
Staff: Nancy Ide, City Recorder
- c. [OLCC: Liquor License Application](#) – Greater Privilege Liquor License for Full On-Premises Sales for a Commercial Establishment, Applying as an Individual, DBA Panaderia Mitzil, Located at 212 Molalla Avenue, Oregon City
Staff: Gordon Huiras, Police Chief and Public Safety Director
- d. [Restrictive Non-Remonstrance Agreement](#) for the McCarver Landing Subdivision Project, Located at 554 Warner Parrot (TP06-06)
Staff: Nancy Kraushaar, City Engineer and Public Works Director
- e. [Public Water Easement for the Park Place Wood Products](#) Property, Located at 13665 Holcomb Boulevard (Misc 07-01)
Staff: Nancy Kraushaar, City Engineer and Public Works Director
- f. [Public Water Easement for Summit Woodworking, Inc.](#) Coyle Property, Located at 13663 Holcomb Blvd. (Misc07-01)
Staff: Nancy Kraushaar, City Engineer and Public Works Director
- g. [Annexation Agreement and Measure 37 Waiver](#) for 14450 Thayer Road (AN 06-05)
Staff: Dan Drentlaw, Community Development Director

COMMISSION REPORT: CITY OF OREGON CITY

TO THE HONORABLE MAYOR AND COMMISSIONERS

Item #1.

320 Warner Milne Road, Oregon City, Oregon 503.657.0891

	Agenda Item No.: 6a	Topic: Adoption of the Park Place Concept Plan as an Amendment to the Oregon City Comprehensive Plan and its Ancillary Documents, and amendments to the Oregon City Zoning Code. (Planning File L 07-01).
	Agenda Type: PUBLIC HEARING	
	Meeting Date: November 7, 2007	Attachments: ☒ Yes ☐ No
Prepared By: P. Walter	Reviewed By: D. Drentlaw	Approved By: L. Patterson

RECOMMENDATION:

The Planning Commission recommends that the City Commission approve the Park Place Concept Plan and Appendix as an amendment to the Oregon City Comprehensive Plan and its Ancillary Documents, along with amendments to the Zoning Ordinance. Planning Commission's motion also included a recommendation to begin updating the City's System Development Charges and to form an ad-hoc committee to review and make recommendations for green building standards and requirements. This is a legislative action.

REASON FOR RECOMMENDATION:

Based on the oral and written testimony provided at public hearings and the work sessions with Oregon City residents and interested parties, the Planning Commission unanimously recommended approval on October 8, 2007 of the Park Place Concept Plan and the proposed amendments to the Comprehensive Plan, Ancillary Documents and Zoning Code. Metro will make a final determination as to whether the plan meets Title 11 requirements, however the planning commission have determined that the plan appears to meet all of the necessary requirements for adoption by the City, including Metro Title 11.

BACKGROUND:

As required by Metro *Title 11: Planning for New Urban Areas* of the *Urban Growth Management Functional Plan*, the Park Place Concept Plan is intended to lay a foundation for urbanization of the Park Place area brought in the City's Urban Growth Boundary (UGB). The Park Place Concept Plan addresses annexation, urban services, residential density and design, housing, commercial and employment uses, transportation, natural resources, public facilities and services, schools, roads, and developable and unbuildable lands. The plan is based on core values developed by the Project Advisory Committee to address these issues. The plan's regulatory compliance section documents in detail how the plan meets the requirements of Title 11.

The proposed Park Place Concept Plan, dated October 31, 2007, was developed through an extensive interactive public process and was guided by a Project Advisory Committee comprised of neighbors, stakeholders, business owners and City residents from February 2006 to present, to draft a framework for sustainable development of the Park Place area.

ATTACHMENTS

- A. Staff Memo to Planning Commission of 10/8/07 detailing Motion for Recommendation.
- B. Park Place Concept Plan and Appendix: Draft: June 20, 2007– Version 1.3 (Appendix On-File)
- * C. Amendments to Ancillary Documents to Oregon City Comprehensive Plan (CIP Estimates).
- D. Oregon City Zoning Code Amendments: OCMC 17.40, 17.44 and 17.65 (CC only)
- E. Planning File L 07-01 – Review: Matrix of the Record from July 9, 2007 to October 8, 2007
- F. Draft Minutes from 7/9/07 Planning Commission Public Hearing
- G. Draft Minutes from 8/13/07 Planning Commission Public Hearing
- H. Draft Minutes from 9/24/07 Planning Commission Public Hearing
- I. Draft Minutes from 10/8/07 Planning Commission Meeting

ATTACHMENT C

PARK PLACE CONCEPT PLAN
Amendment to Comprehensive Plan Ancillary Documents

Ancillary Document:	Transportation System Plan
Date of Adoption:	April 2001

The Transportation System Plan shall be amended to reference the following needed capital improvements in the Park Place Concept Plan:

Table 5-1. Summary of Estimated Needs for Transportation Improvements.

Table 5-1: Summary of Estimated Needs for Transportation Improvements (for concept planning purposes only)

Roadway	No Build	Build	Total
HWY 213 Corridor Improvements (I-205 to Oregon City UGB)	75-125,000,000	0	75-125,000,000
Redland Road: Abernethy/Holcomb to Swan Ave.		11,500,000	11,500,000
Holly Lane: Redland to Maplelane	3,000,000	0	3,000,000
Livsey Road: Swan Ext to Holly Ext		1,800,000	1,800,000
Donovan Road: Holly Lane to Ogden Middle School		1,200,000	1,200,000
Swan Ave Extension: Existing Swan Ave south to Holcomb Blvd		1,100,000	1,100,000
Swan Ave Extension: Livesay canyon to Redland Road		9,300,000	9,300,000
Swan Ave Extension: Redland Rd to Holly Ln		9,300,000	9,300,000
Holly Lane: Redland to Holcomb Blvd		17,400,000	17,400,000
Total	78-128,000,000	51,600,000	130-180,000,000

Intersections			
Anchor Way/Redland	2,900,000		2,900,000
Holly Ln/Redland Rd	2,000,000		2,000,000
Holly Ln/Maplelane Rd	1,600,000		1,600,000
Swan Ave/Holcomb Blvd		300,000	300,000
Total Intersection Improvements	6,500,000	300,000	6,800,000
Grand Totals	85-135,000,000	51,900,000	137-187,000,000

Table 5-2: Facility Ownership and Estimated Construction Costs

Table 5-2: Facility Ownership and Estimated Construction Costs (for concept planning purposes only)

Roadway	ODOT	Clackamas	No Build	Build	Totals
Highway 213 Corridor Improvements (I-205 to Oregon City UGB)	75-125,000,000			0	75-125,000,000
Redland Road: Abernethy/Holcomb to Swan Ave.		6,900,000	0	4,600,000	11,500,000
Holly Lane: Redland to Maplelane			3,000,000	0	3,000,000
Livsey Road: Swan Ext to Holly Ext			0	1,800,000	1,800,000
Donovan Road: Holly Lane to Ogden Middle School			0	1,200,000	1,200,000
Swan Ave Extension: Existing Swan Ave south to Holcomb Blvd			0	1,100,000	1,100,000
Swan Ave Extension: Livesay canyon to Redland Road			0	9,300,000	9,300,000
Swan Ave Extension: Redland Rd to Holly Ln			0	9,300,000	9,300,000
Holly Lane: Redland to Holcomb Blvd		10,400,000	0	7,000,000	17,400,000
Total Roadway	75-125,000,000	17,300,000	3,000,000	34,300,000	130-180,000,000

Intersections					
Anchor Way/Redland		1,700,000		1,200,000	2,900,000
Holly Ln/Redland Rd		1,200,000		800,000	2,000,000
Holly Ln/Maplelane Rd		1,000,000		600,000	1,600,000
Swan Ave/Holcomb Blvd		200,000		100,000	300,000
Total Intersection		4,100,000	0	2,700,000	6,800,000
Grand Totals	75-125,000,000	21,400,000	3,000,000	37,000,000	137-187,000,000

Source: Kittelson & Associates

PARK PLACE CONCEPT PLAN

Amendment to Comprehensive Plan Ancillary Documents

Ancillary Document:	Sanitary Sewer Master Plan
---------------------	-----------------------------------

The Sanitary Sewer Master Plan shall be amended to reference the following needed capital improvements in the Park Place Concept Plan:

Table 5-4. Summary of Sewer System Improvements

Sewer System Improvement	Size	Number	Length (ft)	Cost/ft	Total Cost
North Village:					
Livesay Rd - E of Swan	12"		1,500	\$100	\$150,000
Manholes	4"	5		\$4,000	\$19,000
Swan Ave - Livesay Rd to Redland Rd.	12"		1,947	\$100	\$194,700
Manholes	4"	6		\$4,000	\$23,470
Livesay Rd - W of Swan	10"		1,894	\$95	\$179,930
Manholes	4"	6		\$4,000	\$22,940
Livesay Rd - W to Redland Rd.	8"		839	\$90	\$75,510
Manholes	4"	3		\$4,000	\$12,390
North Village to Redland Rd	12"		1,964	\$100	\$196,400
Manholes	4"	6		\$4,000	\$23,640
North Village to Hilltop	10"		3,568	\$95	\$338,960
Manholes	4"	10		\$4,000	\$39,680
Subtotals		25	11,712		\$1,276,620
Redland Road: *					
48" connection to Swan Ave	36"		1,891	\$335	\$633,485
Manholes	6"	6		\$7,200	\$41,238
Swan Ave to Holly Lane	36"		1,245	\$335	\$417,075
Manholes	6"	4		\$7,200	\$29,610
Holly Lane to UGB Boundary	36"		2,448	\$335	\$820,080
Manholes	6"	7		\$7,200	\$51,264
Subtotals		17	5,584		\$1,992,752
South Village:					
Swan Ave - Redland Rd to Donovan Lane	12"		1,995	\$100	\$199,500
Manholes	4"	6		\$4,000	\$23,950
Swan Ave - Donovan Lane to UGB Bndry	10"		1,353	\$95	\$128,535
Manholes	4"	4		\$4,000	\$17,530
Holly Lane - Redland Rd to Donovan Lane	12"		1,910	\$100	\$191,000
Manholes	4"	6		\$4,000	\$23,100
Holly Lane - Donovan Lane to UGB Bndry	10"		1,244	\$95	\$118,180
Manholes	4"	4		\$4,000	\$16,440
Donovan Lane - Swan Ave to Holly Lane	8"		610	\$90	Use Extg
Manholes	4"	3		\$4,000	\$10,100
Subtotals		23	7,112		\$728,335
	8"		1,449		
	10"		8,059		
	12"		9,316		
	36"		5,584		
Total Linear Feet of Sewer Lines			24,408		
Construction Cost					\$3,997,707
Design Costs (20% of construction cost)					\$799,541
Construction + Design Cost					\$4,797,248
Contingency (15%)					\$719,587
Total Cost					\$5,516,836

