

**17.65.070 Adjustments to Development Standards.****Adjustment #6**

*Code: 17.62.055.H.2 - Institutional and commercial building standards. Minimum Wall Articulation. Facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet.*

Requested adjustment:

Adjust the Minimum Wall Articulation in 17.62.055.H.2 to reduce the depth of required wall plane projections or recesses from three percent to 2.8 percent.

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

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

**Applicant's Response:**

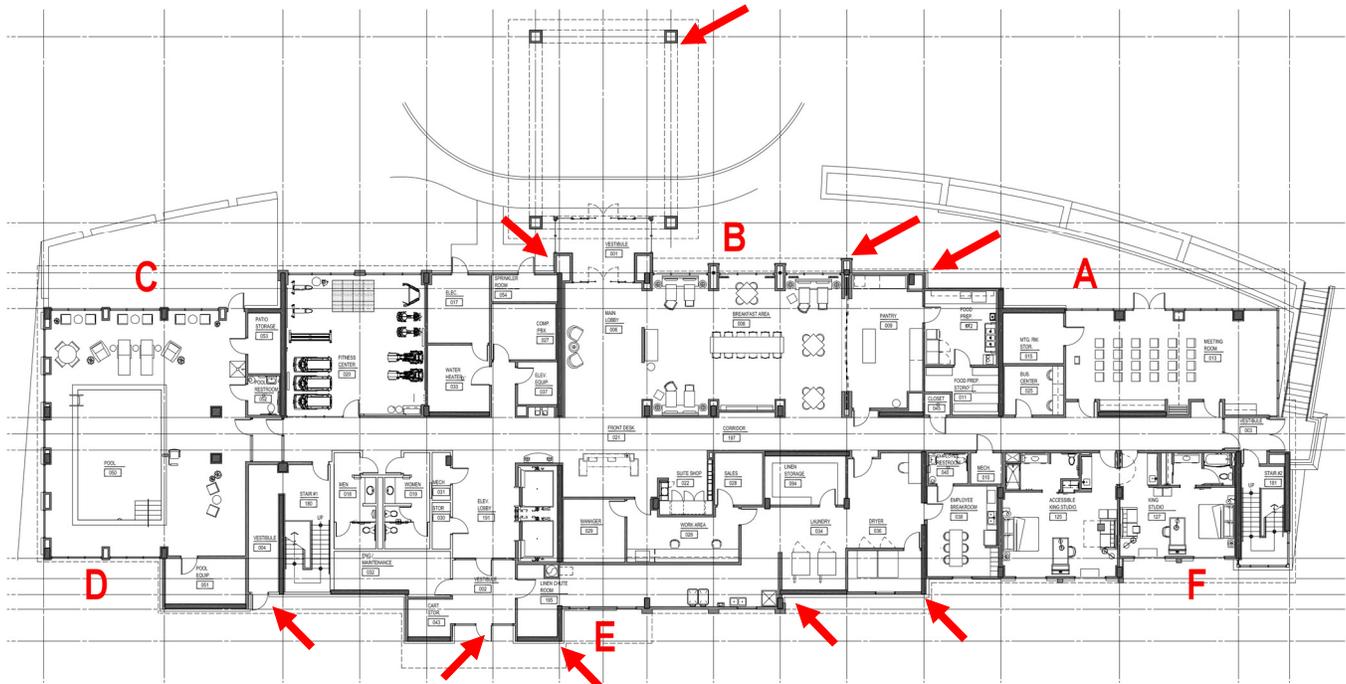
The stated purpose of 17.62.55 is:

*Purpose. The primary objective of the regulations contained in this section is to provide a range of design choices that promote creative, functional, and cohesive development that is compatible with surrounding areas. Buildings approved through this process are intended to serve multiple tenants over the life of the building, and are not intended for a one-time occupant. The standards encourage people to spend time in the area, which also provides safety through informal surveillance. Finally, this section is intended to promote the design of an urban environment that is built to human scale by creating buildings and streets that are attractive to pedestrians, create a sense of enclosure, provide activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement.*