Table 5-4. Summary of Sewer System Improvements

Source: David Evans & Associates

Table 5-5. Summary of Stormwater System Improvements

Storm Water System Improvement	Quantity	Units	Cost/ft	Total Cost
Livesay Creek Basin				
Ponds - Assumes approx 10,000 cu ft	5	EACH	\$15,000	\$75,000
Pipe - Assumes 12"	1,200	LF	\$68	\$81,600
Subtotals				\$156,600
Holcomb Creek Basin				
Ponds - Assumes approx 10,000 cu ft	1	EACH	\$15,000	\$15,000
Pipe - Assumes 12"	260	LF	\$68	\$17,680
Subtotals				\$32,680
Abernethy Creek Basin				
Ponds - Assumes approx 10,000 cu ft	13	EACH	\$15,000	\$195,000
Pipe - Assumes 12"	2,510	LF	\$68	\$170,680
Subtotals				\$365,680
Total Ponds	19			
Total Pipe	3,970			
Construction Cost				\$554,960
Design Costs (20% of construction cost)				110,992
Construction + Design Cost				665,952
Contingency (15%)				99,893
Total Cost				\$765,845

Table 5-5. Summary of Storm Water System Improvements

Source: David Evans & Associate

PARK PLACE CONCEPT PLAN
Amendment to Comprehensive Plan Ancillary Documents

Ancillary Document:	Water Master Plan
Date of Adoption:	October 2004

The Water Master Plan shall be amended to reference the following needed capital improvements in the Park Place Concept Plan:

Pp. 82-83, and Table 5-3. Summary of Water System Improvements:

Water System Improvement	Size	Length (ft)	Cost/ft	Total Cost
North Village:				
Livesay Rd - E of Swan	12"	1,500	\$106	\$159,000
Swan Ave - Livesay Rd to Redland Rd.	12"	1,969	106	208,714
Livesay Rd W of Swan	10"	1,888	90	169,920
Livesay Rd W. to Holcomb Rd.	10"	784	90	70,560
North Village to Redland Rd.	16"	1,981	126	249,606
North Village to Holcomb Rd.	10"	3,576	90	321,840
Subtotals		11,698		1,179,640
Redland Road:				
SFWB connection to Swan Ave	16"	2,805	\$126	\$353,430
Swan Ave to Holly Lane	16"	1,245	126	156,870
Holly Lane to UGB Boundary	16"	2,448	126	308,448
Subtotals		6,498		\$818,748
South Village:				
Swan Ave - Redland Rd to Donovan Lane	16"	1,962	\$126	\$247,212
Swan Ave - Donovan Lane to UGB Bndry	10"	1,353	90	121,770
Holly Lane - Redland Rd to Donovan Lane	12"	1,906	106	202,036
Holly Lane - Donovan Lane to UGB Bndry	10"	1,244	90	111,960
Donovan Lane - Swan Ave to Holly Lane	16"	610	126	76,860
Donovan Lane - Swan Ave to School	16"	1,035	126	130,410
Subtotals		8,110		\$759,838
	10"	8,845		
	12"	5,375		
	16"	12,086		
Total Lineal Feet of Water Lines		26,306		
Construction Cost				\$2,758,226
Design Costs (20% of construction cost)				551,645
Construction + Design Cost				3,309,871
Contingency (15%)				496,481
Total Cost				\$3,806,352

Source: David Evans & Associates

PARK PLACE CONCEPT PLAN
Amendment to Comprehensive Plan Ancillary Documents

Ancillary Document:	Parks and Recreation Master Plan
Date of Adoption:	July 1999 (pending update 2007)

The Parks and Recreation Master Plan shall be amended to reference the following needed capital improvements in the Park Place Concept Plan:

Table 5-6. Summary of Park Improvements

Table 5-6. Summary of Park Improvements

Park Type	Acres		Acquisition		Development		Total
	Range	Assumed	\$/Acre*	\$'s	\$/Acre	\$'s	
Community	8 to 10	9	\$100,000	\$900,000	\$140,000	\$1,260,000	\$2,160,000
Neighborhood	3 to 5	4	125,000	500,000	140,000	560,000	1,060,000
Total Cost				\$1,400,000		\$1,820,000	\$3,220,000

*The Clackamas County Office of Assessment and Taxation reports current market values for vacant unimproved land without services ranges as low as \$33,000/acre. We assume a developable acre of land with services will be purchased for parks

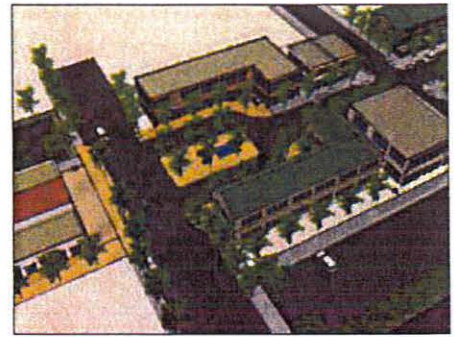
Table 5-7. Improvements Summary

Table 5-7. Improvements Summary

Service	Cost	Number of EDUs*	Cost per EDU
Transportation	36,980,000	1,620	\$22,827
Water	3,806,352	1,620	2,350
Sanitary Sewer	5,516,836	1,620	2,405
Storm Water	765,845	1,620	473
Parks	3,220,000	1,458	2,209
Total Cost	\$50,289,032		\$31,263

An EDU for retail and office is assumed to equal about 10 percent of total trips, water usage, and sewage production

the heart of the North Village. The Livesay Main Street is envisioned to have wide sidewalks, landscaped stormwater facilities (bioswales), pedestrian-scale lighting, street trees, and benches. The roadway terminates at the junction of the Holly Lane Extension with a Village Green and civic building (i.e., library, community center, environmental interpretative center, or post office). This mixed-use district is surrounded by medium-density housing (figures at right), which is within walking distance of the core area, and single-family housing that blends into the surrounding existing single-family residential neighborhoods. Small-scale commercial businesses, like a coffee shop, bookstore, dry cleaners, or café, are proposed to anchor the intersection of Holly Lane Extension and Livesay Main Street and surround the Village Green.



New mixed-use development and civic node in the North Village

The land uses along Livesay Main Street are envisioned to be a mix of residential and commercial uses (e.g., ground-floor, neighborhood-oriented commercial with housing or offices above). The buildings should convey a rich palette of architectural elements that distinguish the Village from the existing auto-oriented commercial uses and a proposed regional shopping center in the area bounded by Washington Street, Abernethy, and Highway 213. The types of elements incorporated into the design of the street facing façade should include large storefront windows, recessed entry ways, awnings and canopies, building lighting, and a rhythm of columns and/or pilasters that break the façade into smaller, more intimate modules.



A variety of housing types and densities is proposed in both the North Village and the South Village

In order to ensure that architectural design elements are integrated into future development in the North Village, it is necessary to develop implementation measures that reflect these elements. As part of the implementation measures proposed for Park Place, the City's existing Neighborhood Commercial (NC) zone will be modified to include "main street" standards for use in creating vibrant neighborhood centers in the North and South Villages.

The Park Place Concept Plan includes a general street plan and street cross-sections as well as an overview of natural resource planning in Park Place, with recommended extension of density transfer provisions to all natural resource overlay zones occurring in the Park Place plan area. These implementation measures are described in more detail in Chapter 4 of this document and Appendix I.



Taller buildings and a mix of uses provide a desirable sense of enclosure around the civic space in the North Village

South Village

The South Village is located at the intersection of Swan Avenue and Donovan (Figure 3-3). The South Village proposes a small neighborhood commercial node with a 3 - 5 acre park (figures at left) surrounded by a significant amount of medium-density housing; however, it will probably be some time before the existing single-family residential neighborhoods experience sufficient pressure to redevelop. Civic landmarks in the South Village include the existing Ogden Middle School and a new park. Similar to the North Village, these uses are surrounded by medium- and low-density housing.

Chapter 17.24 NC NEIGHBORHOOD COMMERCIAL DISTRICT¹

17.24.010 Designated.

The neighborhood commercial district is designed for small-scale commercial and mixed-uses designed to serve a convenience need for residents in the surrounding low-density neighborhood. Land uses consist of small and moderate sized retail, service, office, multi-family residential uses or similar. This district may be applied where it is appropriate to reduce reliance on the automobile for the provision of routine retail and service amenities, and to promote walking and bicycling within comfortable distances of adjacent residential infill neighborhoods, such as within the Park Place and South End Concept Plan areas. Approval of a site plan and design review application pursuant to OCMC 17.62 is required.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 13-1017, § 1(Exh. 1), 4-16-2014; Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 19-1008, § 1(Exh. A), 12-18-2019)

17.24.020 Permitted uses—NC.

The following uses are permitted within the neighborhood commercial district:

- A. Any use permitted in the mixed-use corridor, provided the maximum footprint for a stand-alone building with a single store or multiple buildings with the same business does not exceed ten thousand square feet, unless otherwise restricted in this chapter;
- B. Grocery stores, provided the maximum footprint for a stand-alone building with a single store or multiple buildings with the same business does not exceed forty thousand square feet;
- C. Live/work dwellings;
- D. Outdoor sales that are ancillary to a permitted use on the same or abutting property under the same ownership.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 13-1017, § 1(Exh. 1), 4-16-2014; Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 19-1008, § 1(Exh. A), 12-18-2019)

17.24.025 Conditional uses.

The following conditional uses may be permitted when approved in accordance with the process and standards contained in OCMC 17.56:

- A. Any use permitted in the neighborhood commercial district that has a building footprint in excess of ten thousand square feet;
- B. Emergency and ambulance services;

¹Editor's note(s)—Ord. No. 08-1014, adopted July 1, 2009, repealed Chapter 17.24 in its entirety and enacted new provisions to read as herein set out and subsequently amended. Prior to amendment, Chapter 17.24 pertained to similar subject matter. See Ordinance Disposition List for derivation.

- C. Drive-through facilities;
- D. Outdoor markets that are operated before six p.m. on weekdays;
- E. Public utilities and services such as pump stations and sub-stations;
- F. Religious institutions;
- G. Public and or private educational or training facilities;
- H. Gas stations;
- I. Hotels and motels, commercial lodging;
- J. Veterinary clinic or pet hospital.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 13-1017, § 1(Exh. 1), 4-16-2014; Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 19-1008, § 1(Exh. A), 12-18-2019)

17.24.035 Prohibited uses.

The following uses are prohibited in the NC District:

- A. Distributing, wholesaling and warehousing;
- B. Outdoor storage;
- C. Outdoor sales that are not ancillary to a permitted use on the same or abutting property under the same ownership;
- D. Hospitals;
- E. Kennels;
- F. Motor vehicle sales and incidental service;
- G. Motor vehicle repair and service;
- H. Self-service storage facilities;
- I. Heavy equipment service, repair, sales, storage or rental (including but not limited to construction equipment and machinery and farming equipment);
- J. Marijuana production, processing, wholesaling, research, testing, and laboratories;
- K. Mobile food units or vendors, except with a special event permit;
- L. Residential use that exceeds fifty percent of the total building square footage on-site.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 13-1017, § 1(Exh. 1), 4-16-2014; Ord. No. 16-1008, § 1(Exh. A), 10-19-2016, ballot 11-8-2016; Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 19-1008, § 1(Exh. A), 12-18-2019)

17.24.040 Dimensional standards.

Dimensional standards in the NC district are:

- A. Maximum building height: Forty feet or three stories, whichever is less.
- B. Maximum building footprint: Ten thousand square feet.
- C. Minimum required setbacks if not abutting a residential zone: None.

- D. Minimum required interior and rear yard setbacks if abutting a residential zone: Ten feet plus one-foot additional yard setback for every one foot of building height over thirty-five feet.
- E. Maximum Allowed Setback.
 - 1. Front yard setback: Five feet.
 - 2. Interior yard setback: None.
 - 3. Corner side yard setback abutting a street: Thirty feet.
 - 4. Rear yard setback: None.

Public utility easements may supersede the minimum setback. Maximum setback may be increased per OCMC 17.62.055.D.

- F. Standards for residential uses: Residential uses shall meet the minimum net density standards for the R-3.5 district, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a mixed-use configuration or to live/work dwellings. Any new lots proposed for exclusive residential use shall meet the minimum lot size and setbacks for the R-3.5 zone for the proposed residential use type.

- G. Minimum required landscaping (including landscaping within a parking lot): Fifteen percent.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 19-1008, § 1(Exh. A), 12-18-2019; Ord. No. 21-1007, § 1(Exh. A), 4-21-2021)

17.24.050 Additional standards for Thimble Creek Concept Plan Area.

- A. Applicability. This section applies to all development in the NC district within the Thimble Creek Concept Plan Area.
- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the NC zone within the Thimble Creek Concept Plan Area. In the event of a conflict, the standards of this section control.
- C. Uses.
 - 1. All uses permitted per OCMC 17.24.020.A and B, are limited to a maximum footprint for a stand-alone building with a single store or multiple buildings with the same business not to exceed ten thousand square feet, unless otherwise restricted in this chapter.
 - 2. Residential uses, excluding live/work, that do not exceed fifty percent of the total building square footage within the Thimble Creek Concept Plan Neighborhood Commercial Zoning District.
 - 3. Artisan and specialty goods production is permitted, constituting small-scale businesses that manufacture artisan goods or specialty foods and makes them available for purchase and/or consumption on-site, with an emphasis on direct sales rather than the wholesale market. Examples include: Candy, fruit and vegetable preserving and specialty foods, bakeries and tortilla manufacturing; artisan leather, glass, cutlery, hand tools, wood, paper, ceramic, textile and yarn products; microbreweries, microdistilleries, and wineries. All uses shall provide either:
 - a. A public viewing area that includes windows or glass doors covering at least twenty-five percent of the front of the building face abutting the street or indoor wall, allowing direct views of manufacturing; or
 - b. A customer service space that includes a showroom, tasting room, restaurant, or retail space.
 - 4. Drive-throughs are prohibited.

5. Gas stations are prohibited.

D. Dimensional Standards.

1. Maximum building height shall be sixty feet or five stories, whichever is less.
2. Minimum building height shall be twenty-five feet or two stories, whichever is less, except for accessory structures or buildings under one thousand square feet.
3. Maximum corner side yard setback abutting a street shall be five feet.
4. Minimum floor area ratio (FAR) shall be 0.5.
 - a. Required minimum FARs shall be calculated on a project-by-project basis and may include multiple contiguous blocks. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FAR.
 - b. An individual phase of a project shall be permitted to develop below the required minimum FAR provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism that the required FAR for the project will be achieved at project build-out.
5. Minimum required landscaping: Ten percent. Required landscaping areas may include:
 - a. Landscaping within a parking lot.
 - b. Planter boxes.
 - c. Eco roofs.
 - d. Paved courtyard or plaza with at least twenty-five percent of the area used for landscaping, planter boxes, and/or water features including shade trees planted at the ratio of one tree for every five hundred square feet of urban plaza area.

E. Residential Uses. Residential uses, excluding live/work dwellings, shall be subject to the following additional standards:

1. All ground-floor residential uses, with the exception of entrances for upper-story residential uses, shall be set back a minimum of one hundred fifty feet from the property line along Glen Oak Road.
2. Ground-floor residential building square footage shall not exceed fifty percent of the ground-floor nonresidential building square footage on-site.
3. Ground-floor residential uses shall achieve a minimum net density of 17.4 units per acre, with no maximum net density.
4. Any new lots proposed for exclusive residential use shall meet the minimum lot size and setbacks for the R-2 zone for the proposed residential use type.
5. Upper-story residential uses are permitted with no limitations.

F. Site Design Standards.

1. In lieu of complying with OCMC 17.62.050.B.1, parking areas shall be located behind the building façade that is closest to the street or below buildings and shall not be located on the sides of buildings or between the street and the building façade that is closest to the street.

(Ord. No. 21-1006, § 1(Exh. A), 7-1-2020)



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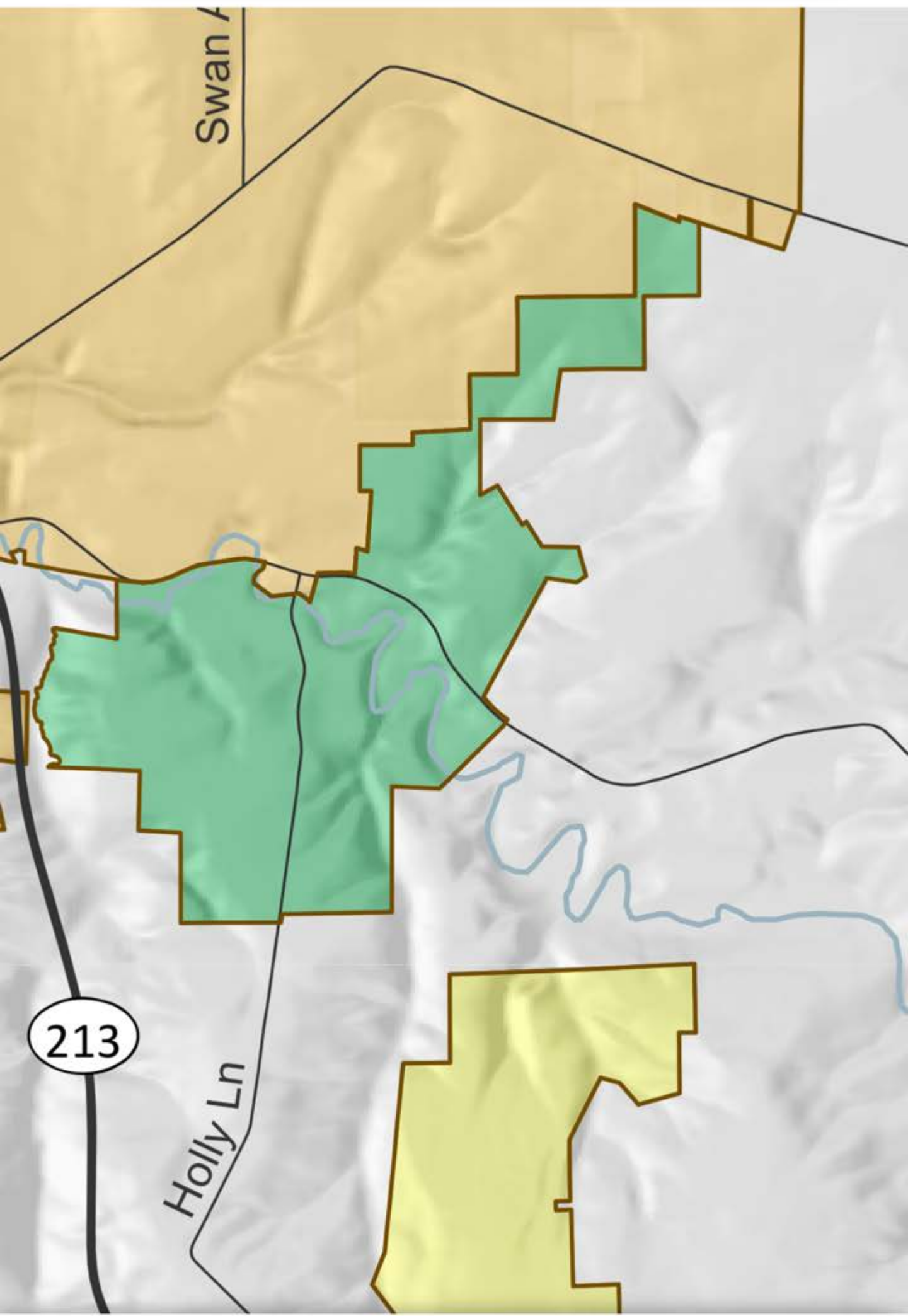
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If you continue to see this error, please contact us at meetingssupport@municode.com

[Click here and try to login again.](#)

Item #1.