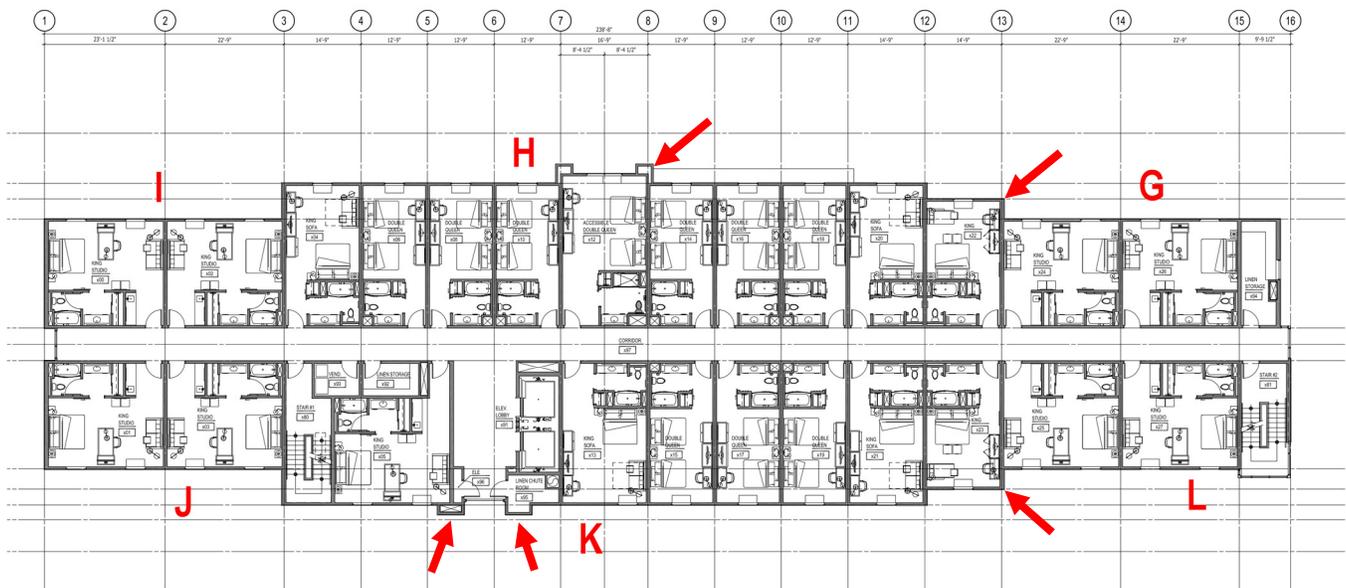
The North and South facades are both approximately 238 feet long. The standard requires a projection or recess of 3% of 238 feet or 7.14' for a minimum length of 20% of the length of the façade, or 47.6 feet.

**North Facade:** At the lobby level, the large windows located at 'A' and 'C' are recessed approximately 7.23 feet back from the wall plane located at 'B' meeting the depth standard. The recessed wall at 'A' is approximately 55 feet long, and 'C' is approximately 45 feet long. At the top of the building the face of the wall and parapet are recessed between 7.7 feet and 11.5 feet back from the face of the parapet at the center of the building, a distance of approximately 68 feet, which meets the standard. At floors 2 thru 5 the wall planes located at 'G' and 'I' are recessed approximately 6.8 feet back from the wall plane at 'H' [a recess of 2.8%] for a length of 56 feet and 45.5 feet respectively. Additional recesses also occur at several locations [see arrows], further adding to visual relief of the facade.

**South Façade:** At the ground level, the wall planes located at 'D' and 'F' are recessed approximately 9.5 feet back from the wall plane located at 'E', meeting the depth standard. The recessed wall at 'D' is approximately 23 feet long, and 'F' is approximately 33 feet for a total of approximately 56 feet, which meets the standard. At the top of the building the face of the wall and parapet are recessed between 7.7 feet and 11.5 feet back from the face of the parapet at the center of the building, a distance of approximately 68 feet, which meets the standard. At floors 2 thru 5 the wall planes located at 'L' and 'J' are recessed approximately 6.8 feet back from the wall plane at 'K' [a recess of 2.8%] for a length of 56 feet and 45.5 feet respectively. Additional recesses also occur at several locations [see arrows], further adding to visual relief of the facade.