GLUA-21-00045: Park Place Crossing General Development Plan:

MAS-21-00006 – General Development Plan (GDP)

VAR-22-00001 – Variance

Type III Quasi-judicial review

Kelly Reid, Planner

Planning Commission

May 9th, 2022

Tonight's Hearing

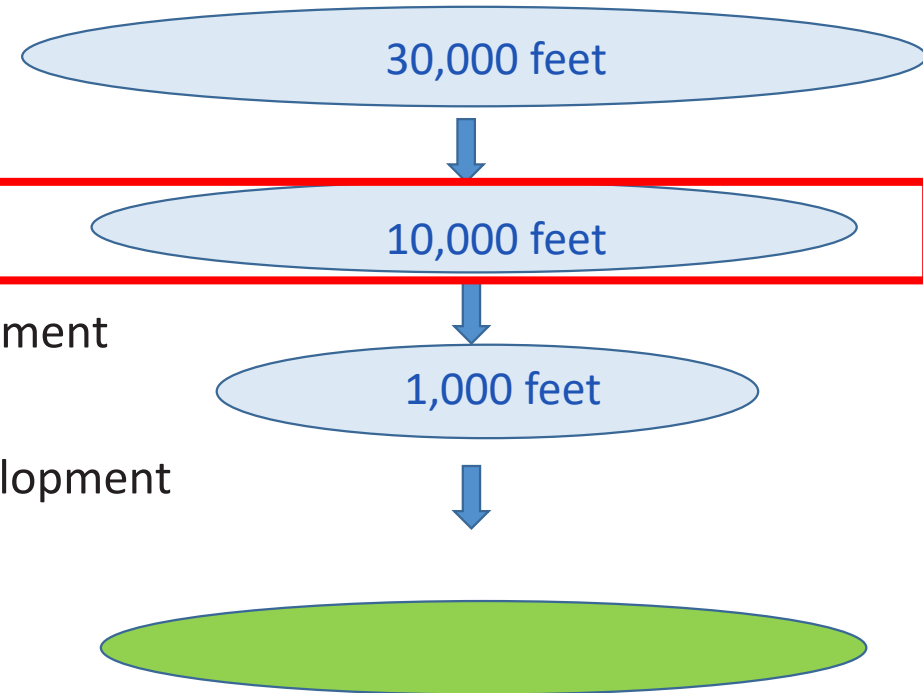
1. Staff report
2. Applicant's Presentation
3. Public Testimony
4. Applicant's rebuttal
5. Planning Commission Deliberation



Park Place Crossing GDP

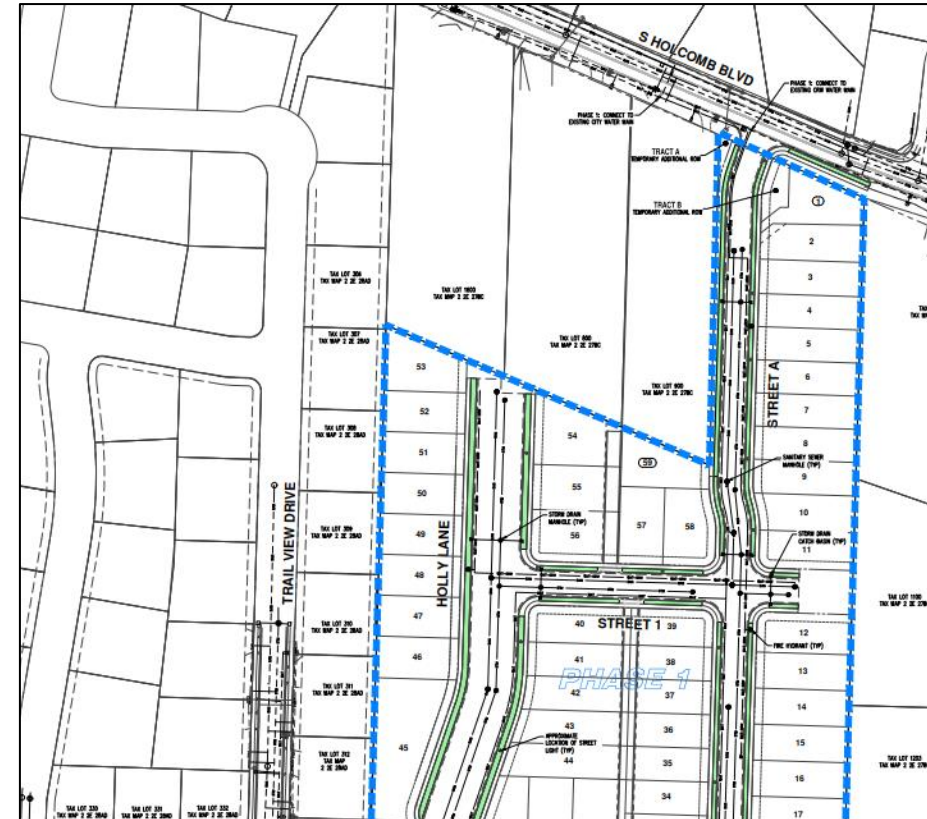
Project History and GDP Process

- Concept Plan Adoption (Type IV)
- Annexation and Zone Change (Type IV)
- General Development Plan review (Type III)
- Detailed Development Plan (DDP) review for each development phase (Type II)
 - DDPs must be consistent with approved General Development Plan
- Construction Plans and Permits (Type I)



Items that will be reviewed at time of DDP

- Tree removal and mitigation
- Geologic Hazard compliance
- NROD compliance
- Stormwater designs
- Block lengths
- Final lot sizes and layout
- Further transportation analysis



General Development Plan

Item #1.



- 476 total housing units, including 126 attached dwellings and 350 detached dwellings
- Construction of a segment of Holly Lane, a planned collector street
- A future public park site of 4.4 acres
- Approximately 1.3 acres of commercial/civic space provided in two parcels
- An off-street trail system within protected natural areas

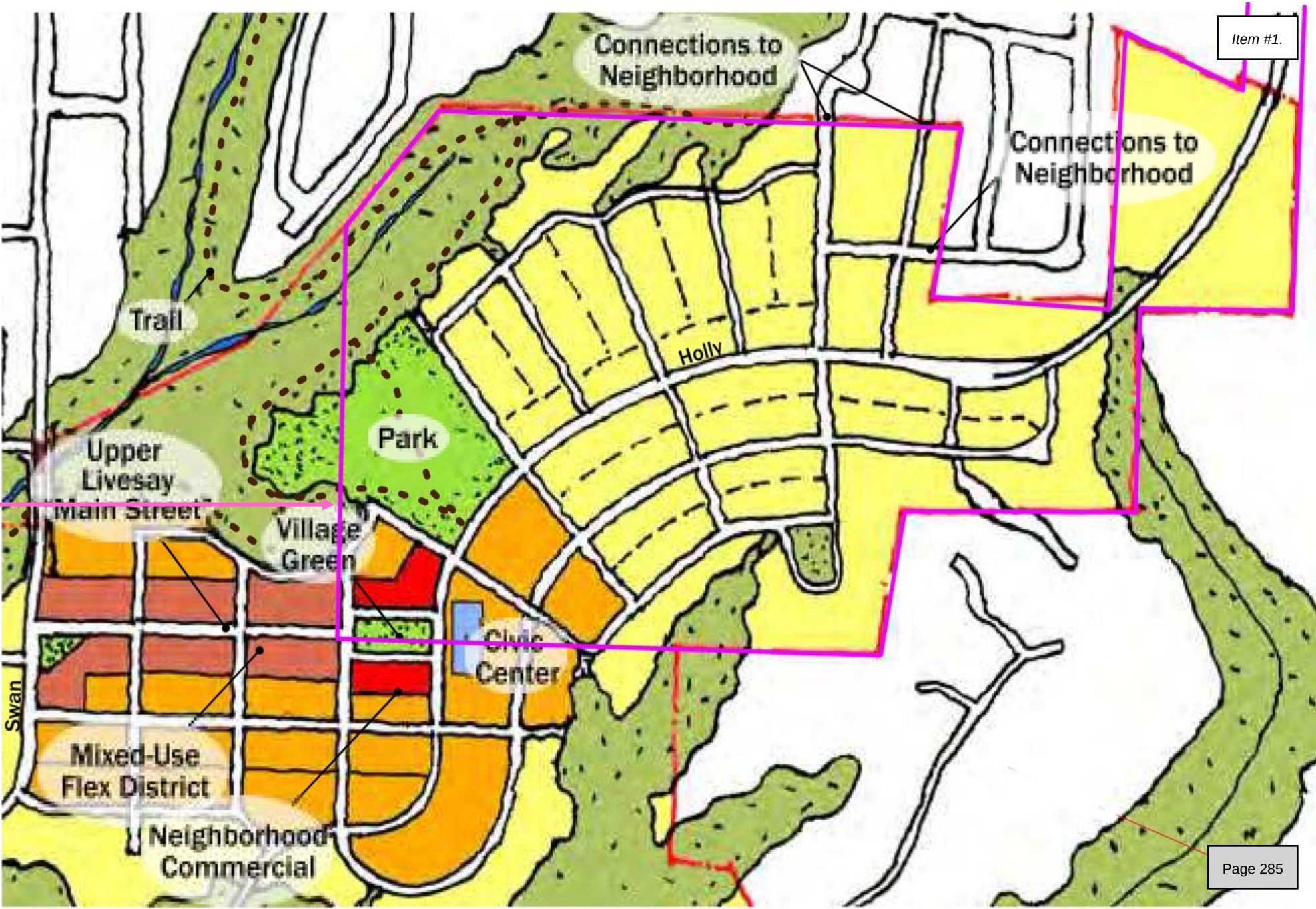
Project Summary

- **General Development Plan (GDP):** The overall long-term approach to development through 2030 for up to 476 residential lots, including supporting parks, trails, and neighborhood commercial and civic spaces. Included in the request for GDP approval is:
 - A modification to street width standards for a limited segment of Holly Lane
 - Adjustments to the following development standards:
 - OCMC 17.08.040 and 17.10.040 Dimensional Standards, including up to 20% reduction of lot sizes, widths, depths, and setbacks
 - OCMC 17.21.090.A for garage placement and design
 - OCMC 17.08.050 and 17.10.050 Density Standards to exceed maximum density by approximately 4%
- **Variance:** Request to reduce the minimum lot size for attached single family lots to 1800 square feet.