**LOBBY FLOOR**



**FLOORS 2 thru 5**

The proposed design provides building articulation at the parapet which exceeds the requirements of the code. This parapet articulation will be the most visible when the building is viewed either from a distance or from pedestrians in close proximity to the building. The proposed design also provides building articulation at the ground level which exceeds the requirements of the code. This ground level articulation will be most visible to pedestrians when they are in close proximity to the building. Finally the proposed design provides articulation at floors 2 through 5 which is within a few inches of

complying with the standard. The articulation at floors 2 through 5 will be difficult for people viewing the building to perceive since it cannot be judged at either the ground level or at the parapet, and it is difficult to assess the depth of the articulation of these floors when viewed either from a distance or from close proximity to the building. Furthermore the design includes additional architectural features which, although they do not technically comply with the design standard, add depth and interest to floors 2 through 5.

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

**Applicant's Response:**

The cumulative effect of the requested adjustments results in a project consistent with the overall purpose of the MUD zone. The adjustments enhance security, increase buildability, and promote project feasibility, allowing for a mixed use project including lodging and retail/service with residential uses on upper floors appropriate to the MUD zone per 17.34.010.

As proposed the design provides an attractive, well articulated, response to difficult site conditions including; shape of site, flood zone and; existing historic residence.

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

**Applicant's Response:**

City designated goal 5 resources include the historic Hackett House, Abernethy Creek, and a wetland adjacent to the I-205 freeway . These resources are protected to the extent otherwise required by Title 17 in compliance with the following sections:

17.40 – Historic Overlay District. The Hackett House is a locally designated historic structure and landmark. The Historic Review Board reviewed and approved the project. The historic Hackett House will remain in its original site location without modification. Development of a hotel serving the needs of visitors to the End of the Oregon Trail Interpretive Center across the street supports economic development in the area. Redevelopment of underutilized property within the MUD zone relieves development pressure on existing open space, while protecting natural resources, conserving scenic and historic areas.

17.49 – Natural Resources Overlay District [NROD]: Abernethy Creek is located across 17<sup>th</sup> Street to the southwest of the project site. A wetland adjacent to I-205 is located across the railroad right-of-way to the northwest of the project site. The attached "NROD Boundary Verification Report" describes these resources and concurrence has been requested that no wetlands, waterways, or other protected features exist on the subject properties and that the NROD buffers do not project onto the subject properties.

*4. Any impacts resulting from the adjustment are mitigated; and*

**Applicant's Response:**

At the lobby floor and parapet where the articulation will be most visible, the wall articulation standard is met or exceeded. At floors 2-5 the length of required articulation exceeds the minimum, while the recess is approximately 4" less than required. Additional articulation is provided at all floors providing cumulative façade articulation exceeding the requirements. Variation between articulation at lobby, roof, and upper floors adds additional variation, further mitigating façade articulation.

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

**Applicant's Response:**

There are no officially inventoried resources or resource values present on the subject property. Property is located within the Natural Resources Overlay District [NROD] per City maps. See Exhibit E, "NROD Boundary Verification Report" for background data and information supporting the following requested actions:

1. Concurrence that no wetlands, waterways, other protected features exist on the subject properties.
2. Concurrence that NROD buffers do not project onto the subject properties. In the case of Abernethy Creek, 17th Street constitutes a physical barrier. In the case of the wetland area to the North, the wetland buffers per table 17.49.110 fall about 150FT from the project.

Erosion and sediment control measures required by section 17.47, including an erosion control plan are provided. 17<sup>th</sup> Street separates Abernethy Creek from the project site and surface drainage from approximately the street centerline flows away from Abernethy Creek, further minimizing detrimental environmental impacts on the resource. The wetland adjacent to I-205 is on the opposite side and is separated from the project site by the existing railroad tracks. The railroad tracks are elevated above the wetland and form a physical barrier between the wetland and the project site.

6. *The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents.*

**Applicant's Response:**

The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents by meeting the following comprehensive plan goals & supporting the following policies:

*Goal 1.1 Citizen Involvement Program*

*Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement.*

The project design team has received input from the neighborhood association, resulting in review and approval of the project as submitted.

*Goal 1.4 Community Involvement*

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

Public notice for community involvement in the land use process, including requested adjustments has been issued.