Park Place Crossing GDP

Park Place Concept Plan

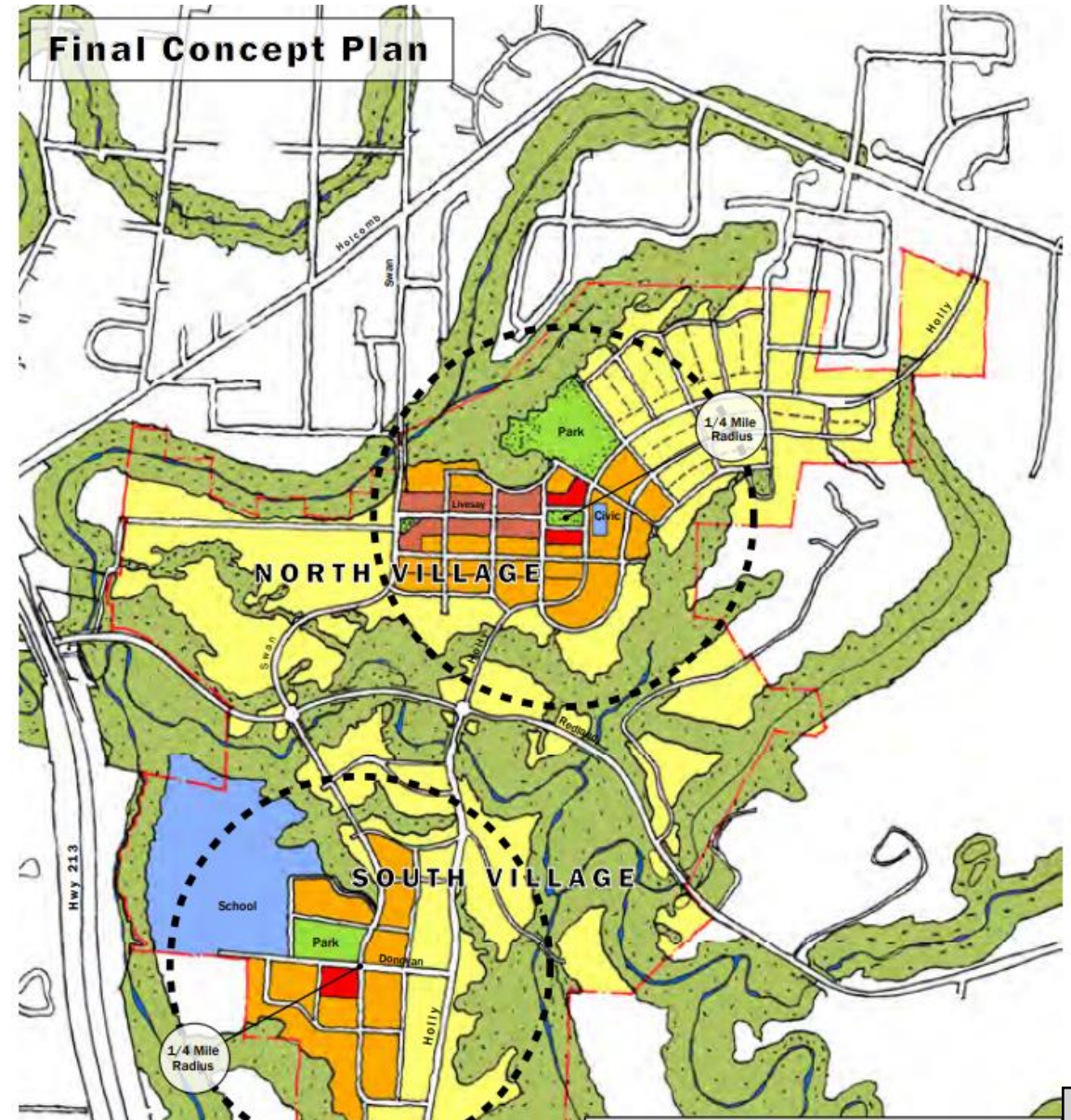


Subject property

Density and Lot Size

Item #1.

2002 UGB Expansion Area	
Vacant + Developable Land	246.9 acres
Constrained Land	-103.4 acres
New Roads and Utilities	-34.4 acres
Net Buildable Land	109.1 acres
Units (10 du/acre)	1,091 units
1980 UGB Expansion Area (Livesay Area)	
Vacant + Developable Land	171.6 acres
Constrained Land	-48.7 acres
New Roads and Utilities	-31.2 acres
Net Buildable Land	93.4 acres
Units (4 du/acre)	367 units
Park Place Study Area Total	
	1,458 units



Density and Lot Size

Land Use	Area (gross acres)		Units	
	North Village	South Village	North Village	South Village
 Low/Medium-Density Residential	142	61	724	309
 Medium/High-Density Residential	28	29	213	213
 Mixed-Use Commercial	8	0	-	-
 Retail	2	1.6	-	-
 Civic	0.7	28	-	-
 Park	8	3.2	-	-
 Constrained Land	84.6	81.5	144	138
TOTAL			937	

- The subject site represents about 50% of the North Village land area.
- Consequently, about 50% of the residential units should be provided to achieve minimum plan density
- 50% of 937 units is 469 units.

Density and Lot Size

Required: 469 units

Proposed: 477 units

Density Adjustment: up to 10%

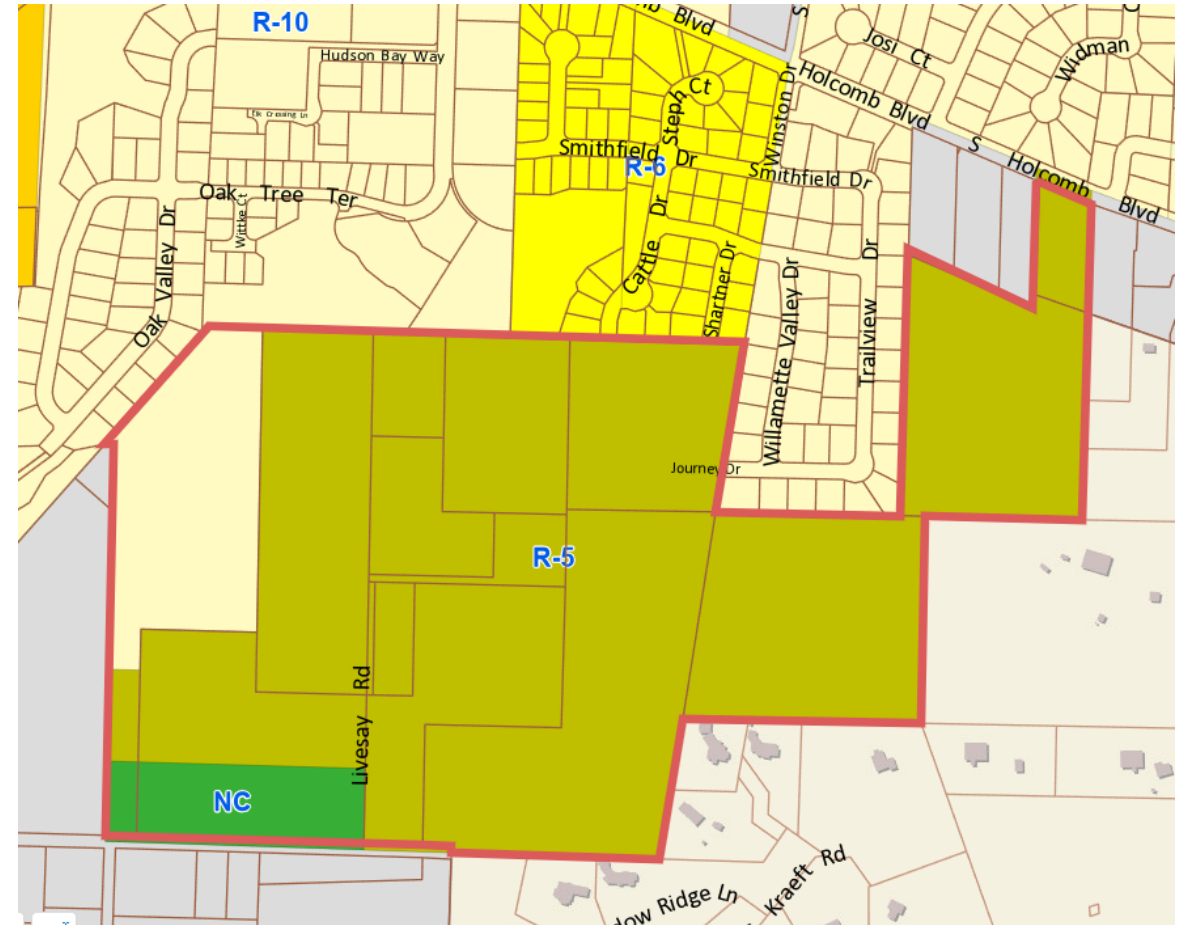
Lot Size adjustment: up to 20%

Variance: 1800 sf lots for attached units

- Example: 20x90 foot lot
(typical house footprint: 20x45)

Mitigation: Open space acreage is provided over and above what was anticipated in Park Place Concept Plan

Staff recommendation: approve



Implications of HB 2001/Middle Housing Code Amendments

- Future DDPs could propose lots sized to accommodate middle housing*
 - E.g. 1500 sf townhome lots or 7,000 sf quadplex lots
- Individual building permit applications for middle housing
 - E.g. Duplex
- Traffic studies still apply

*Future DDP applications can use code in place at time of GDP submittal (July 20, 2021) or the code version in place at time of DDP submittal