*Policy 2.1.3 - Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow developments to vary from prescriptive standards if planned and approved under this provision.*

The proposed project supports policy 2.1.3 by being designed and submitted under the Master Plans provisions of Section 17.65, with adjustments as provided by Section 17.65.070.

*Goal 2.2 Downtown Oregon City*

*Develop the Downtown area, which includes the Historic Downtown Area, the "north end" of the Downtown, Clackamette Cove, and the End of the Oregon Trail area, as a quality place for shopping, living, working, cultural and recreational activities, and social interaction. Provide walkways for pedestrian and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.*

The proposed adjustment enables the proposed hotel entrance to be connected by walkway and drive aisle to Washington Street and future development. The proposed development will provide shopping, living, working activities, and walkways for pedestrian traffic.

*Policy 2.2.3 - Develop and promote a vision for the economic development and redevelopment of the Downtown area that solidifies the Oregon City Downtown Community Plan and Oregon City Waterfront Master Plan.*

The proposed adjustment enables the proposed hotel project to be oriented to complement the End of the Oregon Trail, providing convenient access, while preserving views. The proposed development provides an example vision for redevelopment of the Downtown area within the flood plain, supporting tourism and The End of the Oregon Trail in accordance with the Oregon City Downtown Community Plan.

*Policy 2.2.8 - Implement the Oregon City Downtown Community Plan and Oregon City Waterfront Master Plan with regulations and programs that support compatible and complementary mixed uses, including housing, hospitality services, restaurants, civic and institutional, offices, some types of industrial and retail uses in the Regional Center, all at a relatively concentrated density.*

The proposed adjustment enables the proposed hotel project to be situated as a complementary housing and hospitality use to the End of the Oregon Trail, the historic Hackett House, and proposed mixed-use housing and retail in accordance with the Oregon City Downtown Community Plan.

*Policy 2.2.9 - Improve connectivity for vehicles, bicycles, and pedestrians within the Oregon City Downtown community and waterfront master plan areas and improve links between residential areas and the community beyond.*

The proposed adjustment enables the proposed hotel project to have vehicular bicycle, and pedestrian access to the front entry at an elevation above the flood elevation. The proposed development will include public street and onsite improvements designed to improve connectivity for vehicles, bicycles, and pedestrians.

#### **Goal 5.3 Historic Resources**

*Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.*

*Policy 5.3.7 - Encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.*

The proposed adjustment enables the proposed hotel project to be situated to allow the continued preservation of the historic Hackett House. By orienting the hotel as proposed the historic Hackett House can remain in place as is, with an adjacent use that is economically complementary. Preservation of the Hackett House, while providing an economically viable development has been a major part of the proposed master plan.

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

The proposed adjustment enables the proposed hotel project to form a visual backdrop for the historic Hackett House, while complimenting the End of the Oregon Trail. The proposed hotel orientation accentuates both these historic resources, while providing needed redevelopment of the urban environment.

#### **Goal 9.2 Cooperative Partnerships**

*Create and maintain cooperative partnerships with other public agencies and business groups interested in promoting economic development.*

*Policy 9.2.1 - Seek input from local businesses when making decisions that will have a significant economic impact on them.*

The project as proposed, was reviewed by the Board of Directors of the Clackamas Heritage Partners, operators and stewards of the End of the Oregon Trail development, located directly across the street from the project site. The Board has provided a unanimous letter recommending approval. The proposed building heights, site orientation, and building design were discussed.

#### *Goal 9.6 Tourism*

*Promote Oregon City as a destination for tourism.*

*Policy 9.6.2- Ensure land uses and transportation connections that support tourism as an important aspect of the City's economic development strategy. This could include connections to the End of the Oregon Trail Interpretive Center and the train depot.*

The proposed adjustment enables the proposed hotel project to support tourism at the End of the Oregon Trail, providing lodging and transportation connections to Washington Street and the End of the Oregon Trail Interpretive Center and through the phase 2 site development to the train depot.

*Policy 9.6.3 - Provide land uses in the Downtown Historic Area, 7th Street corridor, and the End of the Oregon Trail Interpretive Center that support tourism and visitor services.*

The proposed adjustment enables the proposed hotel project, directly providing land uses supporting tourism and visitor services.