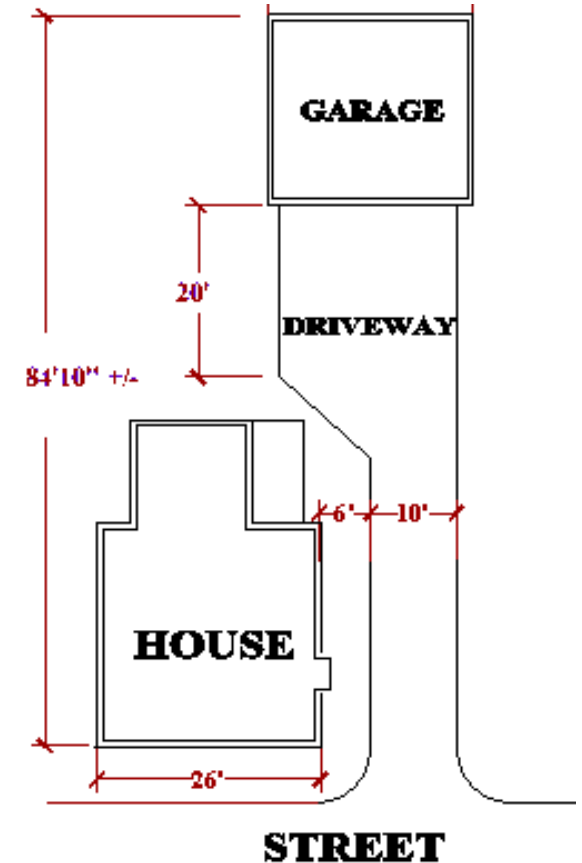
Garage Design Standard Adjustment

Requested adjustment: Allow front-loaded garages

Current standard: "Garages must be detached, side entry or rear entry. For side entry garages: The garage area shall not be located in front of the living area."

Current exemption opportunity: "An exemption may be granted....if the applicant proposes a design that mitigates the impact a front entry attached garage has on the pedestrian environment. Any alternative attached garage design shall not project farther than the living area and shall be limited to garage door widths of ten feet or less."

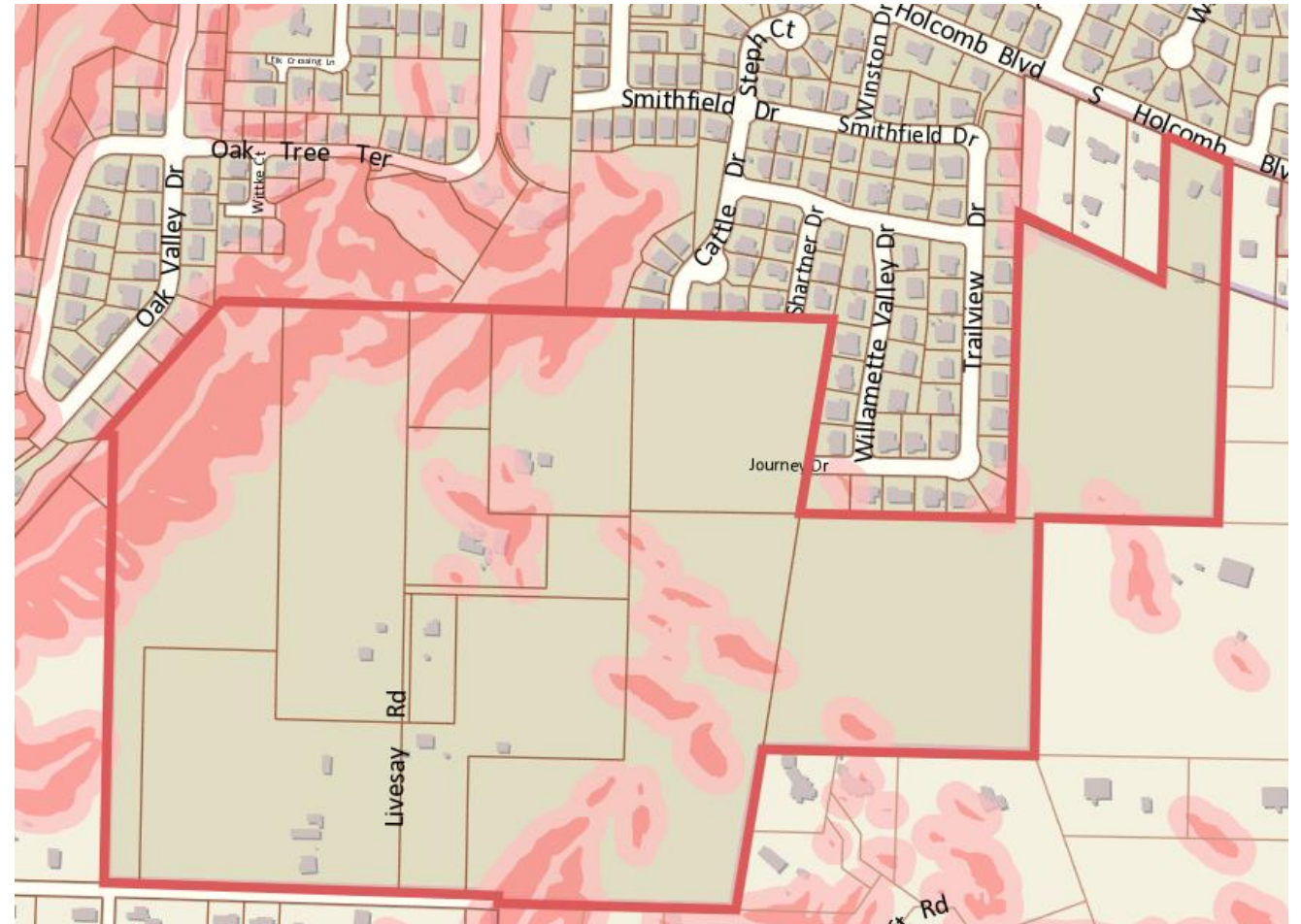
Staff recommendation: Deny



Geologic Hazards

Item #1.

- Recommended conditions of approval to avoid construction on steep slopes where necessary
- May result in re-alignment of streets, revision to lot layout/sizes
- Future geologic hazard reviews with DDP applications

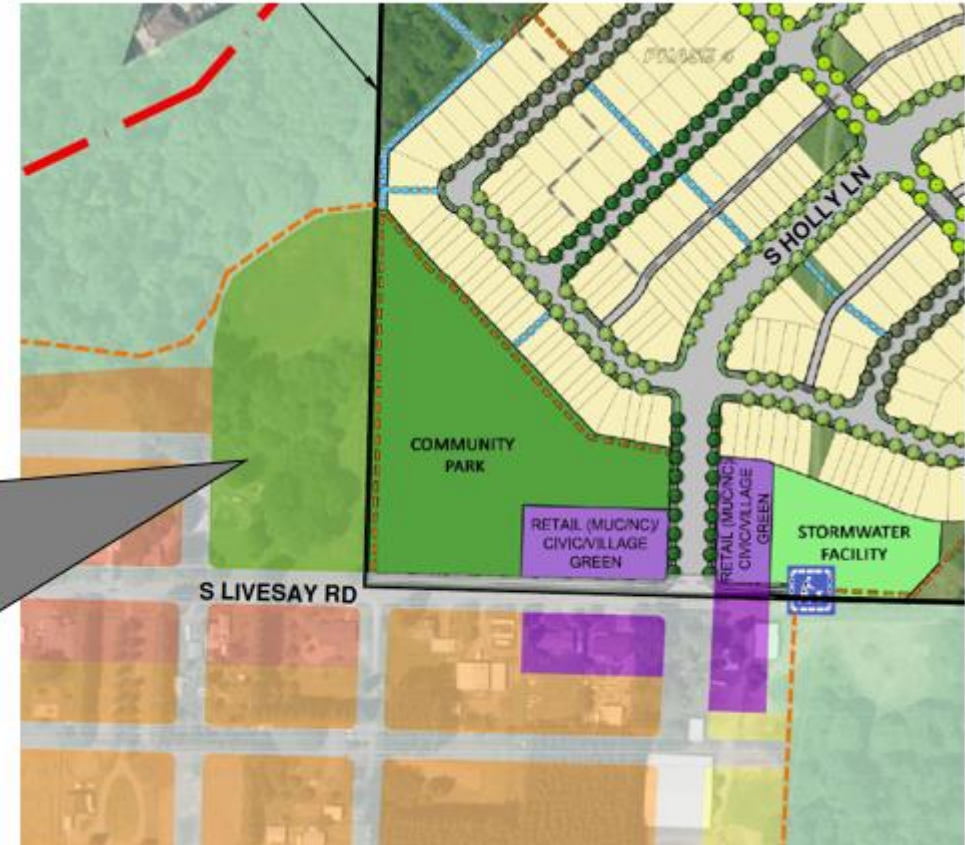


Steep Slopes (Geologic Hazard Overlay)

Parks and Open Space

- Proposed 4.4 acre land dedication to City for future public park
- Recommended condition of approval for timing of dedication
- Recommended condition of approval for park infrastructure and frontage improvements
- Additional acreage of natural open spaces and trails – privately owned and maintained

Additional acreage that could be hypothetically provided in the future to expand the size of the park. While this area is approximately 3-4 acres in size, large portions of this area are a steep ravine and stream.