*Policy 9.6.6 - Encourage private development of hotel, bed and breakfast, restaurant facilities and other visitor services.*

The proposed adjustment enables the development of a hotel project, supporting policy 9.9.6 encouraging private hotel, bed and breakfast, restaurant facilities and other visitor services.

#### **Adjustment #7**

*Code: 17.62.055.D - Relationship of Buildings to Streets and Parking*

*1. Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:*

*2. The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.*

*3 -Entryways. The primary entranceway for each commercial or retail establishment shall face the major street. The entrance may be recessed behind the property line a maximum of five feet unless a larger setback is approved pursuant to Section 17.62.055.D.1 and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined, highly visible and recessed or framed by a sheltering element including at least four of the following elements, listed below.*

Requested adjustment:

The hotel's most architecturally significant facade is the one facing Washington Street and the two main entranceways include the entranceway on that facade and the lobby entranceway at the porte cochere. However, the primary entranceway is the porte cochere and it will not face the major street, Washington Street, and it will be set back more than 5' from the major street. The applicant seeks an adjustment to the standard requiring that the primary entranceway to face the major street and allowing it to be set back more than 5' from the major street.

The project faces Washington Street and 17<sup>th</sup> Street. In comparison, Washington Street is the major street as shown in the table below :

Street	Washington	17 <sup>th</sup>
Classification	Minor Arterial	Local
Width	Wider	Narrower
Transit	Yes	No
Type	Through	Dead-End

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

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

**Applicant’s Response:**

The stated purpose of 17.62.55 is:

*Purpose. The primary objective of the regulations contained in this section is to provide a range of design choices that promote creative, functional, and cohesive development that is compatible with surrounding areas. Buildings approved through this process are intended to serve multiple tenants over the life of the building, and are not intended for a one-time occupant. The standards encourage people to spend time in the area, which also provides safety through informal surveillance. Finally, this section is intended to promote the design of an urban environment that is built to human scale by creating buildings and streets that are attractive to pedestrians, create a sense of enclosure, provide activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement.*

The proposed project is a hotel requiring passenger vehicle loading at the lobby entry with weather protection provided by a porte cochere. Washington Street is the major street, providing direct vehicular access to the porte cochere entry. Functionally, this is the primary hotel entry. The entry drive rises up from the street which is in the 100 year flood plain, to the porte cochere, which is located to provide at grade access to the lobby floor, above the flood elevation.

As designed the hotel provides a creative, functional, and cohesive development that is compatible with surrounding areas. The required vehicular loading and porte cochere function properly when setback sufficiently from the street to allowing gradual grade change, minimizing pedestrian / vehicle conflicts, and accommodating vehicular movement and stacking. The building orientation with long axis perpendicular to Washington Street provides a view corridor to the End of the Oregon Trail, compatible with that use.

The exterior patio outside the hotel meeting room encourages people to spend time in the area, while providing safety through informal surveillance. An additional building entry with exterior stairs connecting to the public sidewalk provides activity at the intersection of public and private spaces, while planters and a wall mural provide interest.

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

**Applicant’s Response:**

The cumulative effect of the requested adjustments results in a project consistent with the overall purpose of the MUD zone. The adjustments enhance security, increase buildability, and promote project feasibility, allowing for a mixed use project including lodging and retail/service with residential uses on upper floors appropriate to the MUD zone per 17.34.010.

As proposed the design provides an attractive, well articulated, response to difficult site conditions including; shape of site, flood zone and; existing historic residence.

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

**Applicant's Response:**

City designated goal 5 resources include the historic Hackett House, Abernethy Creek, and a wetland adjacent to the I-205 freeway . These resources are protected to the extent otherwise required by Title 17 in compliance with the following sections:

17.40 – Historic Overlay District. The Hackett House is a locally designated historic structure and landmark. The Historic Review Board reviewed and approved the project. The historic Hackett House will remain in its original site location without modification. Development of a hotel serving the needs of visitors to the End of the Oregon Trail Interpretive Center across the street supports economic development in the area. Redevelopment of underutilized property within the MUD zone relieves development pressure on existing open space, while protecting natural resources, conserving scenic and historic areas.

17.49 – Natural Resources Overlay District [NROD]: Abernethy Creek is located across 17<sup>th</sup> Street to the southwest of the project site. A wetland adjacent to I-205 is located across the railroad right-of-way to the northwest of the project site. The attached “NROD Boundary Verification Report” describes these resources and concurrence has been requested that no wetlands, waterways, or other protected features exist on the subject properties and that the NROD buffers do not project onto the subject properties.

**Applicant's Response:**

*4. Any impacts resulting from the adjustment are mitigated; and*

**Applicant's Response:**

The main porte cochere entry is a highly visible, clearly defined, prominent feature. An second pedestrian entry directly facing Washington Street, has been provided to provide additional pedestrian access to the street. This entry has been enhanced with detailing to increase visibility, providing a second sheltered, recessed entry.

Wall mounted artwork compatible with the End of the Oregon Trail is proposed along the sidewalk, providing additional pedestrian level interest. The artwork is planned to be themed to complement the End of the Oregon Trail across Washington Street. Artwork to be approved by the Community Development Director without additional review by the Planning Commission.

If located within five feet of the property line the primary entry would not be able to accommodate a porte cochere and would either require a building entry below the flood elevation which is not allowed by the building codes, or an entry to the lobby accessible only by stairs, elevator, or long ramps which is either not practical, and/or not allowed by the Americans With Disabilities Act.

If the primary building entry is recessed from the primary street, Washington Street, sufficiently to allow the port cochere to be located between the sidewalk and the building entry, the vehicular circulation will conflict with the pedestrian circulation on the sidewalk, and the stated purpose of promoting an urban environment including “streets that are attractive to pedestrians”.

The adjustment will reduce impacts by providing a creative, functional development built to human scale, with buildings and streets that are attractive to pedestrians, providing activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement that would not be possible if designed in strict compliance with the code.

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

**Applicant's Response:**

There are no officially inventoried resources or resource values present on the subject property. Property is located within the Natural Resources Overlay District [NROD] per City maps. See Exhibit E, "NROD Boundary Verification Report" for background data and information supporting the following requested actions:

1. Concurrence that no wetlands, waterways, other protected features exist on the subject properties.
2. Concurrence that NROD buffers do not project onto the subject properties. In the case of Abernethy Creek, 17th Street constitutes a physical barrier. In the case of the wetland area to the North, the wetland buffers per table 17.49.110 fall about 150FT from the project.

Erosion and sediment control measures required by section 17.47, including an erosion control plan are provided. 17<sup>th</sup> Street separates Abernethy Creek from the project site and surface drainage from approximately the street centerline flows away from Abernethy Creek, further minimizing detrimental environmental impacts on the resource. The wetland adjacent to I-205 is on the opposite side and is separated from the project site by the existing railroad tracks. The railroad tracks are elevated above the wetland and form a physical barrier between the wetland and the project site.

**Applicant's Response:**

There are no officially inventoried resources or resource values present on the subject property. Property is located within the NROD per City maps. See Exhibit E, "NROD Boundary Verification Report" for background data and information supporting the following requested actions:

1. Concurrence that no wetlands, waterways, other protected features exist on the subject properties.
2. Concurrence that NROD buffers do not project onto the subject properties. In the case of Abernethy Creek, 17th Street constitutes a physical barrier. In the case of the wetland area to the North, the wetland buffers per table 17.49.110 fall about 150FT from the project.

*6. The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents.*

**Applicant's Response:**

The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents by meeting the following comprehensive plan goals & supporting the following policies:

*Goal 1.1 Citizen Involvement Program*

*Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement.*

The project design team has received input from the neighborhood association, resulting in review and approval of the project as submitted.

*Goal 1.4 Community Involvement*

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

Public notice for community involvement in the land use process, including requested adjustments has been issued.

### Goal 2.1 Efficient Use of Land

*Policy 2.1.1 - Create incentives for new development to use land more efficiently, such as by having minimum floor area ratios and maximums for parking and setbacks.*

The proposed adjustment enables the proposed project to efficiently use the land. The proposed hotel site orientation allows for an efficient arrangement of building and parking.

*Policy 2.1.3 - Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow developments to vary from prescriptive standards if planned and approved under this provision.*

The proposed project supports policy 2.1.3 by being designed and submitted under the Master Plans provisions of Section 17.65, with adjustments as provided by Section 17.65.070.