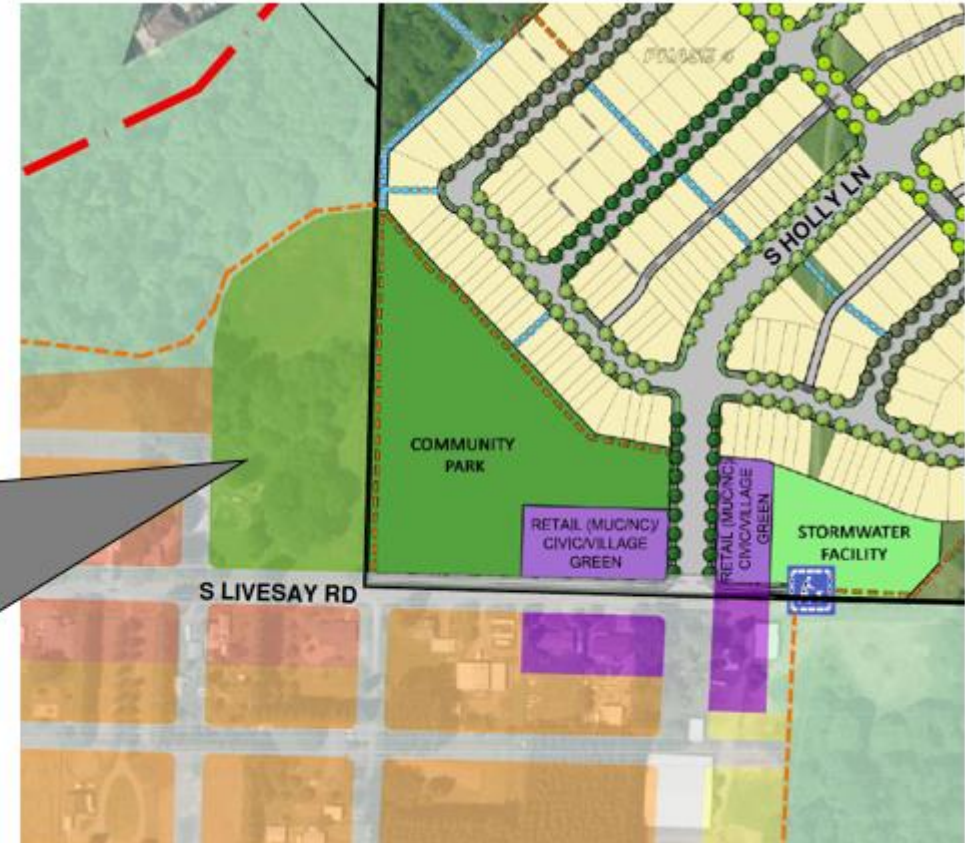
Parks and Open Space

Condition of Approval #10

Proposed revision:

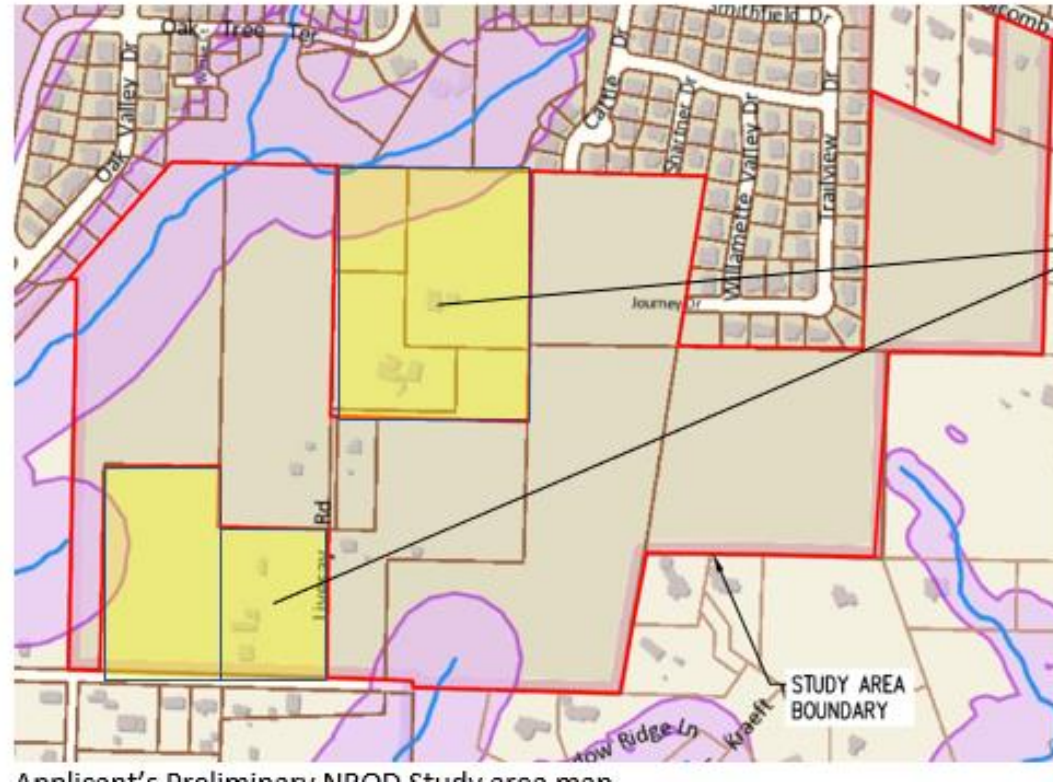
“The applicant shall contribute a fee-in-lieu for parks to be calculated based on \$4,783.80 per unit for park land cost plus \$3,664 per unit for park improvement costs increased at 18% per annum, to be paid at the time of final plat recording of Phase I of the project. This amount shall be held by the City in the form of a surety until at least 4.4 acres of parkland in the location identified in the GDP exhibit is dedicated to the City. The 4.4 acres of park land shall be dedicated to the City at the time of final plat recording of Phase 2.”

Additional acreage that could be hypothetically provided in the future to expand the size of the park. While this area is approximately 3-4 acres in size, large portions of this area are a steep ravine and stream.



Natural Resources Overlay District

- Preliminary NROD study submitted with application
- Future NROD verifications needed with DDP applications
- NROD Density Transfer proposed



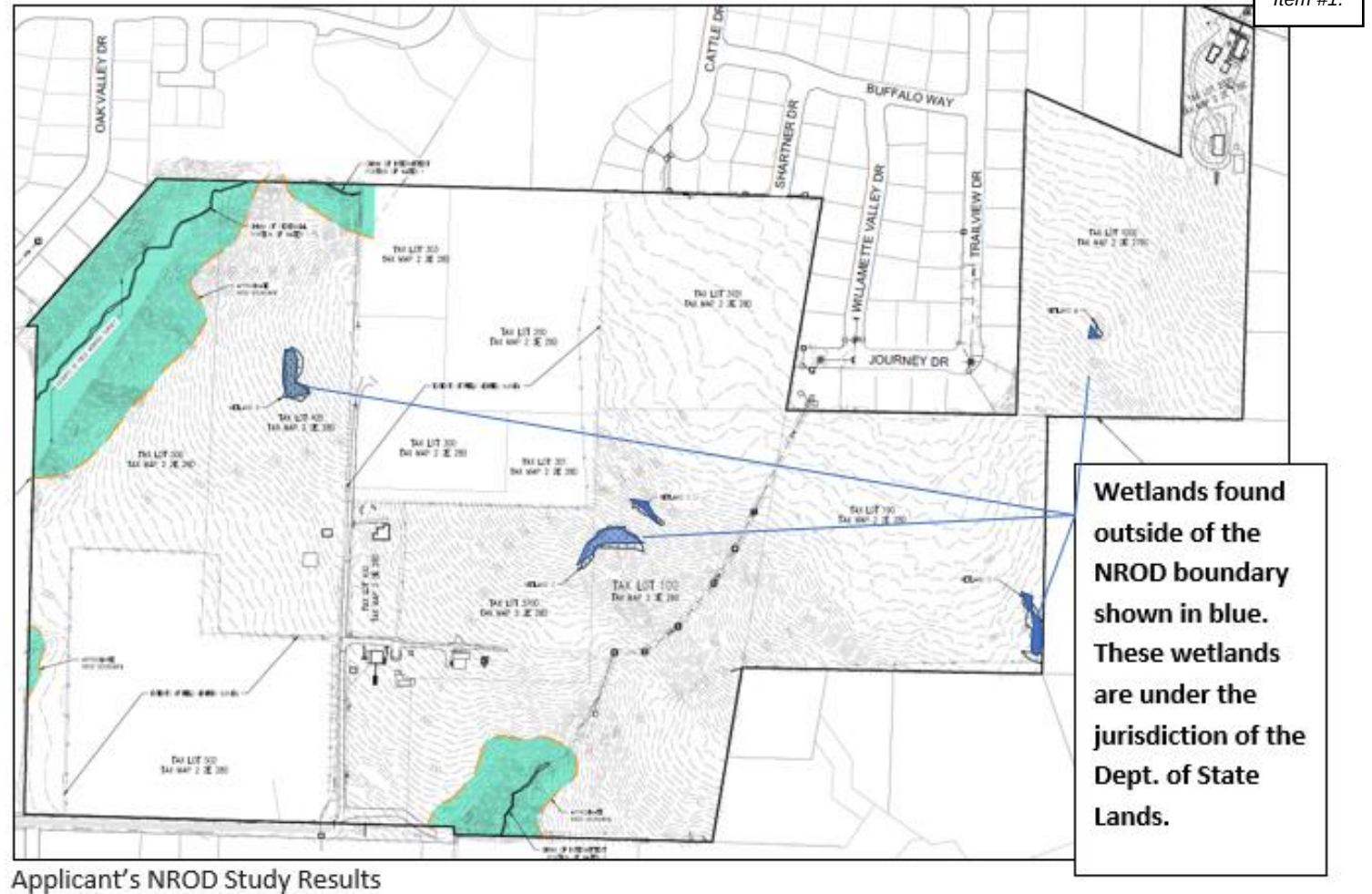
Areas in yellow not included in the Applicant's NROD study

STUDY AREA
BOUNDARY

Applicant's Preliminary NROD Study area map

NROD Study

- Wetlands on property outside of NROD boundaries
- Wetlands regulated by State (DSL) and Federal (Army Corps of Engineers) agencies
- City's NROD only applies when wetland is found within or partially within mapped NROD



Transportation

Applicant's traffic study:

- Accounts for background traffic growth
- Accounts for planned developments (Serres Farms, North End)
- Accounts for pandemic-related traffic fluctuations

Future studies needed for each DDP (except Phase 1)

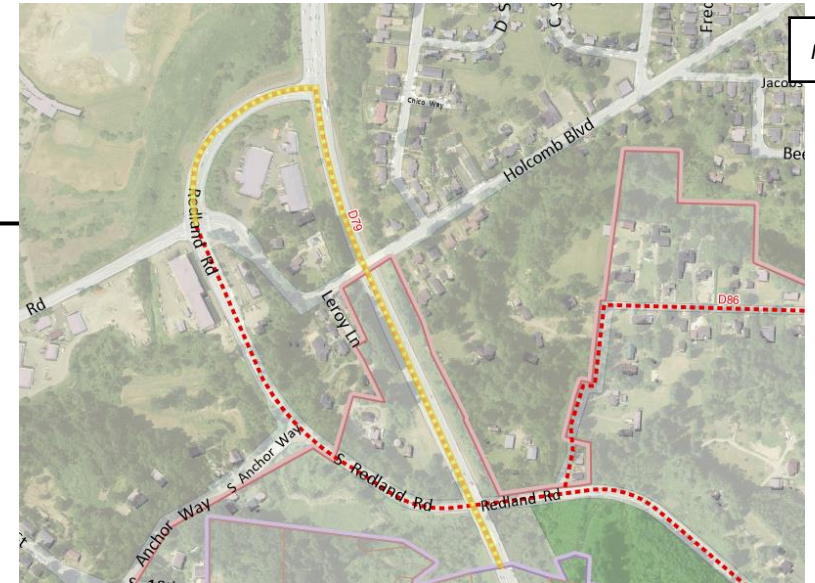
Proportional share financial contributions for TSP projects required for all phases (calculations provided for Phase 1)



Park Place Crossing GDP

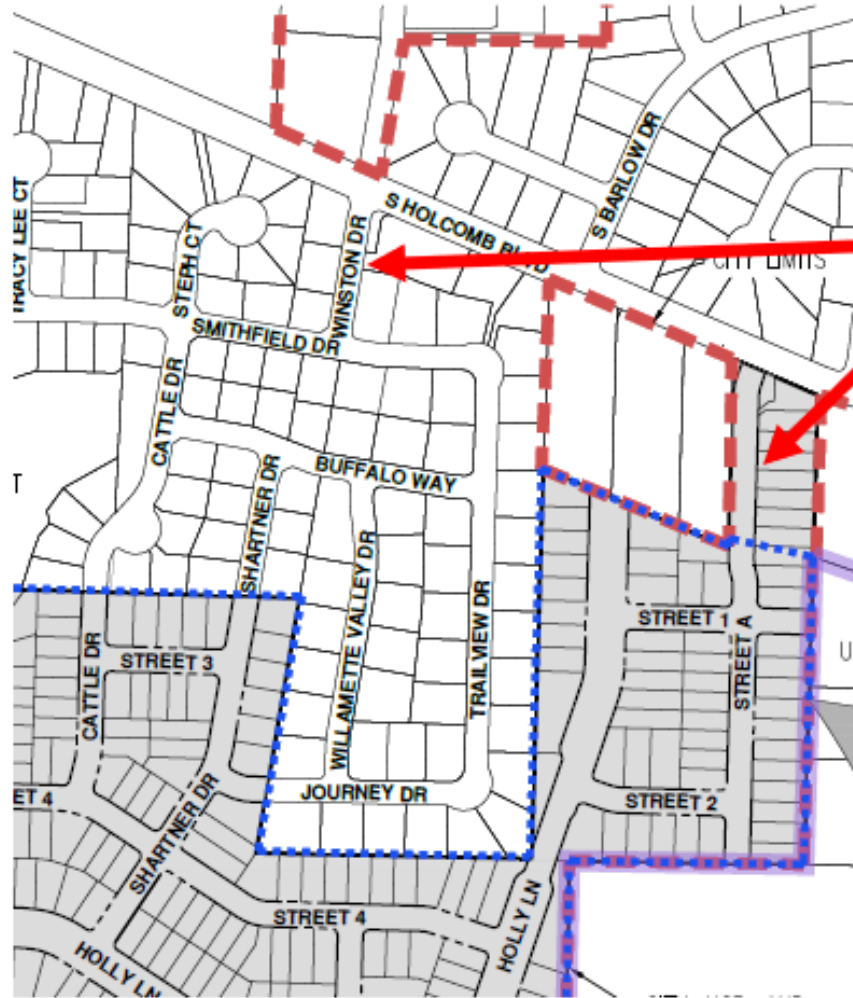
HWY 213 and Redland Rd

- At Phase 2, intersection will be over capacity.
- GDP must show transportation system will be “made capable”
- Recommended condition of approval that capacity must be available, not just planned
- TSP Project D79 – “Jughandle Phase II”



Traffic Impacts

Connections to existing subdivisions combined with lack of extension to Redland Road will result in high volumes of traffic on local streets

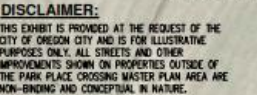


As proposed, two local street access points will be used to access the development by vehicle. One, Street A, is a new street in the development. The other, Winston Drive, is an existing street that currently provides a single vehicular access for 108 residential lots.

Holly Lane would be expected to be connected to Holcomb Blvd eventually, but this connection is not proposed by the applicant due to lack of property control.

Item #1.

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Page 299

Park Place Crossing GDP

Street Connectivity

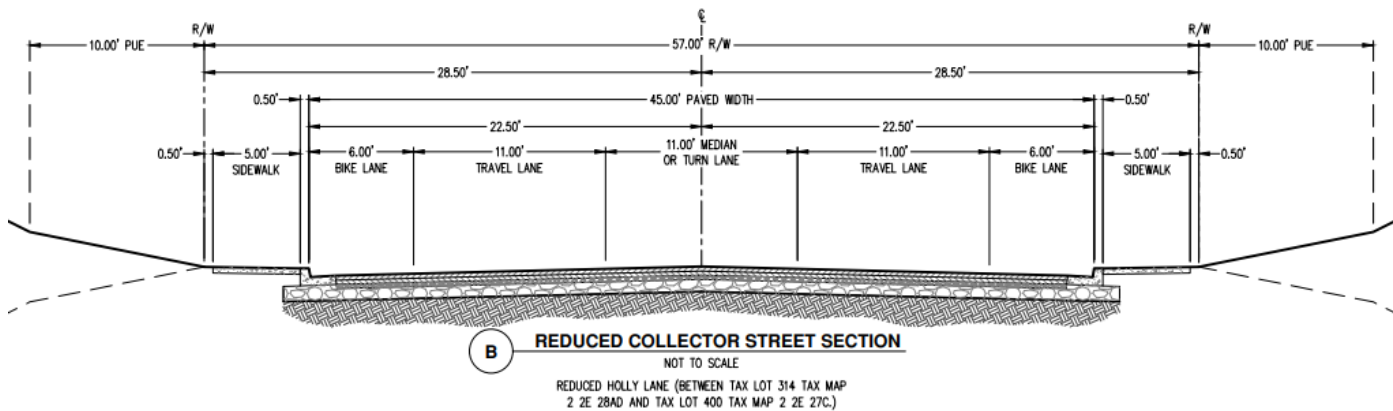


Concept Plan (left) which has local streets running in a north-south direction to the east and west of Holly Lane, and applicant's plan (right) which does not include such local street connections.

Holly Lane modification request

For segment of Holly Lane, reduce right-of-way width to 57 feet

Eliminates on-street parking spaces and planter strips



Staff recommendation: approve

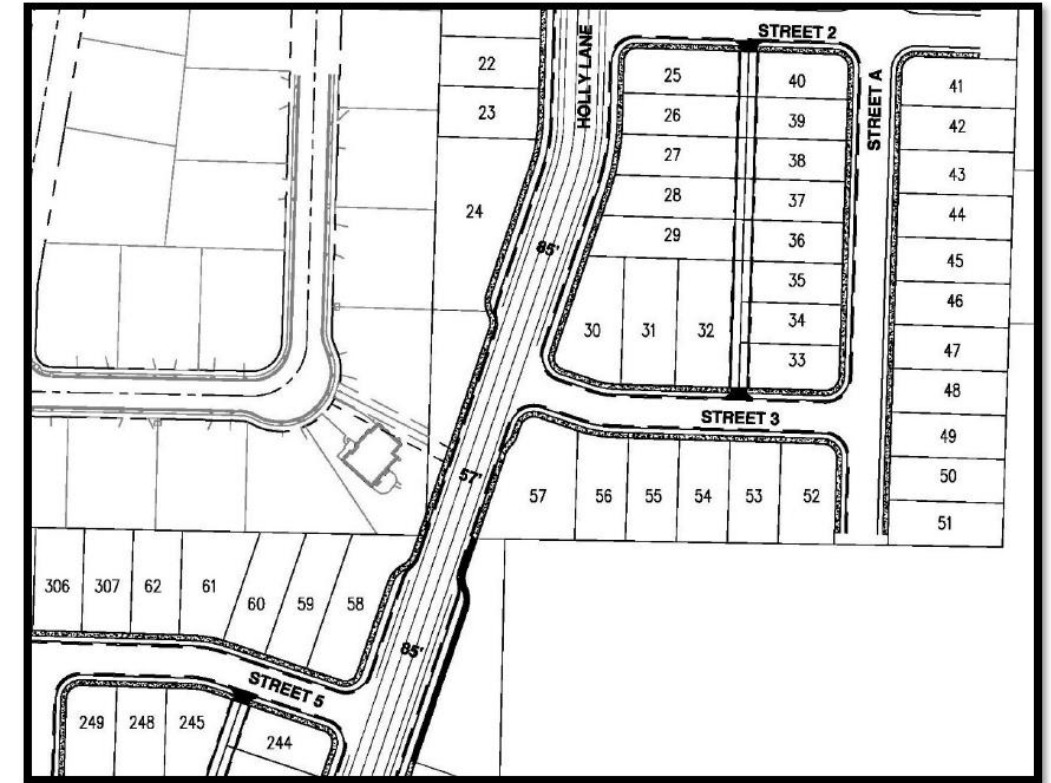


Figure 9: Reduced S Holly Lane Cross-Section

Planning Commission Options

1. Approve the application with the recommended conditions of approval.
2. Approve the application with revised conditions. Close the public hearing, schedule a special meeting in order to adopt revised findings and conditions.
3. Deny the application. Another hearing may be needed in order to adopt revised findings, but the record would be closed.
4. Continue the hearing to a date certain. This option may be used if the Planning Commission requires more information or more time to reach a decision.