### Goal 2.2 Downtown Oregon City

*Develop the Downtown area, which includes the Historic Downtown Area, the "north end" of the Downtown, Clackamette Cove, and the End of the Oregon Trail area, as a quality place for shopping, living, working, cultural and recreational activities, and social interaction. Provide walkways for pedestrian and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.*

The proposed adjustment enables the proposed hotel entrance to be connected by walkway and drive aisle to Washington Street and future development. The proposed development will provide shopping, living, working activities, and walkways for pedestrian traffic.

*Policy 2.2.3 - Develop and promote a vision for the economic development and redevelopment of the Downtown area that solidifies the Oregon City Downtown Community Plan and Oregon City Waterfront Master Plan.*

The proposed adjustment enables the proposed hotel project to be oriented to complement the End of the Oregon Trail, providing convenient access, while preserving views. The proposed development provides an example vision for redevelopment of the Downtown area within the flood plain, supporting tourism and The End of the Oregon Trail in accordance with the Oregon City Downtown Community Plan.

*Policy 2.2.8 - Implement the Oregon City Downtown Community Plan and Oregon City Waterfront Master Plan with regulations and programs that support compatible and complementary mixed uses, including housing, hospitality services, restaurants, civic and institutional, offices, some types of industrial and retail uses in the Regional Center, all at a relatively concentrated density.*

The proposed adjustment enables the proposed hotel project to be situated as a complementary housing and hospitality use to the End of the Oregon Trail, the historic Hackett House, and proposed mixed-use housing and retail in accordance with the Oregon City Downtown Community Plan.

*Policy 2.2.9 - Improve connectivity for vehicles, bicycles, and pedestrians within the Oregon City Downtown community and waterfront master plan areas and improve links between residential areas and the community beyond.*

The proposed adjustment enables the proposed hotel project to have vehicular bicycle, and pedestrian access to the front entry at an elevation above the flood elevation. The proposed development will include public street and onsite improvements designed to improve connectivity for vehicles, bicycles, and pedestrians.

### Goal 5.3 Historic Resources

*Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.*

*Policy 5.3.7 - Encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.*

The proposed adjustment enables the proposed hotel project to be situated to allow the continued preservation of the historic Hackett House. By orienting the hotel as proposed the historic Hackett House can remain in place as is, with an adjacent use that is economically complementary. Preservation of the Hackett House, while providing an economically viable development has been a major part of the proposed master plan.

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

The proposed adjustment enables the proposed hotel project to form a visual backdrop for the historic Hackett House, while complimenting the End of the Oregon Trail. The proposed hotel orientation accentuates both these historic resources, while providing needed redevelopment of the urban environment.

#### *Goal 9.2 Cooperative Partnerships*

*Create and maintain cooperative partnerships with other public agencies and business groups interested in promoting economic development.*

*Policy 9.2.1 - Seek input from local businesses when making decisions that will have a significant economic impact on them.*

The project as proposed, was reviewed by the Board of Directors of the Clackamas Heritage Partners, operators and stewards of the End of the Oregon Trail development, located directly across the street from the project site. The Board has provided a unanimous letter recommending approval. The proposed building heights, site orientation, and building design were discussed.

#### *Goal 9.6 Tourism*

*Promote Oregon City as a destination for tourism.*

*Policy 9.6.2- Ensure land uses and transportation connections that support tourism as an important aspect of the City's economic development strategy. This could include connections to the End of the Oregon Trail Interpretive Center and the train depot.*

The proposed adjustment enables the proposed hotel project to support tourism at the End of the Oregon Trail, providing lodging and transportation connections to Washington Street and the End of the Oregon Trail Interpretive Center and through the phase 2 site development to the train depot.

*Policy 9.6.3 - Provide land uses in the Downtown Historic Area, 7th Street corridor, and the End of the Oregon Trail Interpretive Center that support tourism and visitor services.*

The proposed adjustment enables the proposed hotel project, directly providing land uses supporting tourism and visitor services.

*Policy 9.6.6 - Encourage private development of hotel, bed and breakfast, restaurant facilities and other visitor services.*

The proposed adjustment enables the development of a hotel project, supporting policy 9.9.6 encouraging private hotel, bed and breakfast, restaurant facilities and other visitor services.